Chicago Metropolitan Agency for Planning

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www.cmap.illinois.gov

Jeffery Schielke, Chairman
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Kane/Kendall Council

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Richard Mack
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McHenry Council

John Schmitt
President, Village of Algonquin
McHenry Council

Roger Claar
Mayor, Village of Bolingbrook
Will Council

Jim Holland
Mayor, Village of Frankfort
Will Council

Council of Mayors Executive Committee

May 1 2012
9:30 a.m.
CMAP Offices – DuPage County Conference Room

1.0 Call to Order and Introductions - Mayor Jeffery Schielke, Chairman

2.0 Agenda Changes and Announcements

3.0 Approval of Minutes – February 7, 2012
ACTION REQUESTED: Approval

4.0 Funding and Delivery of Extraterritorial Service (Grace Gallucci, RTA)
Information about delivery and funding of transit services provided by Metra and Pace outside of the RTA six-county jurisdiction will be given. The executive directors of Metra, Alex Clifford, and Pace, T.J. Ross, will be participating in the discussion.
ACTION REQUESTED: Discussion

5.0 Transportation Programming Updates/Action Items

5.1 Local Roads Update/ STP Expenditure Report
The IDOT Bureau of Local Roads & Streets status sheets and the STP expenditure report will be distributed at the meeting.
ACTION REQUESTED: Information

5.2 Advance Funding Requests (Bud Fleming, SSMMA)
There is an advanced funding request from the South Council of Mayors for $70,000 federal.
ACTION REQUESTED: Discussion and Approval

5.3 CMAQ Improvement Program (Doug Ferguson, CMAP)
An update on the proposed revisions to the CMAQ Programming and Management Policies will be given.
ACTION REQUESTED: Discussion

6.0 Performance Based Evaluation Criteria and Transportation Funding (Matt Maloney, CMAP)
An update on this effort will be given.
ACTION REQUESTED: Information

7.0 Pavement Preservation (Kevin Burke, IDOT)

There will be a brief overview of the Illinois Department of Transportation's Pavement Preservation program and eligibility requirements.
ACTION REQUESTED: Information

8.0 LED Traffic Signal Lighting (Kevin Burke, IDOT)

Information will be provided about visibility concerns with LED Signals during winter weather.
ACTION REQUESTED: Information

9.0 ADA Requirements for Public ROW (Kevin Burke, IDOT)

Information will be provided on the status of Public Right-of-way Accessibility Guidelines (PROWAG) and the requirement for a transition plan.
ACTION REQUESTED: Information

10.0 Municipal Survey Updates (Lori Heringa, CMAP)

CMAP staff will brief the Committee on the municipal survey scheduled for distribution in June. The survey will gather information on municipal plans, programs, and operations that relate to advancing the implementation of GO TO 2040. Results of this survey will allow us to track progress using the baseline established by the 2010 survey.
ACTION REQUESTED: Information

11.0 Community Planning Program (Hala Ahmed, CMAP)

On May 9, CMAP will begin accepting applications for two local planning programs. First, in collaboration with the Regional Transportation Authority, CMAP will launch the 2013 Community Planning program, which provides grant funds and consulting assistance for local projects that link land use, transportation, and related issues. Second, CMAP will also launch the second year of its Local Technical Assistance (LTA) program, which provides staff and consulting assistance for a broad range of local planning projects that address land use, transportation, housing, economic competitiveness, the natural environment, community development, and similar issues. The deadline for receipt of applications is August 1 before 3:00 pm CST. Application materials and further information will be available on the CMAP and RTA websites. A status report on current LTA project is available here.
ACTION REQUESTED: Information

12.0 State Legislative Update (Gordon Smith, CMAP)

CMAP staff will provide an update on the CMAP's state legislative agenda.
ACTION REQUESTED: Information

13.0 Other Business

14.0 Public Comment

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion.

15.0 Next Meeting

The next meeting of the Council of Mayors Executive Committee is scheduled for August 21, 2012 at 9:30 a.m. in the CMAP offices.

16.0 Adjourn

Council of Mayors Executive Committee Members:

___ President Dave Brady	___ President Larry Keller	___ Mayor Jeffery Schielke*
___ President Rodney Craig	___ Mayor Kristina Kovarik	___ President John Schmitt
___ Mayor Roger Claar	___ President Al Larson	___ Mayor Jeffrey Sherwin
___ President Jim Discipio	___ President Richard Mack	___ Mayor Joseph Tamburino
___ President Mike Einhorn	___ Mayor John Mahoney	___ Mayor George Van Dusen
___ President Sandy Frum	___ Mayor Arlene J. Mulder**	___ Mayor Eugene Williams
___ Mayor Larry Hartwig	___ Mayor Leon Rockingham, Jr.**	* Chairman
___ Mayor Jim Holland	___ President William Rodegheir	** Vice-Chairman

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Council of Mayors Executive Committee

February 7, 2012 – DRAFT MINUTES
10 a.m.
CMAP Offices – Cook County Room

Executive Committee and Elected Officials

Mayor Jeffery Schielke, Chairman, President Dave Brady, President Mike Einhorn, President Sandy Frum, Mayor Larry Hartwig, Mayor Jim Holland, President Larry Keller, Mayor Al Larson, Mayor John Mahoney, Mayor Leon Rockingham, President William Rodeghier, Mayor Jeffrey Sherwin, Mayor George Van Dusen

Others Present

Mike Albin, Allison Bos, Len Cannata, Bruce Carmitchel, Bruce Christensen, Chalen Daigle, John Donovan, Bud Fleming, Pat Higgins, Tam Kutzmark, Hugh O'Hara, Ed Paesel, Chris Staron, Mike Sullivan, Mike Walczak, Tammy Wierciak

CMAP Staff

Alex Beata, Patricia Berry, Randy Blankenhorn, Bob Dean, Teri Dixon, Kama Dobbs, Doug Ferguson, Don Kopec, Matt Maloney, Holly Ostdick, Ross Patronsky, Emily Plagman, Gordon Smith

1.0 Call to Order and Introductions

Chairman Schielke called the meeting to order at 10:00 a.m. Introductions were made.

2.0 Agenda Changes and Announcements

There were no changes or announcements.

3.0 Approval of Minutes – November 8, 2011

The minutes of November 8, 2011 were approved as presented.

4.0 GO TO 2040-Annual Implementation Report

Mr. Dean provided an update on the Annual Implementation Report and an overview of the status of the Local Technical Assistance program. Mr. Dean noted that CMAP is requesting additional UWP funds for FY 2013 to allow for expansion of the LTA program and encouraged past applicants to contact CMAP if they wish to be considered for this additional funding. A new application will not be required.

5.0 Transportation Programming Updates/Action Items

5.1 Local Roads Update/ STP Expenditure Report

A status report from IDOT Local Roads was included in the meeting materials and an updated STP Expenditure Report was distributed for information.

5.2 Advance Funding Policies

Mr. Christensen presented proposed Council of Mayors advanced funding policies. On a motion by Mayor Van Dusen, seconded by Mayor Rockingham, the policies were approved.

5.3 Advance Funding Requests

Ms. Daigle provided a summary of advanced funding requests from the North Shore, Central, South and McHenry Councils, including a request from McHenry to withdraw one project. On a motion by President Frum, seconded by Mayor Larsen, the requests were approved.

5.4 CMAQ Improvement Program Management

Ms. Ostdick reported that management policies for the CMAQ program would be discussed at the Regional Coordinating Committee and CMAQ Project Selection Committee meetings later in the week. An updated status report for locally sponsored CMAQ projects was discussed and it was noted that henceforth IDOT will be providing regular CMAQ project updates at council meetings.

6.0 FY 2013 Unified Work Program UWP

Ms. Daigle requested approval of the FY 2013 Planning Liaison Scope of Services, and application for UWP funding for the PL program. She noted that there was no increase over last year in the amount requested. On a motion by Mayor Holland, seconded by Mayor Keller, the scope of services and application were approved.

7.0 Energy Impact Illinois Program

Ms. Plagman presented an overview of Energy Impact Illinois (EI2) and provided information for the Mayors to share with their Councils. Mayor Rockingham noted that some EI2 activities would complement municipal efforts at utility aggregation and asked if CMAP staff was available to coordinate with municipalities to provide presentations and other information in forums where aggregation is also being discussed. Ms. Plagman replied that CMAP staff would be happy to participate in such forums.

8.0 Performance Based Evaluation Criteria and Transportation Funding

Mr. Maloney summarized the recommendations of the memo included with the meeting materials and noted that the recommendations of the memo pertain to IDOT funding programs, not CMAQ or STP, which are programmed locally. He also noted that the CMAP Board and MPO Policy committee have determined that CMAP staff should work with IDOT and RTA staff to implement the recommendations rather than pursuing legislative action at this time. Mayor Schielke noted that the memo provides valuable

information on sources of transportation funding. He also noted that an emerging issue in the collar counties is the extension of Metra services beyond the RTA service area and cautioned members to be aware of the issue.

9.0 CMAP's State Legislative Principles & Agenda

Mr. Smith reported that the State Legislative Principles document included with the meeting materials would be used by CMAP to determine which legislative initiatives should be watched by CMAP in the upcoming session. He also reviewed the legislative agenda and noted that CMAP would monitor initiatives, but would likely not attempt to introduce any legislation related to the agenda. A request for the amount and sources of funding for CMAP staff was made and the information was distributed. President Frum noted that the principles include supporting legislation that aligns with the CMAP Board's state and local tax policy recommendations as made through the Regional Tax Policy Tax Force (RTPTF). She said that she and several other mayors have concerns about the Task Force recommendations and the data used to develop those recommendations, specifically on the issue of sales tax reform. Mayor Hartwig noted that the mayors that participated in the Task Force had expressed these concerns and encouraged the committee to review the Task Force report prior to the CMAP Board meeting and to communicate concerns to the Board. Chairman Schielke asked that the link to the RTPTF report be sent to the Committee.

10.0 Enhancement Call For Projects

Mr. Carmitchel reported that IDOT has announced a call for enhancement projects. He noted that approximately $50 million in funding was available and that applications should be completed online before May 29, 2012.

