Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Transportation Committee

Friday, September 14, 2012
9:30 a.m.

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

1.0 Call to Order and Introductions **9:30 AM**
Leanne Redden, Committee Chair

2.0 Agenda Changes and Announcements

3.0 Approval of Minutes August 3, 2012
ACTION REQUESTED: Approval

4.0 Coordinating Committee Reports
Neither the Regional Coordinating Committee nor the Local Coordinating Committee has met since the Transportation Committee's last meeting. The next Local Coordinating Committee and Regional Coordinating Committee meetings are scheduled for October 10.

5.0 FY 10-15 Transportation Improvement Program (Leroy Kos)

5.1 FY 10-15 TIP Amendments and Administrative Modifications and Update TIP Change and Project Grouping Procedures selected year
TIP revisions that exceed financial amendment thresholds have been requested. Revisions include line items that have been awarded, moved or deleted. The TIP amendments and modifications are attached. The end of the 2012 federal fiscal year will occur on September 30 and all highway line items will need to be removed from FFY 2012 by our next meeting. To accommodate this effort it is recommended that Attachment A of the TIP be updated to include both FFY 12 and FFY 13 as selected years. All transit line items will need to be removed by the January 2013 meeting.
ACTION REQUESTED: Approval of TIP amendments and update of Attachment A of the TIP.

5.2 Semi-annual GO TO 2040/TIP Conformity Analysis & TIP Amendments
No comments on the analysis or the amendment were received.
ACTION REQUESTED: Recommend approval of the semi-annual GO TO 2040/TIP Conformity Analysis & TIP Amendments to the MPO Policy Committee and Regional Coordinating Committee.

5.3 Proposed Dates for 2013 meetings

Proposed meeting dates for calendar year 2013 are:

Transportation Meeting
01/18/13
03/08/13
04/26/13
06/07/13
08/02/13
09/20/13
11/15/13

ACTION REQUESTED: Information. The committee will be asked for approval at the November 16, 2012 meeting. Comments on the proposed schedule are welcome.

5.4 Congestion Mitigation and Air Quality Improvement Program (Doug Ferguson)

The CMAQ Project Selection Committee has developed an obligation goal for federal fiscal year 2013. Staff will provide an update on the goal and the implementation of the programming and management policies.

ACTION REQUESTED: Information

6.0 Public Participation Plan

The committee will be briefed on the updated Public Participation Plan.

ACTION REQUESTED: Recommend approval of the updated Public Participation Plan to the MPO Policy Committee.

7.0 Community Planning Program (Bob Dean)

CMAP staff, working committees and partners have been reviewing the Community Planning program applications following the August 1st deadline. The recommended program has been included in the TC packet for your consideration.

ACTION REQUESTED: Recommend approval of the Community Planning Program to the MPO Policy Committee.

8.0 Congestion Pricing Study (Jesse Elam)

A study to test the effects of implementing congestion pricing on new expressway capacity was completed in northeastern Illinois.

ACTION REQUESTED: Information

9.0 Legislative Update (Gordon Smith)

A state legislative update will be provided to committee**.**

ACTION REQUESTED: Information

10.0 Status of Local Technical Assistance program and Major Capital Projects

The updated status report on LTA program is attached. The status of GO TO 2040 Major Capital Projects will be done on a quarterly basis. The next update will be included in the November TC packet. Questions and comments are welcome.

ACTION REQUESTED: Information

11.0 Other Business

12.0 Public Comment

13.0 Next Meeting

The next meeting is scheduled for November 16, 2012.

14.0 Adjournment

Transportation Committee Members:

_____	Charles Abraham	_____	Robert Hann	_____	Mike Rogers
_____	Reggie Arkell***	_____	Jennifer (Sis) Killen	_____	Steve Schlickman
_____	Michael Bolton	_____	Fran Klaas	_____	Joe Schofer
_____	Bruce Carmitchel	_____	Don Kopec	_____	Peter Skosey
_____	Lynnette Ciavarella	_____	Wes Lujan	_____	Kyle Smith
_____	Michael Connelly**	_____	Arlene J. Mulder	_____	Chris Snyder
_____	John Donovan***	_____	Randy Neufeld	_____	Steve Strains
_____	John Fortmann	_____	Jason Osborn	_____	Paula Trigg
_____	Luann Hamilton	_____	Leanne Redden*	_____	Ken Yunker
_____	Alicia Hanlon	_____	Tom Rickert	_____	Rocco Zucchero

*Chair **Vice-Chair ***Non-voting

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Chicago Metropolitan Agency for Planning
Transportation Committee Minutes
DRAFT MINUTES
August 3, 2012

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

Members Present: Chair Leanne Redden – RTA, Patricia Berry – CMAP, Michael Bolton – Pace, Bruce Carmitchel – IDOT OP&P, Bruce Christensen – Lake County, Chalen Daigle – McHenry County, Jackie Diaz – ISTHA, John Donovan – FHWA, Catherine Kannenberg – Metra, Jennifer Killen – Cook County, Don Gismondi – CTA, Alicia Hanlon – Will County, Arlene Mulder – Council of Mayors, Randy Neufeld – Bicycle and Pedestrian Task Force, Chad Riddle – IDOT District 1, David Seglin – CDOT, Steve Schlickman-UIC, Peter Skosey – MPC, Chris Snyder – DuPage County, Steve Strains-NIRPC, Mike Sullivan – Kendall County, Jan Ward, Kane County,

Members Absent: Charles Abraham – IDOT DPIT, Reggie Arkell – FTA, Robert Hann – Private Providers, Wes Lujan– Class 1 Railroads, Mike Rogers – IEPA, Joe Schofer – Northwestern University, Kyle Smith – CNT, Ken Yunker – SEWRPC

Others Present: Mike Albin, Garland Armstrong, Heather Armstrong, Allison Bos, T. Cohn, Caitlyn Costello, Tim Grzesiakowski, Joshua McClusky, M. Perales, Adam Rod, Chris Staron, Gabe Sulkes, Emily Tapia-Lopez, Mike Walczak, Tammy Wierciak

Staff Present: Hala Ahmed, Garrett Ballard-Rosa, Alex Beata, Claire Bozic, Ylda Capriccioso, Randy DeShazo, Teri Dixon, Kama Dobbs, Doug Ferguson, Leroy Kos, Matt Maloney, Tom Murtha, John O'Neal, Holly Ostdick, Ross Patronsky, Jose Rodriguez, Simone Weil

1.0 Call to Order and Introductions

Committee Chair Leanne Redden called the meeting to order at 9:30 a.m.

2.0 Agenda Changes and Announcements

There were none.

3.0 Approval of Minutes – June 15, 2012

On a motion by Mr. Bolton, seconded by Mr. Carmitchel the minutes were approved as presented.

4.0 Coordinating Committee Reports

Ms. Redden reported the next Local Coordinating Committee and Regional Coordinating Committee meetings are scheduled for October 10.

5.0 FY 10-15 Transportation Improvement Program

5.1 FY 10-15 TIP Amendments and Administrative Modifications

On a motion by Ms. Berry and a second by Mr. Gismondi, TIP amendments were unanimously approved as presented.

5.2 Semi-annual GO TO 2040/TIP Conformity Analysis and TIP Amendments

On a motion by Mr. Carmitchel and a second by Mr. Riddle, the semi-annual TIP/GO TO 2040 conformity analysis and TIP amendments were released for a 30 day public comment period from August 3, 2012 to September 4, 2012.

5.3 Designated Recipient of Section 5307 and Section 5340 Full Year Appropriations

On a motion by Mr. Schlickman and a second by Mr. Bolton, amended Resolutions 12-03 through 12-05 are recommended for approval to the MPO Policy Committee. Mr. Schlickman requested information on increases to transit funding included in MAP-21. Ms. Redden stated that there will be an update at the September meeting.

6.0 Volpe Peer Exchange

Mr. Maloney briefed the committee on the Transportation Planning Capacity Building Peer Exchange on performance based programming held in July at CMAP. He announced that the next step in developing performance based programming policies in northeastern Illinois is a regional peer exchange to be scheduled in September. Local and regional programmers will be invited to present their current program development and project selection processes and to exchange ideas for the region. Members were encouraged to review materials from the Peer Exchange available on our FTP site. ftp://ftp.cmap.illinois.gov/pub/VolpePeerExchange/ Login: cmapftpro; Password: cmapread.

7.0 Freight Cluster Drill-Down

Mr. Ballard-Rosa and Ms. Weil presented highlights of CMAP's Freight Cluster Drill-Down analysis. Mr. Bolton commented that workforce issues exist. Ms. Mulder noted that local colleges are providing increased training in manufacturing fields. Mr. Schlickman stated that IDOT has increased research funding for universities for rail, transit and freight research.

8.0 Commute Options

Mr. Grzesiakowski presented an update on the progress of The Metropolitan Planning Council's Commute Options Program. He stated that fifteen companies of varying size and type are participating. He continued to describe what some of the various scenarios and commute options that were presented and pursued at some of the companies. As this project progress the committee will receive updates.

9.0 Legislative Update

Ms. Capriccioso provided a recap on the 97th Legislative Session and reported that Governor Quinn has called a special session to begin on August 17 to address pension reform.

10.0 MAP-21 (Don Kopec/Patricia Berry)

Ms. Berry encouraged the committee to follow the CMAP Policy Updates blog to stay informed as FHWA interprets the law and develops guidance. Mr. Donovan encouraged members to contact him with questions about the law so that FHWA can incorporate those into guidance documents. Mr. Seglin noted that there is likely to be a technical corrections bill introduced in September. Mr. Christensen made a motion, seconded by Mr. Schlickman to encourage committee members to encourage language in that bill that would allow the current provisions for 100% federal funding for CMAQ projects to continue.

11.0 Status of Local Technical Assistance program and Major Capital Projects

Ms. Ahmed reported that 115 applications from 90 different applicants were received for Local Technical Assistance and Community Planning grants. She stated that recommendations for funding will be presented to the committee in September and CMAP Board and MPO Policy Committee consideration is scheduled for October. Ms. Redden reminded members that updated status reports on LTA program and GO TO 2040 Major Capital Projects can be found on the CMAP web site.

12.0 Other Business

There was no other business.

13.0 Public Comment

Ms. Armstrong stated that southbound left turns should be prohibited at the intersection of Harlem Ave. at Fullerton Ave. in Elmwood Park. Mr. Riddle will notify IDOT staff of her concerns. Mr. Armstrong asked about the status of the reconstruction of Grand Ave. near Pulaski and improvements to Lake St. in Melrose Park.