11.0 Other Business

Mr. Kopec thanked the committee members for providing comments to the USEPA on the region's attainment status. He reported that U.S. EPA had tentatively given the northeastern Illinois region the status of "in attainment" based on 2008 to 2010 data, but had reconsidered its preliminary ruling on the region's air quality attainment status in light of recently submitted IEPA data.

Mr. Kopec also reported that both the House and Senate transportation bills underwent mark-up last week and that although the bills are similar on the issues of consolidating funding programs and utilizing performance measures, there are significant differences on major issues such as the length of the bills, funding levels and revenues to support that funding.

Mayor Schielke reported that several municipalities had recently been approached regarding the installation of electric vehicle charging stations and requested CMAP assistance in developing some background information on this issue.

12.0 Public Comment

None.

13.0 Next Meeting

The next meeting of the Council of Mayors Executive Committee will be determined based on a review of member availability in May.

14.0 Adjourn

The meeting adjourned at 11:05 a.m.

Council of Mayors Executive Committee Members:

___ President Dave Brady	___ President Larry Keller	___ Mayor Jeffery Schielke*
___ President Rodney Craig	___ Mayor Kristina Kovarik	___ President John Schmitt
___ Mayor Roger Claar	___ President Al Larson	___ Mayor Jeffrey Sherwin
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___ President Sandy Frum	___ Mayor Arlene J. Mulder**	___ Mayor Eugene Williams
___ Mayor Larry Hartwig	___ Mayor Leon Rockingham, Jr.**	* Chairman
___ Mayor Jim Holland	___ President William Rodegheir	** Vice-Chairman

TO: COUNCIL OF MAYORS EXECUTIVE COMMITTEE

FROM: GRACE GALLUCCI, CFO and Senior Deputy Executive Director of Finance and Performance Management

RE: **Presentation on Non-Fixed-Route Out-of-Region Service**

DATE: April 23, 2012

As was discussed in August, five of Pace's fixed bus routes and one of Metra's lines protrude outside the six-county region's boundaries. As a follow-up to the August 2011 presentation on this type of fixed-route, out-of-region service, a further analysis was completed to identify non-fixed-route service that is provided outside of the RTA's six-county jurisdiction as well. Since CTA and Metra provide only fixed-route service, this only applies to Pace, with their non-fixed-route services falling into three broad categories: ADA paratransit, non-ADA paratransit, and vanpool. Both ADA paratransit and vanpool conduct significant extraterritorial operations. Non-ADA paratransit services such as Dial-a-Ride are not permitted to operate out-of-region. The ADA paratransit trips are for service within the ¾ mile buffer of out-of-region fixed-route service. The vast majority of the out-of-region vanpool users are destined for suburban workplaces within the region, and would otherwise drive individually or in smaller carpools.

Background

Section 2.07 of the RTA Act provides the statutory basis for operating service between points within the RTA region and points outside the RTA region. An August 2011 Board presentation focused on the identification of extraterritorial fixed-route service, and it was requested of the RTA staff to study and report back on the extent of non-fixed-route extraterritorial service. Such service definitely exists, with the following findings organized into three broad areas: ADA paratransit, non-ADA paratransit, and vanpool.

Pace ADA Paratransit

As required by the U.S. Department of Transportation (USDOT) ADA regulations, complementary ADA paratransit service must be provided for trips between origins and destinations located within a ¾ mile corridor on each side of regular fixed route bus and rail service, including a ¾ mile radius around the

route's endpoint. Commuter rail is excluded from this requirement, as are commuter (non-stop) bus routes.

If the ¾ mile buffer around the fixed route extends outside the geographic jurisdiction of the transit agency, ADA paratransit service must still be provided unless there is a legal bar to doing so by the neighboring jurisdiction. Pace has five fixed bus routes that protrude out-of-region, two of which are commuter routes and are thus excluded from the ADA requirement. The three remaining fixed routes generate a valid requirement for the provision of out-of-region ADA paratransit service and are discussed below:

Route 529:
Pace route 529 extends approximately one mile into Kendall County south of Aurora, providing service to the Settler's Landing shopping area and ensuring a safe turnaround location for the bus operators. The resulting ADA buffer is shown in attachment 1. In the first eight months of 2011, 44 out-of-region ADA paratransit trips were operated to and from this area, at an approximate total cost of $1,900.

Routes 350 and 364:
Pace routes 350 and 364 both contain the same 0.7 mile loop into Lake County, Indiana east of Calumet City, providing service to the Hammond Transit Center and also ensuring a safe turnaround location for the bus operators. The resulting ADA buffer is shown in attachment 2. Two significant health care facilities lie within the buffer on the Indiana side; St. Margaret Hospital and DeVita Dialysis Center. In the first eight months of 2011, 389 out-of-region ADA paratransit trips were operated to and from this area, at an approximate total cost of $16,700.

These portions of the three routes, with 433 combined trips thus far in 2011, are the only locations where ADA paratransit is authorized to operate outside the six-county region. The approximate annualized cost of conducting the ADA paratransit out-of-region operations is $27,900.

Pace Non-ADA Paratransit

Non-ADA paratransit at Pace consists of three components; Dial-a-Ride, Call-n-Ride, and the Community Transit Program. These services may be funded by Pace as an efficient alternative to fixed-route service, and in many instances the services are funded in part or in full by the local governments involved.

Dial-a-Ride:
There are 68 Dial-a-Ride projects spanning the entire six-county area, utilizing 157 Pace-owned vehicles to provide demand-response service to 210 communities with one-day advance reservations required. Dial-a-Ride eligibility may be limited to seniors or disabled, although many are also open to the general public. Fares and service agreements vary by project, with some operated directly by Pace and others by private providers. Service areas arrangements are defined in the individual agreements and are typically limited to municipality or township borders since they are generally provide a large portion of the funding for these services. Out-of-region travel is not permitted.

Call-n-Ride:
Two existing Call-n-Ride projects near Joliet and in Round Lake will be joined by two new projects in Wheaton and St. Charles in late 2011. Call-n-Ride differs from Dial-a-Ride in that same-day reservations are permitted and the service is available to anyone. Fares are the same as fixed-route ($1.75) and the service areas are well-defined, ensuring no out-of-region operations.

Community Transit:
The Community Transit Program replaced the Municipal Vanpool Program in 2007. Pace provides the vans and covers maintenance expenses on 93 vehicles that are operated by municipalities to provide flexible public transportation within their communities. Out-of-region travel is not permitted.

Pace Vanpool
Vanpool is comprised of three distinct programs; Vanpool Incentive Program (VIP or "traditional vanpool"), Employer Shuttle, and the Advantage Program. The vanpool programs share the common goal of reducing emissions and congestion and as a group they maintain a recovery ratio of around 80%.

Traditional Vanpool:
There are currently about 290 traditional vanpools in operation, averaging around six persons per vehicle, commuting together to the same employer or employment area within the RTA region. Vans "go home" with their primary drivers and may be based outside the region. There are 55 traditional vanpools based in Indiana, as far away as LaPorte; 29 based in Wisconsin, as far away as Milwaukee and Janesville; and 26 based in Illinois counties outside the RTA's jurisdiction including Boone, Winnebago, Ogle, LaSalle, Kendall, and Grundy. As a result, out-of-region vanpool operations are extensive and occur almost every day.

In addition to their commuting miles, all vanpool drivers are allowed to drive 300 personal miles per month and can carry-over unused miles. Vanpool drivers based within the region are allowed to use the vans on personal trips outside of the RTA region, up to 500 miles round trip as measured from Pace headquarters, but must obtain prior written permission to do so. Vanpool drivers based outside the region, however, are required to obtain written permission for all out-of-region personal trips of more than 20 miles from their home bases. The recovery ratio for traditional vanpool is around 95%.

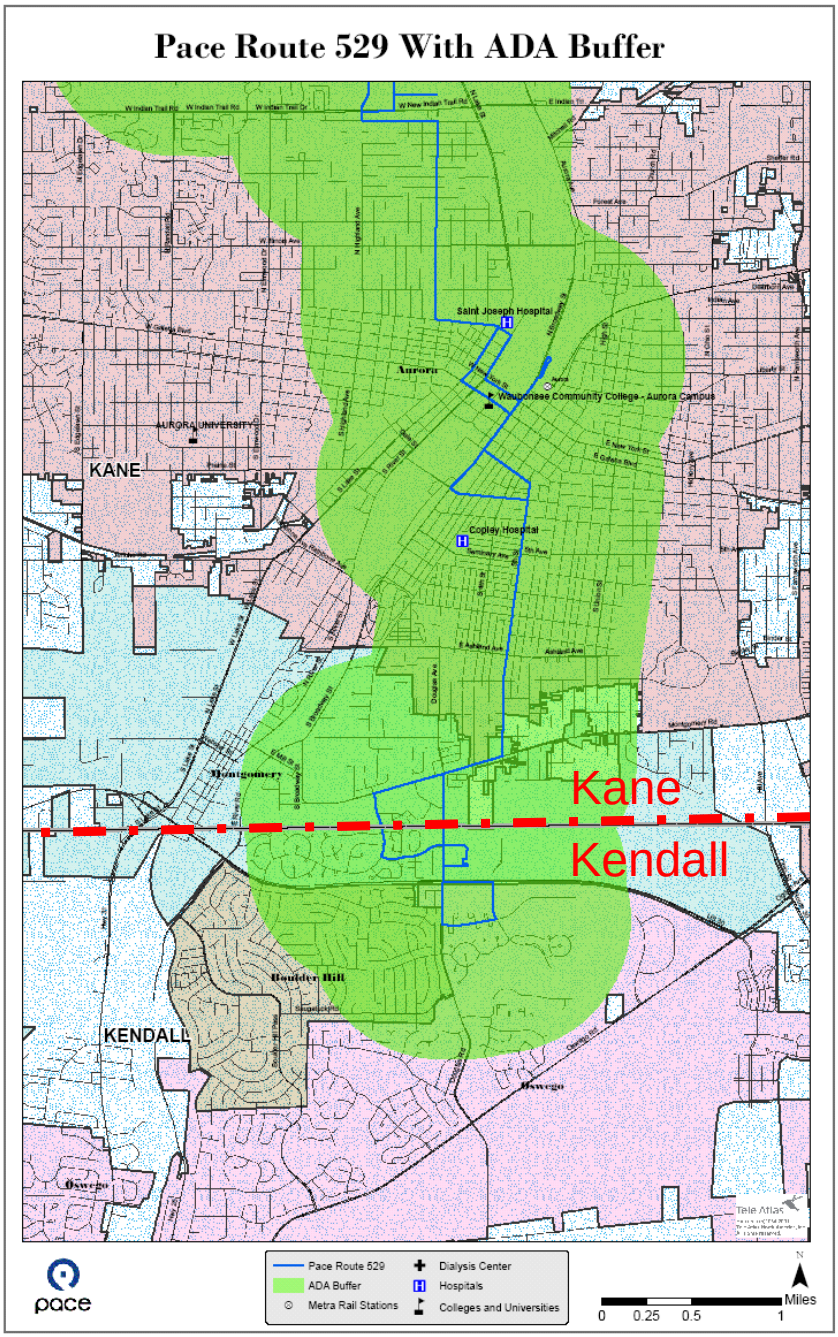
Employer Shuttle:
The Employer Shuttle vanpool program provides vans to suburban employers that are used to transport their employees to and from RTA transit connection points. This is a small operation, with 17 vans currently in service but boasting a recovery ratio above 100%. To be eligible, employers must be located within the six-county region, therefore no out-of-region travel is generated.