14.0 Next Meeting

The next meeting is scheduled for September 14, 2012.

15.0 Adjournment

On a motion by Mr. Bolton and a second by Mr. Snyder, the meeting adjourned at 11:08 a.m.

Transportation Committee Members:

_____ Charles Abraham	_____ Robert Hann	_____ Mike Rogers
_____ Reggie Arkell***	_____ Jennifer Killen	_____ Steve Schlickman
_____ Michael Bolton	_____ Fran Klaas	_____ Joe Schofer
_____ Bruce Carmitchel	_____ Don Kopec	_____ Peter Skosey
_____ Lynnette Ciavarella	_____ Wes Lujan	_____ Kyle Smith
_____ Michael Connelly**	_____ Arlene J. Mulder	_____ Chris Snyder
_____ John Donovan***	_____ Randy Neufeld	_____ Steve Strains
_____ John Fortmann	_____ Jason Osborn	_____ Paula Trigg
_____ Luann Hamilton	_____ Leanne Redden*	_____ Ken Yunker
_____ Alicia Hanlon	_____ Tom Rickert	_____ Rocco Zucchero

*Chair **Vice-Chair ***Non-voting

DRAFT

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MEMORANDUM

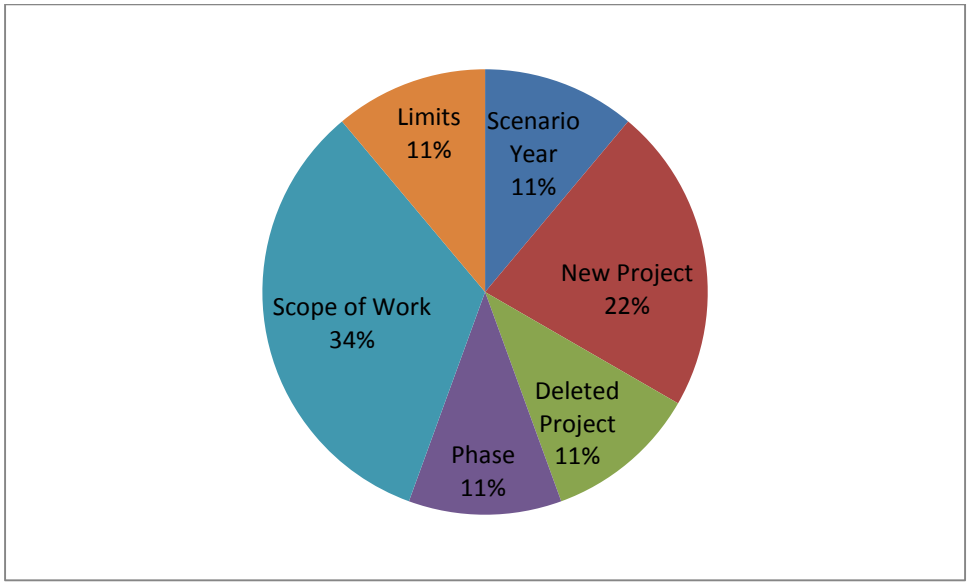
To: **Transportation Committee**

Date: **September 14, 2012**

From: **CMAP Staff**

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

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



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

- TIP ID 03-12-0034 is adding capacity on Shoe Factory Road from Essex Drive to Beverly Road in Hoffman Estates.

- TIP ID 09-12-0033 is an extension of Bowes Road from Schneider Drive to IL 31 LaFox Road in South Elgin.

Three existing projects are requesting a scope change. The scope of a project is determined by the work type included in the project.

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

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

- TIP ID 02-12-0020 Central Avenue from Pratt Avenue to Sauganash Road.

The two projects have removed not exempt work types:

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

One project is being deleted from the TIP:

- TIP ID 04-10-0015 Ruby Street.

One project requested an extension to the original limits of the project:

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

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

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

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

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

The 2016, 2020, 2030 and 2040 highway and transit networks were coded to include the project changes listed in the "Non-Exempt Projects Requiring Conformity Determination" report. The regional travel demand model was run using the updated networks. The resultant vehicle miles traveled (VMT) by speed and facility type for eight vehicle classes was expanded to the twenty-eight vehicle types needed for use with USEPA's MOBILE model. The on-road emission estimates are the

sum of those emissions for each precursor or direct pollutant in each scenario year. Reductions from the National Energy Policy Act Credit and Clean Fuel Fleet Program have not been claimed.

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

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

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

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

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

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

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

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

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

Notes

Off-model benefits are not included in the total emissions estimates
NIRPC emissions from December 8, 2011 conformity analysis, assuming construction of Cline Avenue Bridge

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Conformity Amendments

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
01-10-0002	IDOT District 1 Division of Highways	Scope Changed	$39753	$0	$ -39753	-100%

I- 190 I-190 FROM BESSE COLEMAN DR (COOK/Chicago) TO I- 90 KENNEDY EXPY (COOK/Rosemont)

Completion Year Before Revision: 2015
Completion Year After Revision: 2015
Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE
MISCELLANEOUS - EXEMPT PROJECTS
Project Work Types After Revision: MISCELLANEOUS - EXEMPT PROJECTS

Financial Data Before Revision

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

Financial Data After Revision

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

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

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

Completion Year Before Revision: Unspecified
Completion Year After Revision: 2014
Project Work Types Before Revision: HIGHWAY/ROAD - INTERSECTION IMPROVEMENT
Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

Financial Data Before Revision

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

Financial Data After Revision

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

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
03-09-0082	IDOT District 1 Division of Highways	Phases Changed	$0	$13200	$ 13200	

BARRINGTON RD FROM I- 90 AT JANE ADDAMS MEMORIAL TOLLWAY (COOK/Hoffman Estates)

Completion Year Before Revision: Unspecified
Completion Year After Revision: 2016
Project Work Types Before Revision: INTERCHANGE - EXPAND (NEW MOVEMENTS ADDED TO INTERCHANGE)
Project Work Types After Revision: INTERCHANGE - EXPAND (NEW MOVEMENTS ADDED TO INTERCHANGE)

Financial Data Before Revision

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

Financial Data After Revision

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

Gray Financial Data Records are for informational purposes only and not included in the TIP.
This public notice of the revisions being made by CMAP's Transportation Improvement Program satisfies the Program of Projects requirement of Title 49, U.S. Code Section 5307 (c) (1) through (7)
CMAP, the Chicago Metropolitan Agency for Planning -- 233 South Wacker Drive, Suite 800, Chicago, IL 60606 312-454-0400 (voice), 312-454-0411 (fax)

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
03-12-0034	Cook County Highway Department	New Project		$0		

CH A62 Shoe Factory Road FROM Essex Drive (COOK/Hoffman Estates) TO Beverly Road (COOK/Hoffman Estates)

Completion Year: 2016

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE
SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS
SAFETY - LIGHTING

Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	MFT-ALL	CONSTRUCTION	15	6200		

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
04-10-0015	North Central Council of Mayors	Deleted Project		$55		

FAU 2407 Ruby Street FROM FAU 3535 Pacific Avenue (COOK/Franklin Park) TO FAU 3533 Franklin Avenue (COOK/Franklin Park)

Completion Year: 2012

Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING

Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	SEC125	ENGINEERING-II	13	68	55	

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
09-09-0028	IDOT District 3 Division of Highways	Location Changed	$0	$0	$ 0	

Before Revision: US 34 Veterans Parkway FROM FAU 3791 Cannonball Trail (KENDALL/Yorkville) TO FAU 3797 Center Parkway (KENDALL/Yorkville) includes structure 047-0049

After Revision: US 34 Veterans Parkway FROM Eldamain Road (KENDALL/Yorkville) TO FAU 3797 Center Parkway (KENDALL/Yorkville) includes structure 047-0049

Completion Year Before Revision: 2017
Completion Year After Revision: 2017

Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - RECONSTRUCT IN KIND
HIGHWAY/ROAD - CURB AND GUTTER
BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - RECONSTRUCT IN KIND
HIGHWAY/ROAD - CURB AND GUTTER
BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ILL	ENGINEERING-II	12	750		

Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ILL	ENGINEERING-II	12	750		

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
09-12-0033	Kane/Kendall Council of Mayors	New Project		$0		

FAU 528 Bowes Road FROM Schneider Drive (KANE/South Elgin) TO IL 31 LaFox Road (KANE/South Elgin) Includes extensions of Schneider Dr & Gilpen Ave to

Completion Year: 2015

Project Work Types After Revision: HIGHWAY/ROAD - EXTEND ROAD
SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION
New Bicycle Facility

Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	GEN-OP	ENGINEERING-I	12	240	0	Awarded
	GEN-OP	ENGINEERING-II	13	402	0	
	GEN-OP	CONSTRUCTION	14	4020	0	
	GEN-OP	ENGINEERING	14	402	0	Construction Engineering

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Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
09-12-0033	Kane/Kendall Council of Mayors	New Project		$0		

FAU 528 Bowes Road FROM Schneider Drive (KANE/South Elgin) TO IL 31 LaFox Road (KANE/South Elgin) Includes extensions of Schneider Dr & Gilpen Ave to

Completion Year: 2015

Project Work Types After Revision: HIGHWAY/ROAD - EXTEND ROAD
SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION
New Bicycle Facility

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
GEN-OP	ENGINEERING-I	12	240	0	Awarded
GEN-OP	ENGINEERING-II	13	402	0	
GEN-OP	CONSTRUCTION	14	4020	0	
GEN-OP	ENGINEERING	14	402	0	Construction Engineering

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
10-08-0037	Lake County Department of Transportation	Scope Changed	$0	$0	$ 0	

Before Revision: IL 120 FROM KNIGHT AVENUE (LAKE) TO IL 131 GREEN BAY ROAD (LAKE) CONSTRUCT NEW INTERCHANGE
After Revision: IL 120 FROM KNIGHT AVENUE (LAKE) TO IL 131 GREEN BAY ROAD (LAKE)

Completion Year Before Revision: 2020
Completion Year After Revision: 2020

Project Work Types Before Revision: HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES
INTERCHANGE - NEW

Project Work Types After Revision: HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

Financial Data Before Revision

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	CTEF	ENGINEERING-I	12	119	0	
	CTEF	ENGINEERING-II	14	104	0	
	CTEF	ROW ACQUISITION	14	112	0	
	CTEF	CONSTRUCTION	MYB	1491	0	
	CTEF	CONSTRUCTION	MYB	149	0	E3