Advantage:
The Advantage vanpool program is large, operating 318 vans that are based at work sites and rehabilitative workshops within the six-county region. These vans serve as a transit alternative to employees and individuals with various disabilities. Although the recovery ratio of Advantage is the lowest of the vanpool programs at about 62%, this program provides an alternative to more expensive ADA paratransit service. Out-of-region travel is permitted with prior permission from Pace. However, this is extremely infrequent as Pace reported only two instances in recent years.

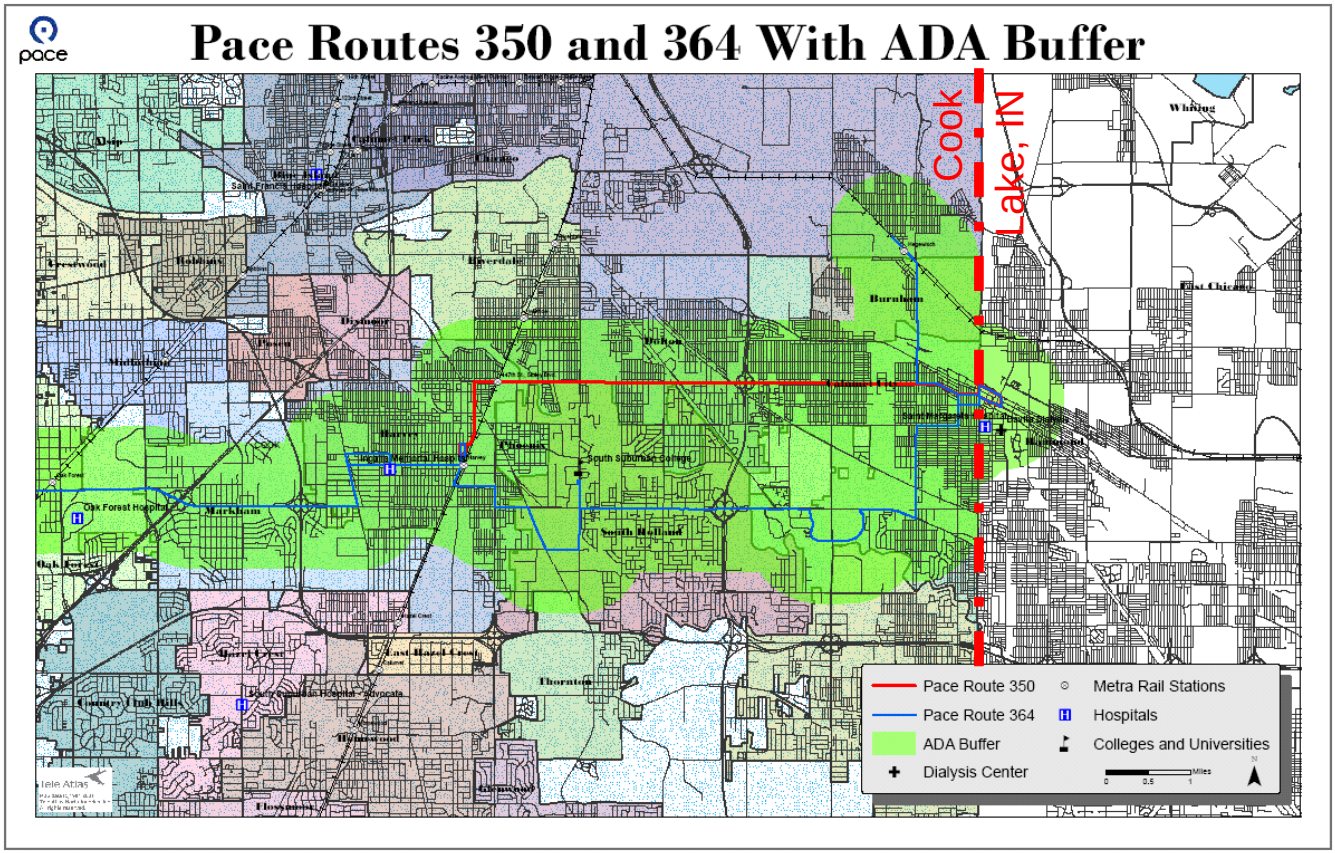
Conclusions
Legitimate out-of-region operations are being generated by both ADA paratransit and vanpool service. The ADA paratransit operations are required by law and the vanpool operations meet that program's goals of reduced congestion and emissions within the region, while producing a high recovery ratio. Based on the review and analysis performed, RTA staff does not recommend any changes to the non-fixed-route out-of-region service currently operated as part of the regional transit system.

GG/DDA/DKA

Attachment 1



Attachment 2



TO: COUNCIL OF MAYORS EXECUTIVE COMMITTEE

FROM: GRACE GALLUCCI, CFO and Senior Deputy Executive Director of Finance and Performance Management

RE: **Presentation on Funding and Delivery of Out-of-Region Service**

DATE: April 23, 2012

An analysis was undertaken to identify all of the circumstances where the Service Boards provide fixed-route service outside of the RTA's six-county jurisdiction, and to determine if there are agreements in place to account for the operating costs of providing these extraterritorial services. Six out-of-region routes have been identified, comprising two Pace bus routes covered by agreements, three Pace bus routes not covered by agreements, and Metra's UP North Line service to Kenosha, WI, which is also not covered by a specific intergovernmental agreement.

The operating expenses are relatively small for the three out-of-region bus routes not covered by agreements, and there are operational and safety-related reasons for Pace to continue serving their brief extraterritorial portions in Kendall County and Lake County, Indiana. The cost of operating the UP North Line into Kenosha County, Wisconsin is more substantial, but significant operational and revenue benefits strongly suggest that Metra should continue this service. After careful review, RTA staff does not recommend any changes to the out-of-region service as currently operated.

Background

At the request and for the benefit of a service board, Section 2.07 of the RTA Act authorizes the RTA to enter into agreements with any unit of local government outside of the six-county RTA region for services between points in the region and points outside of the region.

Six out-of-region routes have been identified (see attachment 1), four of which are not covered by specific intergovernmental agreements, however. Three of these four uncovered routes pre-date the 1983 RTA act, including two Pace bus routes and Metra's service to their unstaffed Kenosha station.

There are no CTA routes that operate outside the region.

Pace Suburban Service

Route 907:
The first of the Pace bus routes bound by an agreement is route 907 providing weekday-only, non-stop service between the Aurora Transportation Center/Metra Station and the Oswego Park-n-Ride facility in Kendall County. This service was authorized by RTA Ordinance 2002-62 and is operated under a "cost minus revenue" agreement with the Village of Oswego, renewable annually, for which the Village pays the full annual operating cost of the route ($89,487 for 2011) less the fare revenue collected by Pace (about $11,000 per year.) Thus, the cost of providing this service is fully covered.

Route 892:
Operating under an agreement since July 2001, Pace route 892 provides weekday-only, off-peak, non-stop service between the United Parcel Service (UPS) Hodgkins facility and the municipalities of East Chicago and Gary in Indiana. Under this agreement, the partnership of UPS, the Foundations of East Chicago, and the Northwest Indiana Regional Bus Authority pay the full annual operating cost of the route (currently $185,144), while all resulting fare revenue is retained by the service board, thus making operation of this route a positive revenue source for Pace.

Routes 529, 350 and 364:
There are three Pace routes that protrude out-of-region, but are not covered by specific intergovernmental agreements. These are route 529 south of Aurora, with a short 2.5-mile loop into the village of Montgomery in Kendall County, and routes 350 and 364 across the near-south suburbs, both with the same very short 0.7-mile loop into Lake County in Indiana. In each of these cases, the primary motivation for crossing the border is to provide a safe turnaround location for the bus operators. Secondary considerations also exist in that route 529 benefits Kane County residents who commute to jobs in the small commercial area of Kendall County where that turnaround occurs, and routes 350 and 364 provide southern Cook County residents connectivity to Indiana transit options at the Hammond Transit Center where those turnarounds occur.

The estimated annual operating expenses for the out-of-region portions of these three routes range from $43,000 to $63,000. These costs are partially offset by the fare revenue produced on these same segments, the exact amount of which is not easily isolated from the revenue for the full length of the route. Nevertheless, the operational and customer benefits these three short, out-of-region segments provide seem to outweigh their modest operating cost.