Financial Data After Revision

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	CTEF	ENGINEERING-I	12	119	0	
	CTEF	ENGINEERING-II	14	104	0	
	CTEF	ROW ACQUISITION	14	112	0	
	CTEF	CONSTRUCTION	MYB	1491	0	
	CTEF	CONSTRUCTION	MYB	149	0	E3

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
12-06-0005	Will County Council of Mayors	Completion Year	$0	$0	$ 0	

FAU 2755 CH 83 80TH AVENUE FROM 183RD ST (WILL) TO 191ST ST (WILL)

Completion Year Before Revision: 2014
Completion Year After Revision: 2017

Project Work Types Before Revision: HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES
HIGHWAY/ROAD - ADD LANES

Project Work Types After Revision: HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES
HIGHWAY/ROAD - ADD LANES

Financial Data Before Revision

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-C	ROW ACQUISITION	MYB	500	333	
	STP-C	ENGINEERING-II	MYB	750	500	
A	STP-C	ENGINEERING-I	10	1219	500	
	STP-C	CONSTRUCTION	MYB	5500	2000	INCLUDES E3

Financial Data After Revision

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-C	ROW ACQUISITION	MYB	500	333	
	STP-C	ENGINEERING-II	MYB	750	500	
	STP-C	ENGINEERING-I	11	1219	500	
	STP-C	CONSTRUCTION	MYB	5500	2000	INCLUDES E3

Gray Financial Data Records are for informational purposes only and not included in the TIP.
This public notice of the revisions being made by CMAP's Transportation Improvement Program satisfies the Program of Projects requirement of Title 49, U.S. Code Section 5307 (c) (1) through (7)
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MEMORANDUM

To: **Transportation Committee**

From: Erin Aleman, Principal Planner

Date: **September 14, 2012**

Re: Public Participation Plan Update

At the June Transportation Committee meeting, staff presented a first draft of the amended CMAP Public Participation Plan (PPP). Over the past six months, staff worked with the Citizens' Advisory Committee (CAC) and staff at the Regional Transportation Authority (RTA) to review and amend the PPP. There were a few minor "housekeeping" updates, such as:

- Removal of outdated references to CATS and NIPC (throughout)
- Updated language to reflect MAP-21 legislation (section 1.3)
- GO TO 2040 principles were folded in to the overview section (chapter 2)
- Updated CMAP committee structure (section 2.4)
- Updated MPO members (section 2.5)
- New table describing how the region will address federal public participation requirements for Section 5307 Urbanized Area Formula Grants (appendix A)

The majority of changes to the PPP occurred in *Chapter 3: Public Involvement*, specifically section *3.3 Public Participation Strategy* and section *3.4 Public Participation Process and Methods*. The amended language in this section better reflects CMAP's current public involvement process and methods. The full draft is attached.

ACTION REQUESTED: Recommendation of approval

Public Participation Plan
Draft September 7, 2012

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1. Introduction

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

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.

This document is a public participation plan that will serve as a guide to CMAP to help inform the planning process. In addition, it is hoped that through this guide CMAP will both increase public awareness and participation, as well as broaden 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 assist in 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 and implementing 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. This plan is intended to fulfill those requirements. Specifically, this Public Participation Plan satisfies the region's Program of Projects public participation requirements of Title 49, U.S. Code Section 5307 (b)(1) through (7).

However, transportation planning is just one component of CMAP's mission. As CMAP integrates transportation and land use planning into a comprehensive 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 MAP-21

Building off the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) legislation, the transportation reauthorization bill Moving Ahead for Progress in the 21st Century (MAP-21) continues to support previous federal public participation guidelines. The provisions that were set forth in SAFETEA-LU are as follows (see Appendix A for further details):

- Representatives of users of pedestrian walkways, bicycle transportation facilities, the disabled are specifically added as parties to be provided with the opportunity to participate in the statewide and metropolitan planning processes.
- To enhance the public participation process, the State department of transportation (DOT) and MPO should conduct public meetings at convenient and accessible locations at convenient times; employ visualization techniques to describe plans; and make public information available in an electronically accessible format such as on the Web.
- The MPO is to develop a participation plan in consultation with interested parties that provides reasonable opportunities for all parties to comment.

CMAP intends to use the standards set forth in SAFETEA-LU, now MAP-21, 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.

2. Overview of the Chicago Metropolitan Region

2.1 Our Region

Metropolitan Chicago is one of the world's great economic centers. We have abundant natural resources — including a magnificent system of parks, open spaces, trails, and waterways — with access to Lake Michigan for drinking water and recreation.

We have a transportation system that moves people and goods, acting as an engine of jobs and prosperity. And the residents of the region themselves are perhaps our greatest renewable resource, constituting a diverse workforce that fuels economic development. But we cannot take our quality of life for granted in the years to come. Stark new economic and environmental realities require the region and its communities to set priorities carefully.

Residents of our region's seven counties — Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will — aspire to and deserve a high quality of life. The mission of the Chicago Metropolitan Agency for Planning (CMAP) is to help the counties and 284 communities plan together for sustainable prosperity through mid-century and beyond.

Meeting Challenges Together

Our ability to respond to past challenges has made the Chicago area a great place to live and work. Meeting these tests head-on — including economic upheavals, social inequities, ecological harm, and even disasters like the Chicago Fire — made us stronger. Avoiding such challenges would have held our region back. Each of us is forever indebted to the foresight of Daniel Burnham and Edward Bennett and to the thousands of civic leaders, business people, and average citizens who helped implement so much of the 1909 *Plan of Chicago*. This region's successes have always resulted from our willingness to set aside what separates us and work together to accomplish broader, shared goals. We need that spirit of community now as much as ever.

Building Sustainable Prosperity

Implementing the GO TO 2040 comprehensive regional plan is metropolitan Chicago's best chance to set the stage for economic growth in decades to come. The plan defines carefully coordinated policies to address the fundamental challenges that shape residents' daily lives. After nearly three years of research, public input, and deliberation, GO TO 2040 reflects the collective will of our region's leaders and residents. The region can no longer afford not to plan effectively. As we face new challenges and opportunities together, the GO TO 2040 plan can lead us to prosperity that is sustainable for generations to come.

The Urgency of Long-Range Planning

Most of our region's near-term challenges are the direct result of choices made — or too often deferred — in the past. Urgent challenges have often been an excuse to avoid planning, but they actually reinforce the need to plan more effectively. We need to act now, before today's opportunities become tomorrow's crises.

During decades of rapid but largely uncoordinated expansion, the region grew in patterns that were not sustainable. New homes cropped up in areas that were difficult to reach by automobile and virtually impossible by public transit. Jobs created were often far from the region's residential centers, keeping commuters tied up in traffic and wasting billions of dollars in lost time and fuel. Patterns of development consumed land at a rapid rate, with serious implications for natural resources — including less open space, potential water shortages, and diminished air quality.

Now is our best chance to begin reversing long-range trends like these, which are barriers to the prosperity and livability of this region and its communities.

Communities Collaborating for Success

CMAP was created at a turning point for the region, as the business community, civic leaders, and local elected officials recognized that many of our most pressing issues are best addressed comprehensively and regionally. Wanting to break with "business as usual," our region's decision makers, residents, and other stakeholders have collaborated to formulate a response: GO TO 2040.

While the region is prosperous by many measures, sustaining residents' quality of life depends on our ability to address these problems. GO TO 2040's main purpose is to grow our region's economy by building on its strengths and overcoming its challenges.

The plan articulates policy reforms that are carefully targeted to enhance the region's economy by setting clear priorities, including improved efficiency of investments and transparency of public decision making. Within local control over zoning and land decisions, communities have many opportunities to work both together and independently toward the common goal of sustainable prosperity.

GO TO 2040 calls for investment in existing communities and emphasizes development that is more compact and "livable." By implementing GO TO 2040, residents will have more options for getting around, more options for housing, more jobs nearer to where they live, more parks and open space, more plentiful and cleaner water, healthier air, and better quality of life.

GO TO 2040 is about sustainable prosperity

The GO TO 2040 comprehensive regional plan seeks to maintain and strengthen our region's position as one of the nation's few global economic centers. Prosperity is driven largely by a combination of infrastructure, overall business environment, workforce, and amenities. To remain an attractive place for workers and businesses, our region needs:

- Global connections that link us to international trade and information networks, providing economic opportunities and a broad range of jobs.
- A robust, diverse business community, skilled labor force, and excellent higher education system.
- Modern, well-maintained infrastructure, including transportation, energy, telecommunications, and water.
- A healthy environment with ample open space and parks for recreation.
- Active institutions for arts and culture, along with other amenities for a high overall quality of life.
- Government that is transparent and highly accountable.

2.2 The CMAP 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 2000 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 CMAP:

- 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:

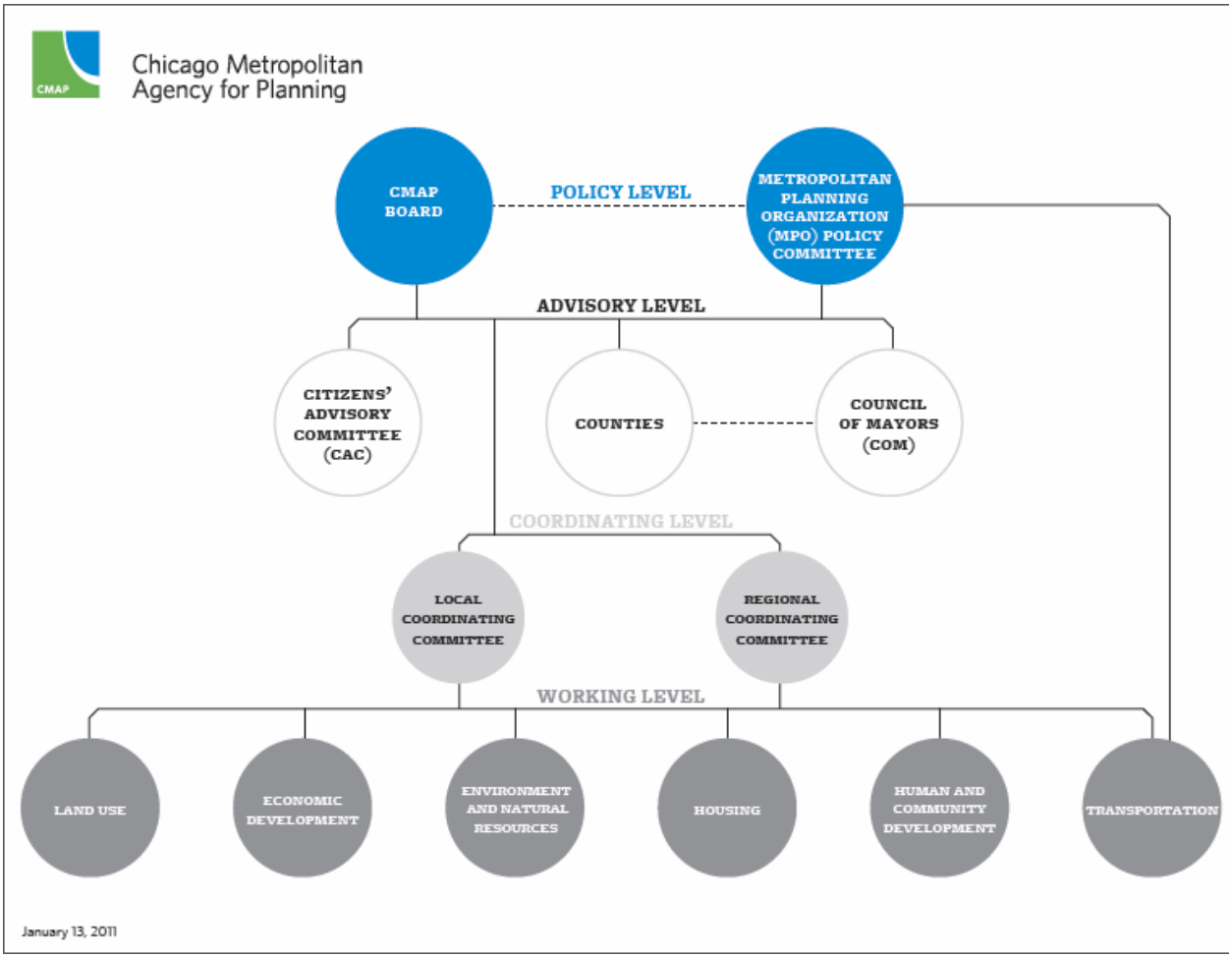
- Develop a comprehensive framework for the region's future through long-range regional plans and strategies.
- Provide high-quality information and analysis through coordinated technical assistance to facilitate regional decision-making.
- Build consensus to identify and advocate for regional priorities.

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 Committee Structure



2.5 The MPO and CMAP

The MPO Policy Committee is the federally designated MPO for the northeastern Illinois region. A shared process between the MPO and the CMAP Board will allow for transportation decision making 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 between CMAP and the MPO. This plan is intended to guide the public participation process for both entities. The MPO meets four times a year.

MPO members represent 21 organizations:

- CMAP
- Chicago Transit Authority (CTA)
- City of Chicago Department of Transportation
- Class 1 Railroads
- Council of Mayors
- County governments: Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Illinois Department of Transportation (IDOT)
- Illinois State Toll Highway Authority
- Mass transit districts
- Metra
- Pace
- Private transportation providers
- Regional Transportation Authority (RTA)

The MPO receives direct input from the Council of Mayors Executive Committee, the Transportation Committee, other CMAP committees, and CMAP staff.

The Council of Mayors 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.

3. Public Involvement

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 (IAP2), federal, state, and regional agencies, and other best practices locally. Based on this research, 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 our mission to promote comprehensive planning and create livable communities, CMAP will actively engage the public and the agency's planning partners. The CMAP Citizens' Advisory Committee, the Council of Mayors structure, and the CMAP working committees all have a role to plan in helping to obtain input from the public and our partners.

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

- Promote public awareness of CMAP plans and programs, encouraging participation by citizens and other interested parties.
- 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.

- Assist in dissemination of public information and related materials.

3.3 Public Participation Strategy

Before CMAP begins any public engagement process, staff will work to develop a strategy document outlining the target audience and the steps that are needed to achieve the project goals. This document must identify targets for public participation and include an anticipated timeline of events. Second, this document will include potential outreach activities designed such that they facilitate public participation and gather feedback from the public in a meaningful way.

CMAP has two tools to assist in this process: a **stakeholder analysis form** and an **outreach community participation form** (see appendix B and C). The stakeholder analysis form is used to gather key stakeholder contact information and can also be used to identify potential project steering committee members, champions, and others. The community participation form asks for details on past participation efforts, identifies priority audiences, and meeting logistics.

An equally important consideration during the strategy development is to better understand local community dynamics. Research gathered though the stakeholder analysis form and the outreach community participation form alongside, newspaper articles, meeting minutes, etc., can help uncover hot-button issues and priorities before the public process begins. Having a complete picture of community dynamics will help in determining who the best "messenger" is to work with the community.

When considering what should be included in an outreach strategy, there are three principles that are critical to the public participation process: outreach, engage, and sustain. Each principle will be considered in the public participation strategy development. Each step as integral to the planning process as the other, and all are described in greater detail below.

Outreach

In this public participation plan, outreach is defined as the task of identifying and providing notice to participants across multiple demographic sectors. The goal of the initial outreach phase is to begin to develop relationships with affected stakeholders in order to increase the number and diversity of people involved in the planning process both regionally – as CMAP works to implement GO TO 2040 – and on local projects CMAP participates in.

Successful outreach can be accomplished through early notification of upcoming planning cycles, as well as providing for adequate time and resources for outreach activities and evaluation of those activities. CMAP staff believes that by putting in the time to understand a community before the project begins can eliminate many barriers at the outset. This step will

put forth a framework for public participation that should be referenced throughout the planning process.

Engage

To engage the public, one must not only inform them, but also educate, listen, gather input, and share in the planning process. The engagement step must to focus on the types of activities, events, and tools – like keypad polling technology – which allow the public to provide meaningful input throughout the decision-making process. The outreach strategy should put forth suggested activities and tools that will help achieve the project goals.

Whenever possible, CMAP will design activities that are interactive and foster two-way communication. CMAP will strive to accommodate the needs of traditionally underserved populations, such as low-income, minority, disabled, non-English-speaking, and other groups who have not previously participated in the planning process. To increase the public's understanding of regional and local planning, CMAP is also committed to providing accurate, pertinent, and timely information that conveys policy, program, and technical details in an easy to understand format.

Sustain

The ability to cultivate and nurture relationships built during the public engagement processes is crucial. This step is equally as critical to the outreach and engagement steps. The goal of sustaining the public engagement is to deepen the involvement of stakeholders who ultimately are responsible for the implementation of plan recommendations.

Building relationships begins with a transparent decision-making process. It must be clear how public input has been taken into consideration for the planning process; allowing the participants to understand the importance of their role to the plan. In addition to transparency, CMAP must also continue the public process beyond the planning stage to the implementation.

Finally, at the end of every project CMAP is committed to evaluating public participation activities to better understand what was effective and what wasn't. Understanding lessons learned will assist CMAP in developing more effective public engagement plans the next time around.

3.4 Public Participation Process and Methods

To achieve the principles set forth, CMAP has established the following strategies and initiatives that staff should utilize when conducting public outreach. While every strategy is important, selection of the appropriate combination of tools should be carefully considered

during the strategic outreach plan development. This section is by no means an exhaustive list of options but includes many of the successful initiatives that CMAP has leveraged in the past.

Outreach

Building on past public participation efforts, CMAP already has several specific ways in which we typically begin to reach relevant stakeholders. These efforts allow CMAP to reach the public through elected officials, community leaders, civic and faith-based groups, and other organizations to which they may belong. These efforts include:

CMAP Board and Committees

CMAP Committees make certain that public participation is considered at the policy, advisory, coordinating, working, and staff levels. The Board and Committees are made up of a geographic representation of the region and can help point staff to relevant stakeholders.

Elected Officials

Includes municipal governments, local and county planning commissions, councils of government, municipal associations, and county boards.

Planning Professionals

Through professional membership-based organizations, CMAP collaborates with public and private sector planning professionals across all disciplines (housing, transportation, economic development, etc.)

Civic Organizations

CMAP sustains relationships with many civic organizations both through our committee structure and through relevant local work. Staff will leverage ongoing contact with community leaders and residents who have been participating in meetings across the seven counties.

Community Organizations

Many community-based organizations participate in the CMAP committee structure and CMAP collaborates with organizations to invite participation from groups and communities of interest and identity those who are traditionally uninvolved or under-involved in the planning process.

Youth

Through CMAP's Future Leaders in Planning (FLIP) youth leadership program, CMAP has worked to develop relationships with schools and youth-service organizations to

increase the current participation and develop ongoing networks involving youth in planning.

Web and Social Media
New media allow and encourage participation in online surveys and other forms of interactive dialogue.

Interest Groups
Again, beginning with CMAP committees, monthly CMAP reaches many professional, educational, or other groups that have expressed interest in participating in regional planning. These participants are our initial contacts to deeper engagement within these communities.

When developing initiatives where outreach is appropriate, CMAP staff 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 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.

Engage

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 websites, online surveys, online photo albums, videos, Facebook, and Twitter.

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.

Sustain

CMAP strives to continually inform, educate and involve the public throughout 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 and at the end of every project – big or small.

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

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.

Appendices

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

(b) Program of Projects. --Each recipient of a grant shall--

(1) make available to the public information on amounts available to the recipient under this section;

(2) develop, in consultation with interested parties, including private transportation providers;

(3) publish a proposed program of projects in a way that affected individuals, 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 individuals 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.

The following table outlines how the region will address these public participation requirements for Section 5307 Urbanized Area Formula Grants.