Metra Commuter Rail Service

Metra has been providing service on the UP North Line to Kenosha, some 6.5 miles into Wisconsin, since the 1970s. Service between Chicago and Kenosha is provided under a purchase of service agreement (PSA) with Union Pacific Railroad. Under the current PSA, Metra reimburses UP for all net operating losses (operating and maintenance costs less operating revenues.) There is no specific intergovernmental cost-recovery agreement with Kenosha County or the State of Wisconsin. Service to Kenosha is primarily driven by the location of a rail yard there, which provides both maintenance services and overnight train storage. Thus, it seems intuitive to provide commuter service to the Kenosha station and capture the additional revenue given that most of the trains have to go there anyway for servicing or storage.

The incremental cost of operating nine weekday, five Saturday, and three Sunday trips in each direction along this stretch of track exceeds $700,000 annually. However, Zone K fare revenue produced by Kenosha customers is substantial. Ridership data indicates that more than 300 daily Kenosha-area commuters use this service, producing annual revenue of over $900,000. Thus, seeking recovery of operating costs from Kenosha County or the State of Wisconsin does not seem appropriate since the current revenue benefits outweigh the current costs of the service.

Metra staff also stressed that there is no good alternative yard to Kenosha for train servicing since the Waukegan yard is capacity-constrained and using it would require just-as-costly dead-heading of equipment back south from the Winthrop Harbor station if it were to become the new terminus of the line. Construction of a new yard facility within Illinois has been considered and rejected in the past due to high capital costs and potential local community impact. In short, discontinuing service to Kenosha would result in most of the trains still having to go there, but without the benefit of fare revenue.

Related Issues

The reciprocal of the out-of-region issue is fixed-route, into-region service provided by outside transit agencies. There are three instances of this, comprising the South Shore Line service between Chicago and South Bend, IN, and two Northwest Indiana Regional Bus Authority (NIRBA) routes into the southeast side of the City of Chicago.

The two NIRBA routes that cross several blocks into the City of Chicago and provide connections to CTA bus routes 30 and 100 do not require the City of Chicago or Cook County to provide any reimbursement for recovery of their operating costs, as there are no specific agreements associated with this arrangement.

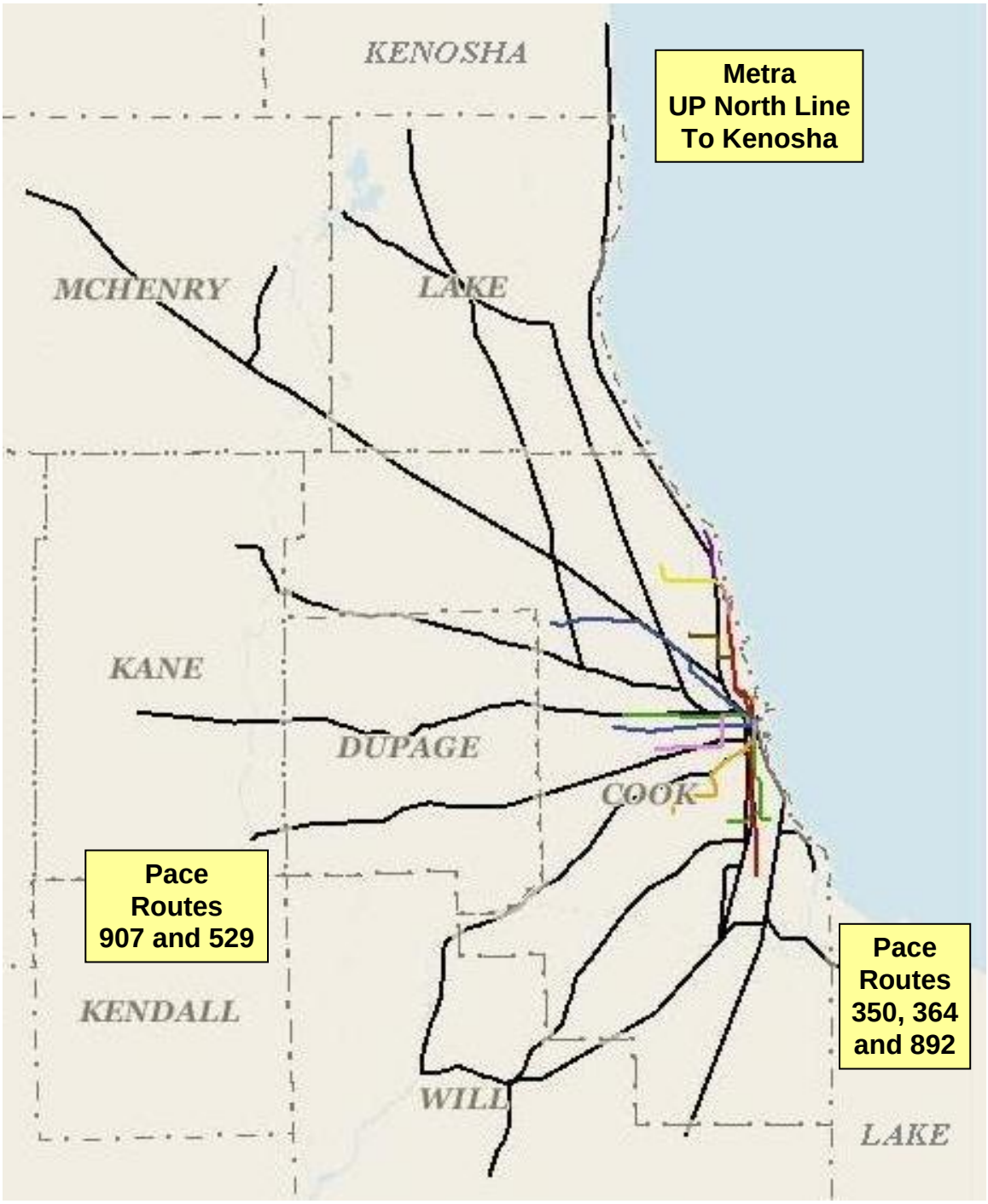
For the commuter rail service to Illinois stations on the South Shore Line, however, Metra reimburses the Northern Indiana Commuter Transportation District (NICTD) for a portion of net operating losses under a purchase-of-service agreement. Metra's portion of the net operating losses is determined by passenger boardings within Illinois relative to total passenger boardings on the route, which under the current agreement amounts to 21% or $5.1 million. NICTD is generally responsible for all operating and capital-related costs associated with maintenance and improvements of South Shore Line right-of-way and facilities located within the State of Illinois.

Conclusions

Based on the review and analysis performed, RTA staff does not recommend any changes to the out-of-region service currently operated as part of the regional transit system. In fact, discontinuing the out-of-region portions of these routes would create significant operational and safety issues for Pace and Metra, result in lost fare revenue from passengers using the services, and degrade service for a portion of their in-region customers. Maintaining these routes as currently operated appears to be in the best interest of the RTA.

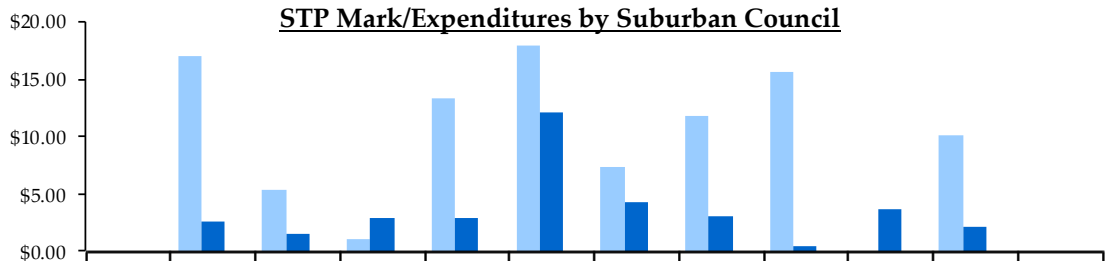
GG/DDA/DKA

Attachment 1: Location of the six RTA out-of-region routes



FFY 12 Suburban STP Expenditure Report (March 12th 2012)

STP Mark/Expenditures by Suburban Council



	NS*	NW	NC	CE	SW	SO	DU	KA/K	LK	MC*	WI	Total
Mark	$0.00	$17.00	$5.29	$1.00	$13.34	$17.99	$7.39	$11.73	$15.66	$0.00	$10.07	$99.47
Expenditures	$0.00	$2.57	$1.58	$2.89	$2.87	$12.11	$4.30	$3.10	$0.50	$3.64	$2.08	$35.6
Payback Year				2013						2015		

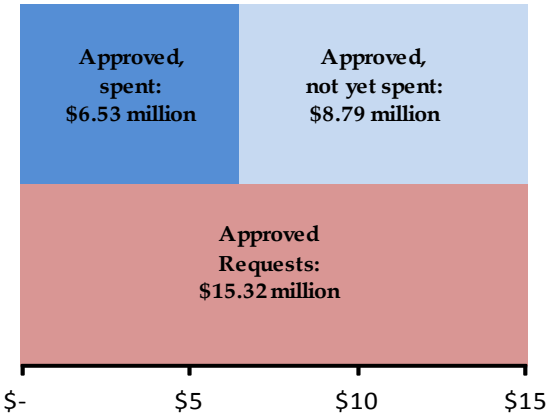
* Councils with $0 for their Mark need advanced funding approval to program/expend STP funds and started FFY 12 with a negative balance.
Payback year refers to the Federal Fiscal Year (FFY) in which a council's annual allocation would pay back their advanced funding balance.

Suburban Summary

- **$35.6 million (36% of the suburban mark) had been obligated in FFY12 as of the most current letting (3/09/2012).**
- **There are 5 more lettings scheduled in FFY 2012, with the next letting occurring on April 27th, 2012.**
- **Currently, there are 25 projects with nearly $22 million in STP funding on the April letting.**

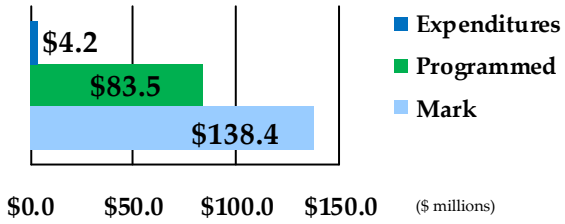
FFY 2012 Advanced Funding Information

FFY 2012 Advanced Funding (as of 03/12/2012)

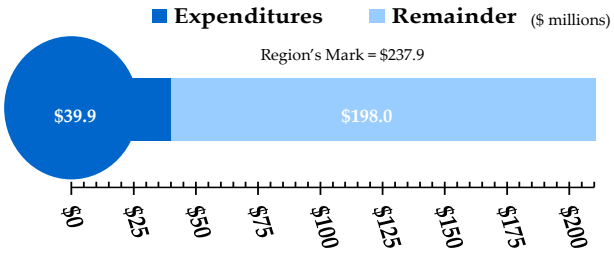


- **Thus far, in FFY 12 the Council of Mayors Executive Committee has approved advanced funding requests for 18 projects totaling $15.32 million in STP funds.**
- **4 projects approved for advanced funding have been let for $6,530,504 in STP funds in FFY 12.**
- **6 projects approved for advanced funding for $2,742,288 in STP funds are currently on the April letting.**
- **The next Council of Mayors Executive Committee meeting is scheduled for May 1st, 2012.**

Chicago FFY12 STP Program



FFY12 Regional Expenditures (Chicago and suburbs)



For more information contact: Russell Pietrowiak at (312) 386-8798 or rpietrowiak@cmap.illinois.gov

All figures are in millions and represent the federal amount only. Figures are current as of March 12th 2012.

Chicago Metropolitan Agency for Planning

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Advance Funding Requests

New Requests

	TIP ID	Council	Location	Type of Project	Phase	Advance Funding Request	Scheduled Project Letting
1	07-12-0017	South	Halsted St from I-80 (off ramp) to 175th St	Intersection Improvement	EI	$70,000	Spring 2012
				New Requests Total		$70,000	

SSMMA

SOUTH SUBURBAN MAYORS & MANAGERS ASSOCIATION

April 12, 2012

Blue Island
Burnham
Calumet City
Calumet Park
Chicago Heights
Country Club Hills
Crete
Dixmoor
Dolton
East Hazel Crest
Flossmoor
Ford Heights
Glenwood
Harvey
Hazel Crest
Homewood
Lansing
Lynwood
Markham
Matteson
Midlothian
Mokena
Monee
New Lenox
Oak Forest
Olympia Fields
Orland Hills
Orland Park
Palos Heights
Park Forest
Phoenix
Posen
Richton Park
Riverdale
Robbins
Sauk Village
South Chicago Heights
South Holland
Steger
Thornton
Tinley Park
University Park

The Honorable Jeffery Schielke
Chairman, CMAP Council of Mayors Executive Committee
c/o Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, Illinois 60606

Dear Mayor Schielke,

On behalf of the South Council Transportation Committee, the South Suburban Mayors and Managers Association (SSMMA) respectfully requests consideration for advanced funding of Federal Surface Transportation Program (STP) dollars in the amount of $70,000 for the Phase 1 engineering phase of a major street re-construction. This project will ultimately result in an Signalized Intersection Improvement to promote and provide a climate for economic development projects in two (2) of our South council communities.

This action was approved by the South Council Transportation Board on April 3, 2011 in anticipation of advancing the funds needed for this project to be included in the South Council STP Program for PY 2012.

Sponsor	Project	TIP I.D.	Total Cost	Federal STP
East Hazel Crest	**Street and Intersection Construction PH-1 Engr**	**07-12-0017**	**$100,000**	**$70,000**

This project will provide for an Economic Development project opportunity in the village of East Hazel Crest in the only location they have available for development. SSMMA South Council staff will work with CMAP staff and IDOT to ensure proper accounting of the requested funds and their expenditure. The Council of Mayors Executive Committee will be notified of any advanced funding that is not used or required.

If there should be any questions regarding this request or our program, please contact Bud Fleming at 708-922-4677 or email at bud.fleming@ssmma.org. Thank you for your consideration of this request.

Sincerely,

David L. Owen
Mayor, Village of South Chicago Heights
Chairman, SSMMA Transportation Committee (South Council)

cc: Patricia Berry, Russell Pietrowiak, Holly Ostdick, CMAP
Chad Riddle, IDOT

1904 W. 174th Street
East Hazel Crest, Illinois 60429
www.ssmma.org
708-206-1155
Fax 708-206-1133

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TIPS FOR PROJECT ACCOMPLISHMENT:

- **Locally fund engineering and right of way phases.**
- **Follow up regularly with other agencies that have outstanding issues regarding the project.**
- **Ensure local match is obtained before requesting federal funds.**

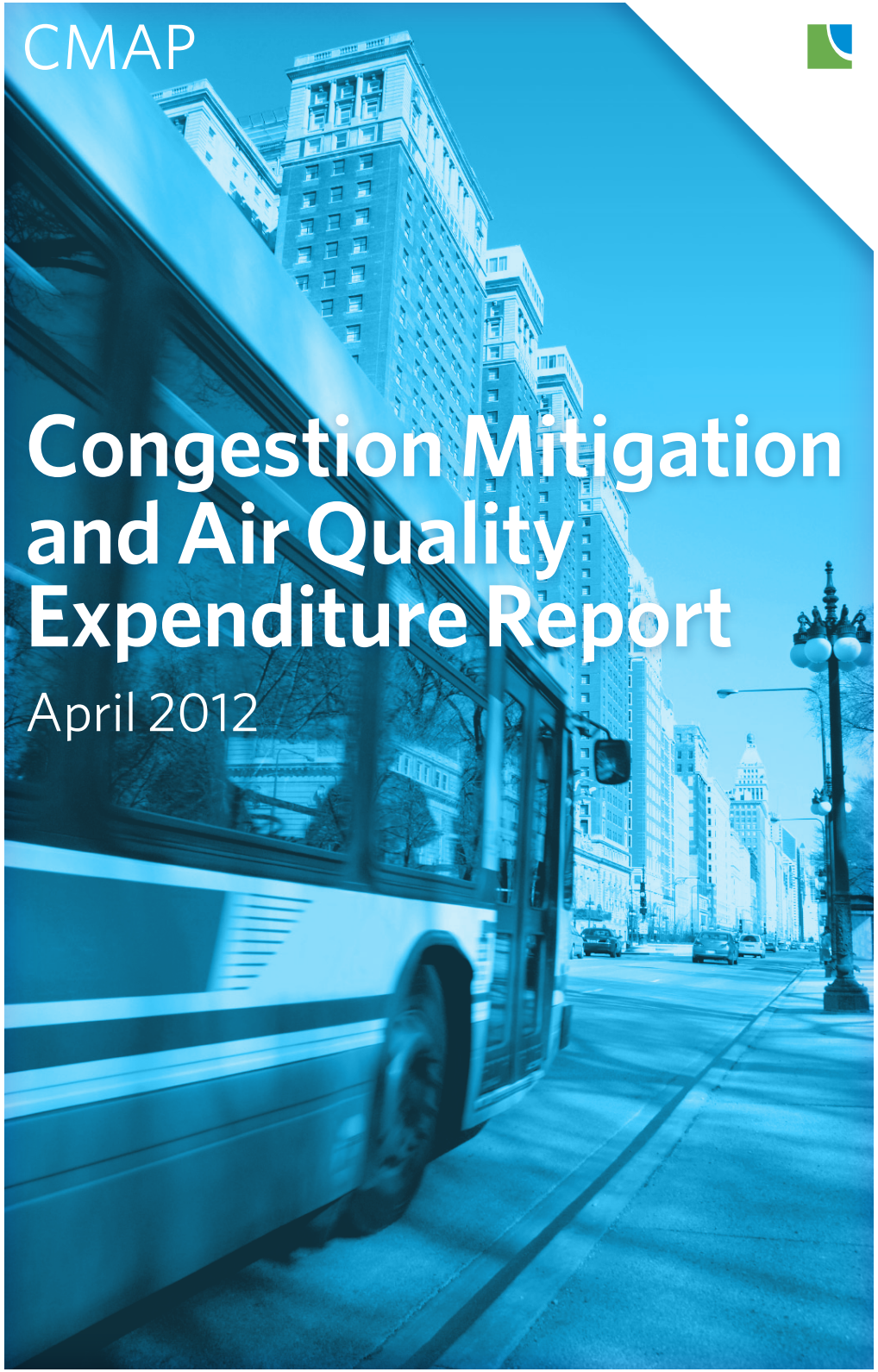
Any questions regarding informa1on in this pamphlet should be sent to Doug Ferguson, CMAP, at **dferguson@cmap.illinois.gov** or **(312) 386-8824.**

FY12-0107 Image courtesy of Luke Seeman.

CMAP

Congestion Mitigation and Air Quality Expenditure Report

April 2012

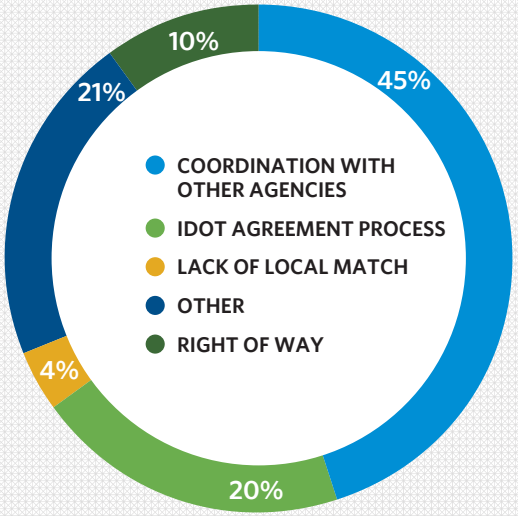


There is currently over $180 million in unobligated CMAQ funds in the CMAP region. All of these funds were programmed for implemention on or before 2012. Funds are eligible for rescission and lapse by the federal government. To ensure these funds remain where they are sorely needed, the region needs to implement projects in a timely fashion. This report will explain where the largest balance of unspent funds are, describe reasons for delay, and give tips for accomplishment.

The chart below shows the total programmed by sponsor group, the amount accomplished, and the remaining unobligated balance. Municipalities, counties, park districts, and other local agencies are grouped by sub-regional council. The total bar is how much each sponsor group has received from the inception of the program through 2016. The light green is how much has been accomplished by a group. The dark green is how much of that sponsors funding is outstanding.