PUBLIC PARTICIPATION REQUIREMENTS §5307	
49 USC § 5307(b)(1) — make available to the public information on amounts available to the recipient under this section	
RTA & Service Boards	▪ Publish the funding marks for the Service Boards with regard to § 5307 funds
CMAP	▪ Publish MPO Policy Committee agendas and minutes that include the approval of resolutions dividing the § 5307 funds between IL, IN and WI and between CTA, Metra and Pace
49 USC § 5307(b)(2) — develop, in consultation with interested parties, including private transportation providers, a proposed program of projects for activities to be financed	
RTA & Service Boards	▪ RTA will make presentations to RTA's Citizens' Advisory Board, CMAP's Citizens' Advisory Committee and Transportation Committee, and the MPO Policy Committee ▪ Publish information related to the capital program development process on the RTA website
CMAP	▪ N/A
49 USC § 5307(b)(3) — publish a proposed program of projects in a way that affected individuals, 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.	
RTA & Service Boards	▪ Publish the proposed RTA and Service Boards' budgets, two-year financial plans and five-year capital programs ▪ Develop handouts on proposed budgets, two-year financial plans and five-year capital programs for distribution at public hearings ▪ Provide for the submission of comments at public hearings on the RTA and Service Boards' budgets, two-year financial plans, and five-year capital programs
CMAP	▪ Publish the region's proposed Transportation Improvement Program (TIP) which includes all transit capital projects with federal funding
49 USC § 5307(b)(4) — provide an opportunity for a public hearing in which to obtain the views of individuals on the proposed program of projects	
RTA & Service Boards	▪ Hold public hearings on the RTA and Service Boards' budgets, five-year capital programs and two-year financial plans
CMAP	▪ N/A
49 USC § 5307(b)(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	
RTA & Service Boards	▪ In addition to all of the above, make presentations to the RTA's and the Service Board's ADA Advisory Committees and to CMAP's Human & Community Development Committee
CMAP	▪ N/A
49 USC § 5307(b)(6) — consider comments and views received, especially those of private transportation providers, in preparing the final program of projects	
RTA & Service Boards	▪ RTA Board receives and considers comments received via public hearings on the proposed budgets, two-year financial plans and five-year capital programs
CMAP	▪ Approve the TIP through CMAP's Transportation Committee and MPO Policy Committee, both of which include private transportation providers
49 USC § 5307(b)(7) — make the final program of projects available to the public	
RTA & Service Boards	▪ Post the RTA and Service Boards' final budgets, two-year financial plans and five-year capital programs on the RTA website
CMAP	▪ Publish the final TIP and annual obligation reports

Appendix B: Community Participation Form

Community Information		
Community Name & Address:		
Main Contact/Title:		
Main Contact Email:		**Phone / Fax:**
Community Website:	**Best time to contact:**	

Instructions

To provide a clear concept of your community and to allow Chicago Metropolitan Agency for Planning (CMAP) to assist with and/or generate a strong public participation process, please answer the following questions.

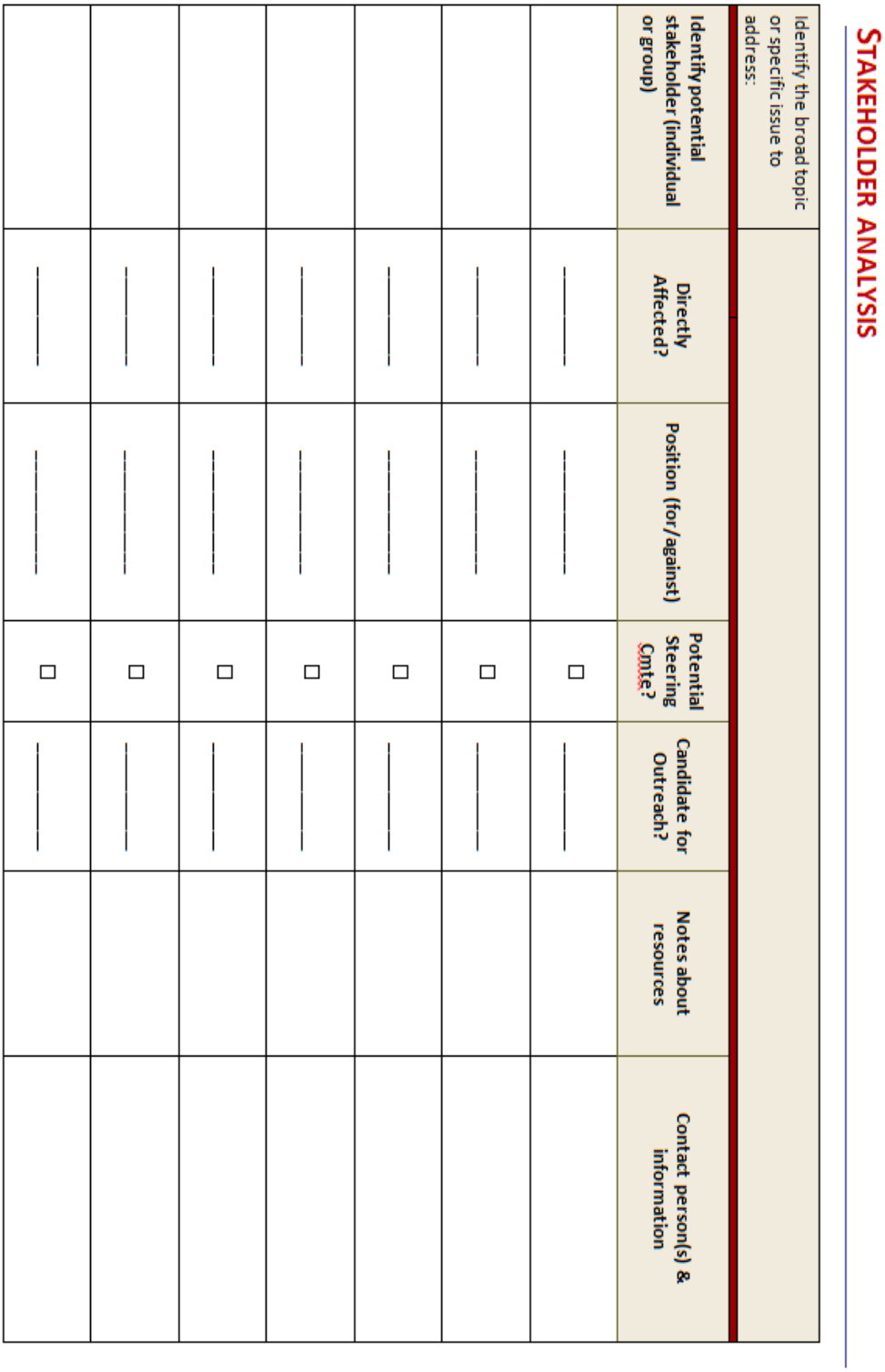
General Questions

- *What are examples of community participation that have occurred to date and relate to this project (and how was such feedback incorporated into your planning activities)?*
- *Please describe a typical public meeting in your community. What have been the previous successes and challenges while utilizing community participation in any planning process?*
- *Please describe your priority audience and any specific goals when presenting community plans:*
- *What tools do you utilize to collect community input for various community projects?*
- *What are the "hot button" topics that tend to galvanize the public and get people to events in your community?*
- *Please describe your typical methods for advertising a community/public meeting:*
- *Who is your media contact for press releases, and will we want to distribute in languages other than English?*
- *Do the constituents in your community tend to be tech-savvy and computer-literate?*
- *Should we post event information on your municipal website, and if so who is the IT contact person?*

Logistics

- *Please list three ideal community locations for public meetings:*
- *What are the AV capabilities – projector(s), screen(s) or blank walls, local access TV broadcasting of meetings?*
- *When are the preferred days and times of day to hold a public meeting in your community?*
- *Are there other community events scheduled in the coming months when we could partner?*
- *When are the Planning Commission and Zoning Board meeting dates (or are they accurate on your website)?*

Appendix C: Stakeholder Analysis Form



STAKEHOLDER ANALYSIS

Identify the broad topic or specific issue to address:

Identify potential stakeholder (individual or group)	Directly Affected?	Position (for/against)	Potential Steering Cmte?	Candidate for Outreach?	Notes about resources	Contact person(s) & information
			☐			
			☐			
			☐			
			☐			
			☐			
			☐			
			☐			

Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: Transportation Committee

From: CMAP Staff

Date: September 7, 2012

Re: Community Planning Program Grants

This memo describes recommendations for projects to be funded through the Community Planning program grants. Applications were received on August 1 for both the Community Planning program and the Local Technical Assistance program, which primarily provides staff assistance. Under the Community Planning program, northeastern Illinois communities may receive grant funds for planning initiatives that address the integration of land use and transportation. The Transportation Committee is asked to consider recommending approval of the Community Planning program grants to the MPO Policy Committee, which will consider approval at their meeting on October 10.

Recommended projects

The preliminary staff recommendation is to fund 7 of the 13 projects that submitted Community Planning program applications. These are:

Sponsor	Project
Calumet City	Comprehensive Plan
Chicago DHED	Garfield Park Kedzie Avenue Corridor Plan
Evanston	Bicycle Plan Update
Niles*	Bicycle and Pedestrian Plan*
North Aurora	Comprehensive Plan Update
NWMC	Des Plaines River Corridor Improvement Plan
Prospect Heights	Comprehensive Plan

* The Niles project will be linked with a project that CMAP has already committed to undertake involving planning for Arterial Rapid Transit (ART) service on Milwaukee Avenue; these projects will be joined into a single project rather than pursuing them separately.

These seven projects were consistent with CMAP's scoring criteria for the program, which focused on consistency with the Livable Communities and Regional Mobility recommendations of GO TO 2040. Each supports CMAP's goals of linking land use and transportation and providing a multimodal transportation system, and each project demonstrates adequate

amounts of public participation and intergovernmental coordination. The evaluation criteria were also listed in the application form (see link to the 2013 program application form).

Projects not recommended for funding

Two applicants that submitted Community Planning program applications also submitted the same project to the LTA program, and were judged to be more suitable for consideration in the LTA program due to the nature of the projects as well as the eligibility requirements, which are limited to local units of government. These projects were submitted by the NAACP (for a community garden on Chicago's south side) and UIC (for a nonmotorized transportation plan) and both are still being evaluated for inclusion in the LTA program. Neither of these projects will receive Community Planning program funds.

Four projects were reviewed for inclusion in the Community Planning program but were determined to be lower priorities. These include:

- Chicago Back of the Yards Corridor Plan. Chicago DHED also submitted a corridor plan for the Back of the Yards neighborhood, in addition to their Garfield Park application. Both projects are good fits for the Community Planning program, but DHED indicated that their priority was the Garfield Park project. In order to provide opportunities to additional municipalities, the Back of the Yards project is not recommended for funding, although DHED should consider resubmitting it next year.
- Garfield Ridge Community Plan. CDOT requested funding for a land use plan in the Garfield Ridge neighborhood, south of Midway Airport, to examine the land use impacts of a proposed underpass involving Central Avenue and the BRC freight line. The project is primarily outside of the City of Chicago in the communities of Bedford Park and Burbank, but the application did not demonstrate coordination with these neighboring municipalities.
- Glenwood Pedestrian, Bicycle, and Transit Plan. The community recently completed a TOD plan funded by the RTA. Also, the transit elements of the application are largely centered around the SouthEast Service, which is an unconstrained capital project; CMAP's priority is investment in the existing transit system.
- Midlothian Streetscape and Implementation Plan. Midlothian requested funding to advance previous planning efforts that have been funded by the RTA. However, it does not appear that further planning work in the community is necessary, but rather that the recommendations of previous plans should be implemented. This requires engineering and capital investment, rather than additional planning.