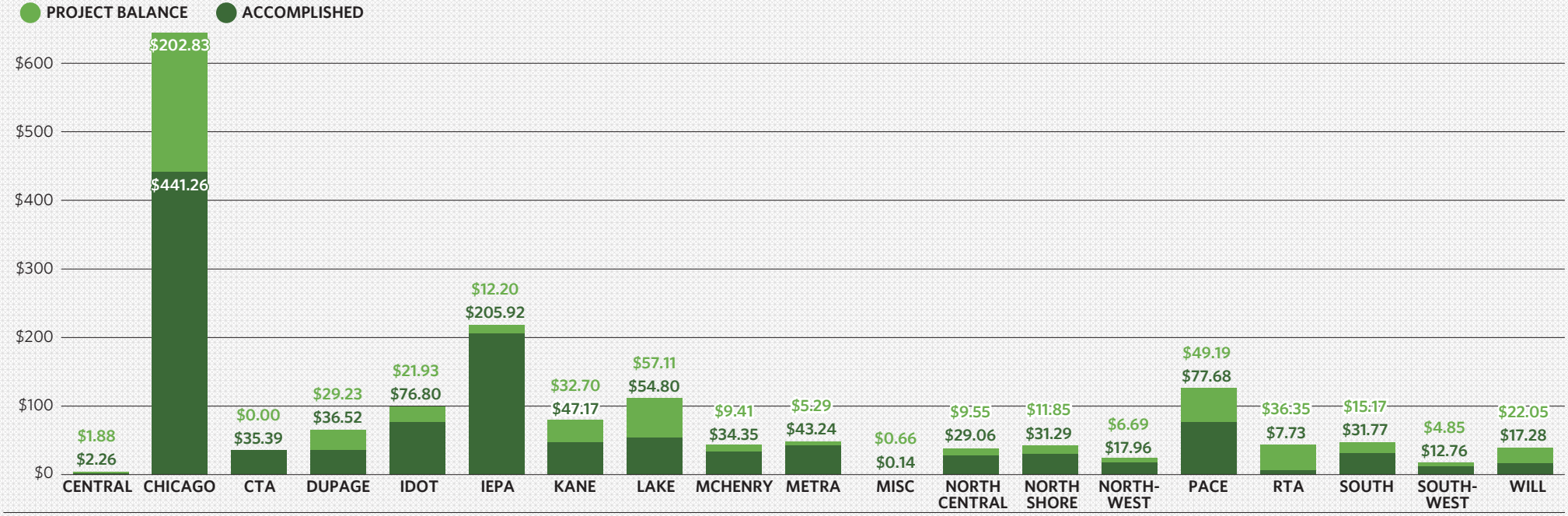
Each May and October, project sponsors provide status updates on projects with phases funded that year. Each sponsor that has not accomplished the phase in that year must give a general reason for delay. Below is a chart showing the reasons provided for delay in 2011.

Reasons for delay, 2011



Source: Chicago Metropolitan Agency for Planning, October 2011 Status Updates.

CMAQ funds, in millions of dollars



Source: Chicago Metropolitan Agency for Planning. Obligations as of February 2012.

Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: **Council of Mayors Executive Committee**

Date: May 1, 2012

From: Lori Heringa, CMAP Staff

Re: Local Government Survey

As you know, the Chicago Metropolitan Agency for Planning (CMAP) is working with residents, organizations and local governments to implement the region's long-range comprehensive plan GO TO 2040.

During development of the Plan, a set of key indicators were established to track progress towards achieving the GO TO 2040 regional vision. These indicators are quantitative measures that describe economic, environmental, social, or cultural conditions. Examples include the unemployment rate, infant mortality rates, number of new business start-ups, and air quality indexes. Information is readily available on a number of key indicators that were selected.

To track progress on indicators for which information is not available, CMAP is employing a periodic survey of local government planning initiatives, such as the number of local governments that have incorporated transit-oriented development principles into their local planning. The information collected from the first survey, conducted in the summer of 2010, established a baseline of data from which to measure progress.

CMAP staff is currently preparing the second survey questionnaire which will be sent to local governments such as yours this summer. As in the last survey, questions are designed to help us identify topics to include in our next set of model ordinances and toolkits for local governments. As with all surveys done by the agency, CMAP will not use this data to create municipal scorecards or rank municipalities.

CMAP staff expects that mayors and managers will receive survey questionnaires in the early summer of 2012. The Planning Liaisons for your subregional area will be assisting with distribution and periodic reminders about the survey. We recommend assigning one individual to shepherd the survey through completion, although we do not expect that one person will necessarily know the answers to all questions. An analysis of survey responses will be distributed in the winter of 2012.

Please contact Lori Heringa at lheringa@cmap.illinois.gov with any questions or concerns.

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MEMORANDUM

To: CMAP Board and Committees

From: CMAP Staff

Date: April 2, 2012

Re: Local Technical Assistance Program Update

The CMAP Board and committees will be receiving regular updates on the projects being undertaken through the Local Technical Assistance (LTA) program, including those receiving staff assistance and grants. To date, 53 local projects have been initiated. Of these, 37 projects are fully underway and 2 have been completed. Many of the projects that have been kicked off but are not fully underway are grants which are in the administrative stage; others involving staff assistance are being scheduled to get underway in several months, based on staff availability.

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

ACTION REQUESTED: Discussion.

###

Projects Currently Underway

Project	CMAP lead	Timeline	Assistance type	Status and notes
Addison comprehensive plan (see project website)	Sam Shenbaga	July 2011 - July 2012	Staff assistance	Underway. Draft future land use map completed. Conducted staff charrette to present future land use map on March 27 and revisions being made accordingly. Currently drafting memo describing land use classifications to submit to staff for review and approval. Valerie Kretchmer Associates has begun economic assessment of redevelopment sites and review of 2005 Town Center Redevelopment Plan.
Algonquin downtown plan (see project website)	Hala Ahmed	Feb.- Nov. 2012	Grant funds	Underway. Village Board approved selected consultant (Land Vision). Contract was signed on February 7. Project kick-off meeting completed on February 23. Public input is underway at project website. Next Steering Committee meeting scheduled for April.
Alsip comprehensive plan	Sam Shenbaga	Jan. 2012 - Jan. 2013	Staff assistance	Underway. Public meeting to be conducted on April 12 at Village Hall. Stakeholder interviews to be conducted all-day at Village Hall on April 11. Existing conditions research in progress.
Antioch greenway plan	Shafaq Choudry	Apr. 2012- Mar. 2013	Staff assistance	Project is scoped and is on schedule to be initiated in April.
Berwyn comprehensive plan (see project website)	Sam Shenbaga	June 2011 - June 2012	Staff assistance	Underway. Recommendations memo approved by Steering Committee. Draft future land use map completed and approved by BDC staff on March 26. Draft Plan outline completed and recommendations being currently drafted. Draft Plan to be completed in mid-late April for internal CMAP review.
Blue Island comprehensive plan (see project website)	Sam Shenbaga	Apr. 2011 - May 2012	Staff assistance	Underway. Draft Plan completed and submitted to City staff and Plan Commission for review on March 23. Conducted in-person meeting with City staff to discuss recommendations. Plan distributed to Metra, Pace, RTA, SSMMA, MPC, and CNT for review and comment. Presentation of Plan recommendations to Plan Commission scheduled for April 4. Public open house to be held at City Hall East Annex on April 16. Meeting with Mayor scheduled for April 16 to present Plan recommendations.
Bronzeville Alliance Retail corridor study, phase 2 (see project	Sef Okoth	Phase 2: Nov. 2011 – Dec. 2012	Staff assistance	Underway. First public presentation of the project done on March 17 at the Black Wall Street Summit. Outreach and preparation of materials for community visioning workshop on May 12 is underway. Existing

website)				conditions analysis started, with summary report due in June. Corridor mapping is still underway.
Campton Hills comprehensive plan (see project website)	Jason Navota	Apr. 2011 - May 2012	Staff assistance	Underway. Existing conditions report, visioning, three public meetings, and policy and strategy development complete. Draft plan is nearly complete and discussions of the future land use plan are continuing.
Carpentersville "Old Town" Area Action Plan (see project website)	Trevor Dick	Sept. 2011 - June 2012	Staff assistance	Underway. Drafting the plan is underway and is anticipated to be shared with Village staff to begin the review and adoption process in April.
Chicago "Green and Healthy Neighborhood" plan for Englewood, Woodlawn, and Washington Park (see project website)	Jason Navota	Mar. 2011 - Sept. 2012	Staff assistance	Underway. First phase (data collection and mapping) complete and summarized in Draft Existing Conditions Summary posted online. Second phase focused on planning and outreach is underway, including group tours of 'catalytic' project areas and corridors. Housing and retail analyses are underway. Separately funded stormwater study for the project area is underway. First of five public meetings held on January 28, and second held on March 31 in collaboration with the Woodlawn Summit.
Chicago Housing Authority LeClaire Courts redevelopment	Sef Okoth	July 2012- June 2013	Consultant and staff assistance	An RFP for transportation access study has been drafted by CMAP and approved by CHA. Project startup is expected in July.
Developing Communities Project support for CTA Red Line extension (see project website)	Kendra Smith	Oct. 2011 - Sept. 2012	Staff assistance	Underway. CMAP is continuing work on a quantitative analysis of the project area. The project received conditional approval from the Loyola University Internal Review Board. The first community focus group is scheduled to take place April 18. Community Education Session planning in conjunction with CTA is currently underway.
Downers Grove bicycle and pedestrian plan	Hala Ahmed	TBD	Grant funds	Underway. The consultant selection process has been completed, with the Village Board approving the selection of Sam Schwartz Engineering. Project kickoff completed in March.
Elburn comprehensive plan	Bob Dean	Apr. 2012 - Jan. 2013	Grant funds	Underway. The Village Board selected Images Inc. to assist with the project at their meeting on March 19.
Elgin sidewalk gap and transit stop study	Lindsay Banks	TBD	Grant funds	A staff recommendation for consultant selection has been developed, and approval is expected at the April 25 City Council meeting.
Elmwood Park comprehensive plan (see project website)	Nicole Woods	June 2011 – Aug. 2012	Staff assistance	Underway. Staff is meeting with Steering Committee in April to present and discuss Existing Conditions Report and results from visioning workshop that was held in March. Staff is currently working on recommendations memo.

Evanston water efficiency program	Amy Talbot	Dec. 2011 - June 2012	Staff assistance	Underway. Received comments from Evanston Staff. Discussed water reduction target and confirmed plan recommendations.
Fox Lake bicycle plan	Pete Saunders	TBD	Grant funds	Village has approved a resolution supporting the project and signed the IGA. Project RFP will be released in April, with consultant selection expected in late May.
Glen Ellyn downtown streetscape and parking study	Lindsay Banks	TBD	Grant funds	Glen Ellyn extended the deadline for the RFP to March 30, and consultant selection is expected in April.
Hanover Park corridor study	Stephen Ostrander	Dec. 2011 - June 2012	Staff assistance and small grant	Underway. Staff is currently working with the Village and ULI to complete necessary contract agreements and funding for ULI Technical Assistance Panel (TAP) program to be held in summer 2012. Definition of outreach strategy and assistance with panel "briefing book" expected in April.
Hillside comprehensive plan	Hala Ahmed	TBD	Grant funds	The community is developing the RFP to select a consultant. RFP will be released in April 2012.
Joliet "Old Prison" redevelopment (see project website)	Pete Saunders	July 2011 - Apr. 2012	Staff assistance and small grant	Underway. Public open house and public hearing to Joliet City Council Land Use Committee meeting were both conducted by ULI on March 19. Final report is being prepared by ULI with graphics, illustration and design assistance provided by CMAP. Completion is expected at the end of April.
Kane County local food project	Amy Talbot	Feb.-Nov. 2012	Staff assistance	Underway. Updated scope and contacted Openlands for approval. Internal project team meeting set for April.
Lake County sustainability plan	Kristin Ihnchak	Mar. 2012 - Feb. 2013	Staff assistance	Underway. County Board approved the scope, MOU, and resolution on March 13 and the steering committee kick-off meeting was held on March 22. Existing conditions analysis is underway. The Delta Institute and Openlands are both on contract to assist with some plan elements.
Lake Zurich comprehensive water resources project	Amy Talbot	Feb. 2011 - Apr. 2012	Staff assistance	Underway. Presentation to Board April 2 for approval. Final report to be completed in April/May.
Lakemoor comprehensive plan (see project website)	Nora Beck	Nov. 2011 - Oct. 2012	Staff assistance	Underway. The Existing Conditions Report is currently under review by village. Second public workshop, focused on visioning the future of Lakemoor, is scheduled for April 19.
Liberty Prairie Conservancy local food system plan (see project website)	Jessica Simoncelli	Aug. 2011 – Sept. 2012	Staff assistance	Underway. Drafting a needs assessment that identifies policy and market gaps in developing a sustainable food system in Lake County. Drafting an existing conditions report for the Liberty Prairie Reserve master plan update. Outreach to local officials is occurring through the spring,

				including participation in a College of Lake County symposium in May.
McHenry County subarea plan	Jack Pfingston	Dec. 2011-Sept. 2012	Grant funds	Underway. Meeting between Camiros and County staff took place on March 29. Meetings with local officials and other affected parties to address community issues and needs were also conducted on March 29.
Morton Grove industrial areas plan	Nicole Woods	Feb. 2012 - Feb. 2013	Staff assistance	Underway. Staff will also meet with the Village Board, Village staff, and steering committee in April to present planning process and obtain their input for the Existing Conditions Report.
New Lenox corridor plan	Pete Saunders	TBD	Grant funds	Village currently reviewing and prioritizing RFP responses. Village expects to make a consultant selection in April.
Niles sustainability plan	Kristin Ihnchak	May 2012-Dec. 2012	Staff assistance	Scope of work is being developed with Village staff. EPA Building Blocks workshop and project initiation are scheduled for mid-May.
Norridge comprehensive plan (see project website)	Trevor Dick	May 2011 - May 2012	Staff assistance	Underway. Draft plan is under review by Village staff and will be presented at the Planning Commission's April meeting. Following that an open house will be held for public input.
Northlake comprehensive plan	Trevor Dick	Mar.-Nov. 2012	Staff assistance	Underway. The MOU and scope of work were adopted by City Council. An existing conditions report is being worked on by staff.
Northwest Suburban Housing Collaborative "Homes for a Changing Region" project (see project website)	Drew Williams-Clark	Feb.-Nov. 2012	Staff assistance	Underway. CMAP has presented an initial existing conditions analysis for each of the five collaborative municipalities for feedback. Staff will draft future housing demand projections for presentation at April board meetings.
Oak Park water conservation program (see project website)	Amy Talbot	Aug. 2011 - June 2012	Staff assistance	Underway. Received comments from Oak Park staff. Working on setting water and energy reduction targets. Recommendations finalized.
Orland Park water conservation ordinance (see project website)	Hala Ahmed	Nov. 2011 – July 2012	Staff assistance	Underway. Second public meeting to present data analysis and draft recommendations completed on March 21 at the Orland Park Public Library. Draft recommendations are being developed. Draft report will be presented to the Plan Commission on April 24.
Park Forest sustainability plan (see project website)	Kristin Ihnchak	June 2011 - May 2012	Staff assistance	Underway. Public open house to present the plan took place on March 20. Public comments are currently being collected, and the first public hearing with the Plan Commission is scheduled for April 17. CNT is on contract to assist with Energy, Greenhouse Gases, and Water Plan elements.
Plainfield downtown transportation plan	Pete Saunders	TBD	Grant funds	Village has drafted RFP that it expects to release in early April. Consultant selection is anticipated in May.

Regional arts and culture toolkit	Stephen Ostrander	Apr. 2012-Jan. 2013	Staff assistance	The idea for this project came from an LTA application, but it is regional in nature and will result in the preparation of a guidebook for local governments to use in integrating arts and culture into their planning work. Conducted initial research on potential members of project steering committee. The project fully launches in April.
Regional climate change adaptation toolkit	Jesse Elam	July 2012-Apr. 2013	Staff assistance	The idea for this project came from an LTA application, but it is regional in nature and will result in the preparation of a guidebook for local governments to use in addressing climate change adaptation. The project is expected to start in July.
Richton Park comprehensive plan	TBD	July 2012-June 2013	Consultant assistance	Consultant assistance with this project is expected. It is on target for startup in July.
Riverside downtown area plan (see project website)	Nora Beck	Feb. 2012-Feb. 2013	Staff assistance	Underway. The existing conditions analysis is underway and the first public meeting is scheduled for April 11.
Round Lake Heights comprehensive plan	Jonathan Burch	May 2012-Apr. 2013	Staff assistance	Project scoping has begun, with the project kickoff expected in May.
SSMMA housing investment prioritization (see project website)	Nicole Woods	June 2011 - Apr. 2012	Staff assistance	Underway. Project Technical Committee approved Housing Investment tool in March. The Tool will be presented to the Project Advisory Committee and the Housing Collaborative in April for final comments.
SSMMA interchange land use planning	Jessica Simoncelli	July 2012-June 2013	Consultant and staff assistance	This project will involve planning for land use and economic development for five communities near the new I-294 / I-57 interchange (Dixmoor, Harvey, Markham, Midlothian, and Posen). Project scoping is ongoing and kickoff is expected in May; consultant involvement is expected to begin in July.
Waukegan planning prioritization report	Stephen Ostrander	Nov. 2011 - May 2012	Staff assistance	Underway. Project resumes in April, with completion of final report and Waukegan City Council approval of report recommendation (regarding next phase of LTA assistance) in May.
Westchester comprehensive plan (see project website)	Samantha Robinson	Nov. 2011 - Oct. 2012	Staff assistance	Underway. Stakeholder interviews took place in mid-March. Meeting with youth to introduce MetroQuest tool and gather their input about comprehensive plan on April 12. Compiling existing conditions report, which is expected to be completed by mid-April. CNT will present Housing + Transportation performance data to Steering Committee by early May.
West Cook Housing Collaborative, phase 1:	Drew Williams-	May 2011 - Apr. 2012	Staff assistance	Underway. Staff expect final feedback on final draft by April 4. Final reports will be printed by the end of the month.

"Homes for a Changing Region" project in west Cook (see project website)	Clark			
West Cook Housing Collaborative, phase 2: Challenge Grant support	Drew Williams-Clark	Mar.-Aug. 2012	Staff assistance	Underway. A scope of work has been drafted and staff anticipate approval of an MOU in April. Approval was delayed in March due to HUD workplan development and reporting requirements.
Wheeling active transportation plan	Lindsay Banks	Jan-Oct. 2012	Grant funds	Underway. The first Steering Committee meeting took place on March 20, and timeline, goals, and outreach strategy have been outlined. Second Steering Committee meeting will be on April 27; planning is underway for a Community Open House on May 22.
Will County subarea plan for Fairmont (see project website)	Trevor Dick	May 2011 - Apr. 2012	Staff assistance	Underway. The adoption process is underway. A public hearing was held on March 13. The County's Executive Committee will meet on April 5 and full Board will consider adoption in April 19.

Completed Projects

Project	CMAP lead	Completion date	Assistance type	Implementation status
Homes for a Changing Region in south Cook (see project website)	Drew Williams-Clark	Dec. 2011	Staff assistance	The project was conducted in partnership with MMC and MPC. Each of the four communities covered by the project has follow-up LTA projects. One, the Park Forest sustainability plan, is currently underway; the others include future projects in Hazel Crest, Lansing, and Olympia Fields.
Bronzeville Alliance retail corridor study, phase 1 (see project website)	Sef Okoth	Feb. 2012	Staff assistance	Phase 1 of the project was led by MPC, with CMAP in supporting role. The project was discussed with CMAP's Local Coordinating Committee at their February 2012 meeting. The report is undergoing final design and printing. Phase 2, led by CMAP, is now underway.