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

Action Requested: The Transportation committee is asked to recommend Policy Committee approval of the projects recommended above.

Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: **Transportation Committee**

From: Jesse Elam, Senior Planner

Date: September 5, 2012

Re: Congestion pricing study for GO TO 2040 major capital projects

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The implementation of congestion pricing is a major recommendation of CMAP's regional comprehensive plan GO TO 2040. While a range of previous studies, including work by CMAP, Illinois Tollway and the Metropolitan Planning Council, have analyzed pricing as a congestion management strategy, the region has not yet seen much momentum behind the implementation of congestion pricing on a project level. Several challenges and informational barriers remain, such as how congestion pricing might impact local streets, how the revenues might be used, and how different income classes might change their behavior as a result. The present study is meant to address some of these questions, primarily by using a recently developed activity-based transportation demand model that simulates individual drivers' responses to policies like congestion pricing.

The study tests the effects of implementing congestion pricing on new expressway capacity recommended in GO TO 2040. Primary research questions include:

- What are typical travel time savings with congestion pricing?
- To what extent would congestion change on expressways and on corridor arterials?
- What level of toll would be required to achieve free-flow speeds?
- Would users of congestion-priced facilities be significantly wealthier than other drivers?
- How would corridor mode share change if congestion pricing were implemented?
- How often would the typical driver choose to use the express lane?
- How much revenue would be generated by congestion pricing?
- How could the revenues from congestion pricing be used?

The results of the study will be presented to the CMAP Board and MPO Policy Committee at their joint October meeting. A fact sheet describing the results will also be made available. A "microsite" associated with the CMAP website but devoted to congestion pricing will also be launched at that time.

Agenda Item No. 7.0

Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: CMAP Board

From: CMAP Staff

Date: September 5, 2012

Re: State Legislative Update

Since concluding the 97th spring session on May 31, the Illinois General Assembly has been on hiatus as members campaign in their newly-drawn districts in advance of the November general election. Only a handful of new bills have been introduced, including one addressing water usage during droughts (**HB 6216**). Governor Quinn called members back on August 17 for a special session to consider changes to the state's underfunded pension systems, but no legislative actions were taken. The legislature is not scheduled to meet again until the fall veto sessions, which are scheduled for November 27-29 and December 4-6.

With one notable exception, the Governor has been busy signing bills into law while legislators have been campaigning. On August 28, he vetoed **SB 1849**, which would have expanded gaming in the state by creating five new casinos and allowing slot machines at race tracks.

Following is a summary of the actions taken by the Legislature and Governor that are of interest to CMAP and the region since our last report to the CMAP Board in early August. The 19 bills are classified into four core issue areas of GO TO 2040.

NEW LEGISLATION

Water Usage (HB 6216) Bradley (D-Marion) – Amends the Rivers, Lakes, and Streams Act. Defines "secretarial disaster area" as any portion of a county which meets severe drought intensity for 8 consecutive weeks, or any portion of a county which meets extreme drought or higher drought intensity value at any time during the growing season. Provides that whenever the Secretary of the United States Department of Agriculture declares a secretarial disaster area to exist, the Governor shall exercise his or her authority under Section 7 of the Illinois Emergency Management Agency Act to provide the Department of Natural Resources the authority to regulate and permit all water use, including but not limited to riparian rights, of surface and groundwater resources within the secretarial disaster area. Provides that the DNR shall have the authority to prioritize permitted water usage based on the needs of the affected

area. Permitted uses shall include but not be limited to public drinking water supply, in-stream flows, industrial uses, and navigation. Provides that the Department shall have the authority to make available all public and private water within Illinois to alleviate water supply demands within a secretarial disaster area, excluding federal reservoirs and Lake Michigan. Provides that the Department is not required to follow state procurement rules when implementing this Section within secretarial disaster areas and that all compensation shall be set by the Office of Water Resources. Provides procedural requirements concerning water use regulation under the new provisions. Limits the concurrent exercise of home rule powers. Filed with the Clerk 8/17/12.

LEGISLATION THAT PASSED

Bills Impacting State Revenues

Gaming (SB 1849) – Creates five new casinos in the State and allows slots at race tracks. The bill also provides provisions for a new inspector general regarding casino oversight. Effective January 1, 2013. For more details, a Chicago Tonight **report** examined the policy implications for the state. The Governor vetoed this bill on August 28.

Livable Communities

Wastewater (HB 5319) – Authorizes the board of trustees of a sanitary district to enter into an agreement to sell, convey, or disburse treated wastewater with any public or private entity located within or outside of the boundaries of the sanitary district. Effective immediately. Public Act **97-1000**.

School Construction (SB 639) – The law currently prioritizes funds for the replacement of aging school buildings. This bill as amended would allow for the replacement or rehabilitation of aging school buildings using school construction funding, giving school districts discretion to evaluate the option of rehabilitation or replacement of older and/or historic school buildings. This bill is aligned with GOTO 2040's emphasis on infill and using existing building stock to achieve greater livability through land use. Effective June 1, 2012. Public Act **97-0880**.

Air Quality (SB 3672) – Limits the authority of the Illinois Pollution Control Board to prescribe ambient air quality standards for criteria air pollutants, such as Nitrogen Dioxide, if those standards are more exacting than the National Ambient Air Quality Standards set by the Administrator of the United States Environmental Protection Agency. Exempts those rulemakings from the ordinarily applicable rulemaking requirements of Title VII of the Environmental Protection Act. Effective immediately. Public Act **97-0945**.

Energy Efficiency (SB 3724) – Requires the Capital Development Board to adopt the International Energy Conservation Code as minimum requirements for commercial and residential buildings and to make training available to builders to ensure compliance within one year of publication. Effective January 1, 2013. Public Act **97-1033**.

Efficient Governance

DNR Operations (HB 404) – Eliminates legislative mandates the DNR cannot or no longer fulfills. Provides the DNR flexibility to restructure its operational priorities in order to meet basic agency demands. Effective January 1, 2013. Public Act **97-0916**.

Tax Revenue Sharing Agreements/FOIA (HB 3859) – This is the sales tax rebate disclosure bill. Main proponents included the RTA, the City of Chicago, and Cook County. Requires municipalities and counties to file reports with the Illinois Department of Revenue (IDOR) concerning sales tax rebate agreements. It also amends the Freedom of Information Act (FOIA) to include tax rebates or refunds. IDOR and the county or municipality would be required to redact sales figures, the amount of sales tax collected, and the amount of sales tax rebated. Redacted information would be exempt from the FOIA. IDOR is required to post the reports, excluding the copy of the agreement, to their website and update the information monthly. Effective January 1, 2013. **SUPPORT.** Public Act 97-0976**.**

Road Closure Notification (HB 5180) – Requires IDOT to develop and publish a policy for procedures for notification to local authorities and elected officials about road or lane closures that will last 5 days or longer. Effective January 1, 2013. Public Act 97-0992.

Tax Tribunal (HB 5192) – Creates an independent administrative tribunal with tax expertise to resolve tax disputes between the Department of Revenue and taxpayers prior to requiring the taxpayer to pay the amounts at issue. It does not cover property tax issues and is limited to matters where the tax liability exceeds $15,000. Effective immediately. Public Act 97-1129.

State Actuary (SB 179) – Creates a state actuary to oversee the five state-funded pension systems. The purpose of the law is to increase transparency of the systems. This bill originally was a River Edge Redevelopment Zone Act bill that was amended in the last days of session. Effective immediately. Public Act 97-0694.

Road Districts (SB 3047) – Provides that any municipality that is part of a road district in a county not under a township organization may compel the county board to organize the municipality into a separate road district. Currently, this provision is only applicable for any municipality with a population of more than 15,000 and part of two or more road districts in a county not under a township organization. Effective immediately. Public Act 97-0908.

Human Capital

Enterprise Zones (SB 3616) – Over the past three years, municipalities and chambers of commerce have been trying to pass Enterprise Zone extension legislation. Over the course of the session several bills with a similar intent, to extend enterprise zones, were introduced. The legislature finally passed SB 3616. It adds new qualifications to the eligibility of enterprise zones, creating open enterprise zone designations for areas set to expire. New zones will have a 15-year lifespan with the possibility for renewal for an additional 10 years. An Enterprise Zone Board within the DCEO will be formed and charged with determining which designated areas are approved and certified as enterprise zones. Effective immediately. Public Act 97-0905.

Tax Incentives (SB 3619) – Amends the Illinois Income Tax Act regarding the Angel Investment (AI) tax. The AI tax credit is provided to businesses that meet the following criteria: must be headquartered in the state; at least 51% of employees are in the state; has potential for increasing employment and/or capital investment; and is engaged in innovations in manufacturing, biotechnology, nanotechnology, communications, agricultural sciences, clean energy creation, or storage technology. The bill also provides for the continuation, validation,

and re-enactment of the Business Location Efficiency Incentive Act, which was inadvertently repealed on December 31, 2011. Effective immediately. Public Act **97-1097**.

Regional Mobility

Transportation Public-Private Partnerships (**SB 3216**) – Makes technical changes to the legislation passed last year regarding public-private partnerships. Makes the following changes: hearing requirements for candidate public-private partnership (PPP) projects; eliminates restrictions on the length of PPP agreements; directs net proceeds from PPP agreements to a new PPPs for Transportation fund; excludes the Illiana Expressway project from the provisions of the Act;, and makes various changes to the procurement process for PPPs. These modifications would replace the prequalification process with new "shortlisting" provisions, provide that public and private entities have equal opportunities to contract for a PPP candidate project, permit successful public applicants to follow the Illinois Procurement Code rather than the provisions of the Act, require qualifications-based selection of design work, and remove language requiring a transportation agency to be subject to liens granted to a contractor on a PPP project's revenues. The bills are aligned with GO TO 2040's recommendations around innovative financing, specifically targeted use of public-private partnerships. Effective immediately. **SUPPORT.** Public Act **97-0858**.

Tollway (**HB 4078**) – Amends the Toll Highway Act to provide that upon written approval of the Governor, ISTHA may exercise its authorities under the Act to design and construct new railroad tracks. The Tollway may charge fees to passenger and freight rail operators using its tracks. No monies from the Road Fund may be used to implement these new provisions. Effective immediately. Public Act **97-0977**.

IDOT Rail Services (**SB 2861**) – Creates an escrow account for IDOT to draw on to pay for grade crossing and other railroad repair projects. This bill ensures that railroads would get paid for grade crossings and other railroad repairs through the new escrow account and potentially lowering costs to the State for these projects. Effective immediately. Public Act **97-1080**.

Metra (**SB 2937**) – Creates the Northwest Metra Commuter Rail District to include all municipalities within McHenry County. As a municipal corporation, the District would have eminent domain powers and the ability to levy property taxes. A property tax would have to be approved by a majority of voters, and the property tax rate would not exceed 0.25 percent of assessed value. If signed by the Governor, SB 2937 would join the Southeast Commuter Rail Transit District as the region's second new transit district created in the past year. Effective January 1, 2013. Public Act **97-1116**.

--END--

Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: CMAP Board and Committees

From: CMAP Staff

Date: September 5, 2012

Re: Local Technical Assistance Program Update

The CMAP Board and committees receive regular updates on the projects being undertaken through the Local Technical Assistance (LTA) program, including those receiving staff assistance and grants. To date, 62 local projects have been initiated. Of these, 14 projects have been completed, 40 are fully underway, and 8 will get actively underway in the near future. Two projects were completed in August; these include the comprehensive plan for Campton Hills and a water conservation plan for Evanston. Further detail on LTA project status can be found on the attached project status table.

Proposals for the second round of LTA projects were received and began to be reviewed in August. A summary of the applications received is available on the main LTA website, http://www.cmap.illinois.gov/lta/.

ACTION REQUESTED: Discussion.

###

Projects Currently Underway

Project	CMAP lead	Timeline	Assistance type	Status and notes
Addison comprehensive plan (see project website)	Sam Shenbaga	July 2011 – Nov. 2012	Staff assistance	Underway. Draft plan completed and submitted for Plan Commission and Village Board review. Plan Commission meeting to present Draft plan recommendations set for September 12. Public Open House scheduled for September 27 at Village Hall from 6pm-8pm. Draft plan to be submitted to Pace, RTA, and Choose DuPage for review after Plan Commission presentation.
Algonquin downtown plan (see project website)	Hala Ahmed	Feb. 2012-Jan. 2013	Grant funds	Underway. Results of the first public meeting were summarized and presented to Village and CMAP staff for review. The Existing Conditions report was modified to reflect all comments gathered and will be presented to the Steering Committee along with the public meeting summary at the next meeting scheduled for September 19. A joint Village Commission (Planning & Zoning, Economic Development, Historic, Public Arts) meeting to provide an update on the study is scheduled for October 11.
Alsip comprehensive plan (see project website)	Sam Shenbaga	Jan. 2012 - Jan. 2013	Staff assistance	Underway. Public Visioning workshop held on August 1 with over 60 attendees. Recommendations memo currently being prepared by staff and to be presented to Steering Committee in mid-September. Project team charrette held in August to discuss Future Land Use Map.
Antioch greenway plan	Shafaq Choudry	Apr. 2012-June 2013	Staff assistance	Underway. Kickoff meeting with Steering Committee and Village Board meetings took place on August 20. Existing Conditions Report and mapping are underway. Tentative date scheduled for the first public workshop on October 2.
Berwyn comprehensive plan (see project website)	Sam Shenbaga	June 2011 – Sept. 2012	Staff assistance	Underway. Final Plan reviewed and approved by Steering Committee. Printed plan distributed to City Council. Public Hearing and Plan adoption meeting scheduled for September 25 at City Hall.
Bronzeville Alliance Retail corridor study, phase 2 (see project website)	Sef Okoth	Phase 2: Nov. 2011 – Dec. 2012	Staff assistance	Underway. The existing conditions report was modified and presented to the steering committee for discussion on August 22. It is being updated to reflect the comments received. Staff began drafting the land use and zoning recommendations. A draft memo on the retail market analysis is being finalized.
Bronzeville national	Sef Okoth	July 2012 -	Staff	Underway. Project kick-off meeting was held on August 29 at CMAP.

heritage area feasibility study		June 2013	assistance	Partners discussed the approach for public engagement and also agreed on the composition and structure of the Project Advisory Committee (PAC). Outreach and communication plan is being developed. Research on the historical significance of the study area is still underway.
Chicago "Green and Healthy Neighborhood" plan for Englewood, Woodlawn, and Washington Park (see project website)	Jason Navota	Mar. 2011 - Dec. 2012	Staff assistance	Underway. First phase complete and summarized in draft existing conditions summary posted online. Second phase planning and outreach is underway, including group tours and planning for 20+ "zones." Housing analysis complete, retail analysis in draft form. Separate analyses of green infrastructure and food systems are underway. Two public meetings complete, two scheduled for September and November. Detailed zone planning and land use policy development are underway.
Chicago Housing Authority LeClaire Courts redevelopment	Sef Okoth	Aug. 2012-July 2013	Consultant assistance	Underway. Consultant procurement complete. CMAP and CHA selected URS as the lead contractor for the project, with SB Friedman & Associates and MKC Associates as subcontractors. Project kick-off meeting is scheduled for September 6. The steering committee is being assembled and will include all the major transit agencies.
Developing Communities Project support for CTA Red Line extension (see project website)	Kendra Smith	Oct. 2011 - Oct. 2012	Staff assistance	Underway. CMAP is continuing work on a quantitative analysis and has completed a draft interim project report for the project area. To date, eleven of fifteen community focus groups have taken place. CMAP has selected Left Brain Right Brain Productions for filming and editing of the Red Line livability video. Filming is set to begin the week of September 17; the video is expected to be completed by mid-October. Community Education Session planning in conjunction with CTA is currently underway.
Downers Grove bicycle and pedestrian plan	Hala Ahmed	Mar.-Dec. 2012	Grant funds	Underway. The draft Existing Conditions report was revised based on comments and resubmitted to the Village. A walkshop and a bike tour were completed in August. An Americans with Disabilities Act report is being drafted and will be submitted in September along with outline of recommendations.
DuPage County unincorporated areas plan	Jack Pfingston	Oct. 2012-Sept. 2013	Consultant assistance	The RFP for this project has been released to CMAP's prequalified firms, with responses due August 22. The project should get underway in October.
Elburn comprehensive plan	Jack Pfingston	Apr. 2012 - Feb. 2013	Grant funds	Underway. Consultant (Images, Inc.) delivered Existing Conditions Report in late August; village currently reviewing the report. A student workshop is tentatively scheduled for September 20, and a visioning charrette will take

				place on September 26. The Existing Conditions Report is expected to go before the Elburn Plan Commission in early October.
Elgin sidewalk gap and transit stop study	Lindsay Bayley	June 2012-Apr. 2013	Grant funds	Underway. Second steering committee meeting planned for first week of October. Existing conditions inventory underway.
Elmwood Park comprehensive plan (see project website)	Nicole Woods	June 2011-Dec. 2012	Staff assistance	Underway. Staff is currently drafting the Comprehensive Plan.
Fox Lake bicycle plan	Jack Pfingston	July 2012-Mar. 2013	Grant funds	Underway. Consultant currently involved in data collection and analysis to support Existing Conditions Report, which is expected in late September. The next Steering Committee meeting will occur after delivery of Existing Conditions Report, with public workshops to be held in October.
Glen Ellyn downtown streetscape and parking study	Lindsay Bayley	July 2012-June 2013	Grant funds	Underway. Internal meeting held with staff and consultant. First steering committee meeting planned for mid-October.
Hanover Park corridor study (see project website)	Stephen Ostrander	Feb. 2012-Sept. 2012	Staff assistance and small grant	Underway. The ULI Chicago Technical Assistance Panel (studying the Irving Park Road corridor) was held on August 1 and 2. The panel presented its draft recommendations to the Village and the general public on August 28, which was attended by approximately 50 residents and local business owners. The recommendations received broad approval from the Village and local residents/business owners. The panel is expected to complete its final report by early October.
Hillside comprehensive plan	Hala Ahmed	TBD	Grant funds	Staff interviewed three of the firms that submitted proposals in response to the RFP. Board approval for selected consultant is expected in September.
Kane County local food project	Amy Talbot	Sept. 2012-Mar. 2013	Staff assistance	Hosting kick-off meeting in September to start developing site criteria and steering committee.
Kane County transit plan implementation	Trevor Dick	July 2012-June 2013	Staff assistance	Underway. A kick off-meeting for the Oversight Steering Committee (OSC) including representatives from each municipality in Kane County and from Pace and RTA will be held on September 11.
Lake County sustainability plan (see project website)	Kristin Ihnchak	Mar. 2012 - Feb. 2013	Staff assistance	Underway. A draft of the existing conditions analysis has been drafted and is being reviewed by County staff. A steering committee meeting to present the draft is scheduled for September 25. Delta Institute and Openlands are both on contract to assist with some plan elements.
Lakemoor comprehensive plan (see	Nora Beck	Nov. 2011 - Oct. 2012	Staff assistance	Underway. Draft plan is under development. Village and steering committee to begin review in mid-September.

project website)				
Lansing comprehensive plan	Sam Shenbaga	Oct. 2012-Sept. 2013	Consultant assistance	Resolution approving MOU and scope of work was approved in August. An RFP for consultant assistance was issued August 17, with responses due September 7. The project is targeted for kickoff in early fall.
Liberty Prairie Conservancy local food system plan (see project website)	Jessica Simoncelli	Aug. 2011 – Oct. 2012	Staff assistance	Underway. Informational presentations to Lake County Board and Forest Preserve District committees occurred in late August. The needs assessment report draft identifies regulatory and systemic gaps in developing a sustainable food system in Lake County. Staff is also drafting recommendations for the Liberty Prairie Reserve master plan update.
Lynwood comprehensive plan	Pete Saunders	Oct. 2012 – Sept. 2013	Consultant assistance	RFP released on August 31, with responses due September 21. Pursuing resolution and MOU passage by Village in September. Consultant selection expected to be made in early October with project start soon following.
Maywood economic development strategy	Drew Williams-Clark	Oct. 2012-Aug. 2013	Staff assistance	Resolution passed by Village Board of Trustees in July approving scope and MOU. Project is expected to kick off in October.
McHenry County subarea plan	Jack Pfingston	Dec. 2011-Oct. 2012	Grant funds	Underway. Initial Findings report accepted by Planning and Development Committee on August 2. It was agreed that local access roads/driveways and sewer disposal issues are beyond the scope of the study. Neighborhood case studies will be used to illustrate how regulations will apply. The public meeting for affected neighborhoods is scheduled for September 24.
Morton Grove industrial areas plan (see project website)	Nicole Woods	Feb. 2012 - Feb. 2013	Staff assistance	Underway. Data research for the existing conditions report is underway.
New Lenox corridor plan	Jack Pfingston	Aug. 2012-June 2013	Grant funds	Underway. The steering committee met for the first time August 17. Houseal Lavigne discussed scope and schedule and offered a short presentation of web-based interactive capabilities for the project. September activities include stakeholder group discussions and a Route 30 Corridor workshop.
Niles environmental action plan (see project website)	Kristin Ihnchak	May 2012-Dec. 2012	Staff assistance	Underway. The team has drafted the existing conditions report, which is being reviewed by Village staff. A steering committee meeting to review the draft report is scheduled for September 5.
Norridge comprehensive plan (see project website)	Trevor Dick	May 2011 – Sept. 2012	Staff assistance	Underway. Due to plan commission scheduling, the public hearing will be held September 20 and the Village Board is expected to adopt the plan later that month.

Northlake comprehensive plan (see project website)	Trevor Dick	Mar.-Dec. 2012	Staff assistance	Underway. The existing conditions report was presented to the steering committee on August 9. CMAP staff is currently working on the Draft Comprehensive Plan. A draft is expected to be presented to the Steering Committee in October followed by a public open house later that month.
Northwest Suburban Housing Collaborative "Homes for a Changing Region" project (see project website)	Drew Williams-Clark	Feb.-Nov. 2012	Staff assistance	Underway. Staff received feedback on the sub-regional section of the report from staff and elected officials in August. Municipal recommendation memos will be distributed to staff and elected officials in September.
Oak Lawn 95th Street corridor study	TBD	Nov. 2012-Oct. 2013	Consultant assistance	Development of an RFP for this project is underway and is expected to be released to the prequalified firms in mid-September. Project startup is expected in November.
Oak Park water conservation program (see project website)	Amy Talbot	Aug. 2011 – Dec. 2012	Staff assistance	Underway. Draft released to public in August. Presenting revised draft to Board in October with final draft to be presented to Board for approval in December.
Olympia Fields zoning ordinance update.	Drew Williams-Clark	Nov. 2012-June 2013	Grant funds	Resolution, MOU and draft scope submitted to the Village for feedback. MOU and resolution will be put to the Village Board in September. RFP to be released in mid-October.
Plainfield downtown transportation plan (see project website)	Pete Saunders	Aug. 2012 – Jun. 2013	Grant funds	Underway. Consultant team of Baxter & Woodman/Teska preparing for initial steering committee meeting in mid-September and initial public workshop in October.
Regional arts and culture toolkit	Stephen Ostrander	Apr. 2012-Jan. 2013	Staff assistance	Underway. The anticipated content of the toolkit has been updated, expanded, and defined at a more detailed level. Work continues on researching relevant best practices (led by hired consultants Camiros), while CMAP staff is proceeding with interviews of key stakeholders to complement the knowledge, feedback, and guidance provided by members of the project's expert advisory group.
Regional climate change adaptation toolkit	Jesse Elam	July 2012-Mar. 2013	Staff assistance	Underway. This toolkit aims to help municipalities understand and adapt to the impacts of climate change in the Chicago region, with a focus on public infrastructure and land. An advisory committee of municipal leaders working on climate change is scheduled to meet on November 8 to review a partial draft of the toolkit.
Richton Park comprehensive plan	Pete Saunders	Aug. 2012-July 2013	Consultant assistance	Underway. Houseal Lavigne Associates selected as project consultant. CMAP staff is working with community to establish steering committee,

				and consultant is preparing for late September steering committee meeting.
Riverside downtown area plan (see project website)	Nora Beck	Feb. 2012-Feb. 2013	Staff assistance	Underway. Second public meeting focused on visioning scheduled for September 5. Steering committee to review draft recommendations memo soon after.
Round Lake Heights comprehensive plan (see project website)	Jonathan Burch	May 2012-Apr. 2013	Staff assistance	Underway. A public meeting took place on August 7. The existing conditions report is currently being laid out with the target of presenting it to the Village in early October.
SSMMA interchange land use planning	Jessica Simoncelli	July 2012-June 2013	Consultant and staff assistance	Underway. CMAP and SSMMA selected Land Vision as the lead contractor for the project, with TranSystems, Baxter & Woodman, and Business Districts Inc. as subcontractors. The steering committee is being assembled, including local and regional partners, and will meet in September.
Waukegan subarea plan	Stephen Ostrander	Sept. 2012-Aug. 2013	Staff assistance	Underway. The Waukegan City Council unanimously approved the MOU and scope of work for the phase two project (resulting from the planning prioritization report prepared in phase one), in which CMAP will assist the City with local planning for a key commercial corridor on Washington St. (between the Waukegan River ravine and Lewis Ave). Outreach in the corridor, formation of the steering committee, etc. begins in September.
Westchester comprehensive plan (see project website)	Samantha Robinson	Nov. 2011 - Dec. 2012	Staff assistance	Underway. Presented "aging in place" concepts to Human and Community Development Committee on August 13. Sending draft plan recommendations memo to Village staff on September 4.
West Cook Housing Collaborative, phase 2: Challenge Grant support	Drew Williams-Clark	Mar.-Nov. 2012	Staff assistance	Underway. The steering committee approved the methodology for a tool to prioritize sites for investment with HUD funds. Site rankings are also drafted and under review. A recommendations memo will be delivered in the fall.
Wheeling active transportation plan	Lindsay Bayley	Jan-Oct. 2012	Grant funds	Underway. Second steering committee meeting held, outline of plan presented, sidewalk gap analysis completed. Draft plan expected by the end of September.

Completed Projects

Project	CMAP lead	Completion date	Assistance type	Implementation status
Blue Island comprehensive plan (see	Sam Shenbaga	June 2012	Staff assistance	Implementation memo created and reviewed internally. Meeting held with Blue Island Planning Director to discuss next steps. Meetings scheduled

project website)				with CNT, MPC, RTA, and SSMMA to discuss ways to move forward with as well as roles and responsibilities for plan implementation.
Bronzeville Alliance retail corridor study, phase 1 (see project website)	Sef Okoth	Feb. 2012	Staff assistance	Two ongoing activities are helping to implement the recommendations of the study. A second phase of the project, focusing on land use change, is underway and is described above. Also, the Chicago Community Trust's recent grant to the Renaissance Collaborative, announced in May, directly implements the recommendations of this project. The Renaissance Collaborative (TRC) has hired an Economic Development Coordinator to help implement the recommendations of the study. She will be starting on September 17.
Campton Hills comprehensive plan (see project website)	Jason Navota	Aug. 2012	Staff assistance	Final plan approved by Plan Commission June 25 and approved 'with changes' by Village Board on August 21. EPA-led Building Blocks workshop follow-up memo received by Village.
Carpentersville "Old Town" Area Action Plan (see project website)	Trevor Dick	July 2012	Staff assistance	The Village Board unanimously adopted the Plan at their July 10 meeting. An implementation memo is being created and reviewed internally. This will be followed by a meeting with Village Staff to discuss next steps.
Evanston water efficiency program (see project website)	Amy Talbot	Aug. 2012	Staff assistance	Plan accepted by Council in August. Implementation actions started by City and Utility.
Fairmont Neighborhood Plan (see project website)	Trevor Dick	Apr. 2012	Staff assistance	The County and CMAP have prepared a quarterly update on the implementation of the plan's recommendations, which identifies activities for CMAP, the County, and other groups. Staff is scheduled to meet the first week in September to discuss next steps. Openlands has expressed interest in assisting with plan implementation and CMAP is working to identify a role with them.
Homes for a Changing Region in south Cook (see project website)	Drew Williams-Clark	Dec. 2011	Staff assistance	Three of the four communities covered by the project have follow-up LTA projects. One, the Park Forest sustainability plan, was adopted in May. Lansing, Olympia Fields, and Park Forest received additional technical assistance under the EPA "Building Blocks for Sustainable Communities" program in May. Future LTA projects in Lansing and Olympia Fields are now being scoped.
Homes for a Changing Region in west Cook (see project website)	Drew Williams-Clark	Apr. 2012	Staff assistance	Phase 2 of this project, which involves supporting a Community Challenge grant in the same communities, is underway.

Joliet "Old Prison" redevelopment (see project website)	Pete Saunders	May 2012	Staff assistance and small grant	Follow-up implementation activities have begun with ULI and City of Joliet. Meeting held in August to discuss implementation priorities and responsibilities. Regular status checks including ULI and CMAP will be held quarterly.
Lake Zurich comprehensive water resources project	Amy Talbot	Apr. 2012	Staff assistance	Lake Zurich has submitted an application for further LTA assistance to implement the recommendations of this project. This will be reviewed in the coming months.
Orland Park water conservation ordinance (see project website)	Hala Ahmed	June 2012	Staff assistance	A meeting to initiate the regionalization process for the water conservation ordinance was completed on August 31. Based on meeting outcomes, staff from Orland Park will draft a Guiding Principles document to be distributed to the other five largest communities that purchase water from the Oak Lawn system. The document will address outdoor watering regulations that may be agreeable to all communities.
Park Forest sustainability plan (see project website)	Kristin Ihnchak	May 2012	Staff assistance	Plan was unanimously adopted by the Village Board on May 14 and an implementation memo is currently being drafted. The Chicago Community Trust's grant to Park Forest directly implements the recommendations of this project. Also, Park Forest submitted a new LTA application for zoning updates to help implement the recommendations of the sustainability plan.
SSMMA housing investment prioritization (see project website)	Nicole Woods	June 2012	Staff assistance	Tool was approved by the Collaborative and SSMMA in May. Currently, the Collaborative is working with the Southland communities to create a housing project inventory and analyzing how the tool can be part of the Southland Loan Fund underwriting criteria process. Additionally, the Collaborative is presently using the tool to help a community prioritize the best neighborhood to focus their housing rehab efforts.
Waukegan planning prioritization report	Stephen Ostrander	July 2012	Staff assistance	CMAP staff presented the recommendations of the planning prioritization report to the Waukegan City Council Meeting of the Whole on July 30. Following questions and discussion, Mayor Sabonjian and assembled aldermen indicated their support for the report's primary recommendation, to have CMAP assist the City with local planning for a key commercial corridor on Washington St. (between the Waukegan River ravine and Lewis Ave), and asked CMAP staff to prepare the next phase's Memorandum of Understanding and associated Scope of Work for their approval on August 20.