Other Projects

For the other projects on the "higher priority" project list, scoping is underway. During 2012, new projects will be initiated as existing projects are completed or as additional resources become available.

2012 State Legislative Summary

Subject	*Bill*	*Bill Summary*	*Status*	*Agency Position*
ACHIEVE GREATER LIVABILITY THROUGH LAND USE AND HOUSING				
Foreclosed Properties	SB 16	Sen. Collins (D-Chicago); Rep. Yarbrough (D-Broadview) Creates the Foreclosure Prevention Counseling Fund and provides that 75% of the moneys in this Fund shall be used for housing counseling outside Chicago and 25% be used for such counseling in Chicago. Sets forth provisions regarding municipalities putting liens on properties. SA3 and SA4 define vacant and abandoned properties. SA6 sets forth property maintenance provisions.	(H) 3rd Reading	
Foreclosed Properties	SB 3676	Sen. Trotter (D-Chicago); Rep. Golar (D-Chicago) Creates a reduction for improvements to foreclosed property. Provides that the assessed value of those improvements shall be reduced 10% of the equalized assessed value of the improvements on June 30, 2012. Provides that the reduction shall be for a period of 5 years, and is subject to certain conditions.	(H) Revenue & Finance Committee 6/26/12	
MANAGE AND CONSERVE WATER & ENERGY				
Plumbing	HB 4496	Rep. Sente (D-Lincolnshire); Sen. Garrett (D-Highwood) Updates the plumbing code so minimum standards are consistent with nationally and internationally recognized plumbing codes that reflect advances in technologies and methods which more efficiently utilize natural resources and protect public health.	(S) 2nd Reading	
Wasterwater (n)	HB 5319	Rep. Winters (R-Rockford); Sen. Koehler (D-Pekin) 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.	(S) 2nd Reading	
Wastewater Management	SB 2525	Sen. Sandoval (D-Cicero) Holds the Metropolitan Water Reclamation District (MWRD) liable for damages caused by overflowing sewers, drainage ditches and other structures under its jurisdiction.	(S) Postponed in Judiciary	
Fracking	SB 3280	Requires IDNR to adopt rules for hydraulic fracking, the extraction of natural gas from shale. The rules require that iowners and perators of fracking operations must test integrity of equipment before it is used, report to IDNR and disclose chemicals used and if necessary identify appropriate disposal facilities. The bill outlines provisions regarding trade secrets and commercial information. Most fracking will be done in the New Albany shale in southeast Illinois.	(S) 3rd reading Deadline 4/26/12	
Air Quality	SB 3283	Sen. Clayborne (D-E St. Louis); Rep. Mautino (D-Spring Valley)/Rep. Phelps (D-Harrisburg) Suspends the portion of the Illinois Pollution Control Board's Multi-Pollutant Standard (MPS) rules that limits the sale or transfer of sulfur dioxide allowances under certain circumstances. Requires the Agency to identify where and how Agency policies have led to such reductions and are likely to lead	(H) Referred to Rules	

Subject	Bill	Bill Summary	Status	Agency Position
		to additional reductions going forward and which Illinois regulations are unnecessary because of more stringent State or federal regulations. Requires the Agency to consult with only the owners of each coal-fired electric generating unit in the State when compiling this information. HB 5168 is companion.		
Energy Efficiency (n)	SB 3453	Sen. Trotter (D-Chicago); Rep. Chapa la Via (R-Aurora) Creates the Energy Efficiency Portfolio Standards Fund and provides that all moneys received by DCEO under specified provisions of the Public Utilities Act related to energy efficiency shall be deposited into the fund to be used only for the purposes authorized by those provisions of the Public Utilities Act. SCA1 regarding energy efficiency and demand apportionment dollars for DCEO.	(H) Referred to Rules	Support
Air Quality	SB 3672	Sen. Rezin (R-Peru); Rep. Tryon (R-McHenry) 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. Adopted Senate amendment 1 adds, exemptions for rulemakings of the Illinois Pollution Control Board that implement any type of ambient air quality standard from the requirements that ordinarily apply to general rulemakings, emergency rulemakings, and peremptory rulemakings under the Act. Further amends the Environmental Protection Act. Also exempts those rulemakings from the ordinarily applicable rulemaking requirements of Title VII of the Environmental Protection Act.	(H) Environment & Energy Committee 6/25/12	
Energy Efficiency (n)	SB 3724	Sen. Harmon (D-Oak Park); Rep. Musselman (D-Schaumburg) Requires the CDB 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. SCA1 removes 3 year requirement. SFA2 provides that CDB adopt code within 1 year of publication.	(H) Environment & Energy Committee 6/25/12	
EXPAND & IMPROVE PARKS & OPEN SPACE				
DNR Funding	HB 404	Rep. Mautino (D-Spring Valley); Sen. Sullivan (D-Quincy) Eliminates legislative mandates the DNR cannot or no loner fulfills. Provides DNR flexibility to restructure in order to meet basic agency demands.	(S) 2nd Reading	
DNR Funding (n)	HB 5789	Rep. Osmond (R-Gurnee); Sen. Althoff (R-Crystal Lake) Allows DNR to charge admission fees at state parks and other properties.	(S) Revenue Committee 6/25/12	

Subject	*Bill*	*Bill Summary*	*Status*	*Agency Position*
DNR Funding	HB 6037 SB 3901	Rep. Madigan (D-Chicago) and Sen. Kotowski (D-Park Ridge) Makes appropriations for the ordinary and contingent expenses of the Department of Natural Resources for the fiscal year beginning July 1, 2012. Budget hearings for IDNR are on April 18th in Springfield.	(H) Assigned to Approp–Gen. Serv (S) Assigned to Approp II	
PROMOTE SUSTAINABLE LOCAL FOODS				
Local food systems	HR 734	Rep. Burke (D-Oak Lawn) Resolution urges Congress to adopt a farm bill that supports and promotes the development of local and regional food systems. An identical resolution, SR530 was adopted by the Senate on 2/9/2012.	(H) Resolution Adopted	
SUPPORT ECONOMIC INNOVATION				
EDGE Tax Credits	HB 3934	Rep. Franks (D-Woodstock); Sen. Garrett (D-Highwood) Creates an Economic Incentive Committee within the Department of Revenue for the purpose of approving agreements entered into under the Economic Development for a Growing Economy (EDGE) Tax Credit Act. Amendments set forth provisions regarding timing for amendment approval and committee appointments. Additional amendments regarding transparency, requiring that terms of agreements be posted on Department of Revenue website, were tabled.	(S) 2nd Reading	
Business Location Incentive	HB 5440	Rep. Mussman (D-Schaumburg); Sen. Harmon (D-Oak Park) Re-enacts the existing Business Location Efficiency Incentive Act which was inadvertently repealed on December 31, 2011. In theory, it would incentivize businesses to locate near public transit and/or near affordable housing. This is aligned with the plan's recommendations and supports livable communities. It also provides incentives to create jobs in areas with high unemployment. The impacts would largely be positive, especially when being awarded to businesses that are moving to the region from out of the region, rather than moving from one area in the region to another. This incentive, enacted in 2005, has never been used by a business, which indicates it may not be a sufficient incentive to encourage the location decisions it aims for. Prior CMAP research has discovered the lengthy process and paperwork is prohibitive.	(S) Postponed in Revenue Committee	
REFORM STATE AND LOCAL TAX POLICY				
State Income Tax	SB 3619	Sen. Kotowski (D-Park Ridge); Rep. Biss (D-Evanston) Amends the Illinois Income Tax Act regarding the Angel Investment (AI) tax. The AI tax credit is provided to qualifying 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 innovation in manufacturing, biotechnology, nanotechnology,	(H) Re-referred to Rules	

Subject	Bill	Bill Summary	Status	Agency Position
		communications, agricultural sciences, clean energy creation or storage technology.		
IMPROVE ACCESS TO INFORMATION				
FOIA	HB 3859	Rep. Sente (D-Lincolnshire) Bill amends the Freedom of Information Act (FOIA) to include tax rebates or refunds and require counties and municipalities to post this information online as part of the public record. Defines "tax revenue sharing" and it goes further to include specific language about sales tax rebates and reporting to the Department of Revenue. This bill is aligned with GOTO 2040's emphasis on access to information and intergovernmental cooperation. Taxing bodies do not always make tax incentive deals public, even though it is an expenditure of taxpayer dollars. While the bills do not address intergovernmental competition over economic development in any direct way, they do address transparency over the use of public funds.	(H) 3rd Reading Deadline extended 5/31/12	Support
Public Information	HB 4514	Rep. Yarbrough (D-Broadview); Sen. Althoff (R-Crystal Lake) Requires counties to microphotograph or otherwise reproduce electronically any records received in writing by the recorder. Applicable for counties of less than 500,000 inhabitants.	(S) 2nd Reading	
INVEST STRATEGICALLY IN TRANSPORTATION				
Road Districts (n)	HB 2557	Rep. Bost (R-Carbondale); Sen. Forby (D-Benton) Allows county unit road districts to be eliminated through referendum, and gives counties the power to determine what should replace them.	(S) Revenue Committee 6/25/12	
Public-Private Partnerships	SB 3216	Rep. Nekritz (D-DesPlaines) and Sen. Steans (D-Chicago) These companion bills amend the Public-Private Partnerships for Transportation Act. The bills clarify the procurement process, allow public agencies a type of "right of first refusal" when considering a project for a potential public-private partnership, expand the Tollway's authority to increase public accountability, restrict long-term leases to 65 years (rather than 99) and state that design-build and design-build-finance agreements are permissible. PPPs can help fill gaps in traditional financing, particularly for large and complex major capital projects. They can promote cost efficiency, improved risk allocation, and accelerated project delivery. To the extent that PPPs can catalyze projects that would not otherwise be implemented, the bill would increase expenditures on transportation. To the extent that PPPs would rely on tolls, container fees, or passenger fares, they would support user-fee financing. The bills are aligned with GOTO 2040's recommendations around innovative financing, specifically targeted use of public-private partnerships.	(H) Referred to Rules	Support
IDOT	HB 4153	Rep. Madigan (D-Chicago) IDOT budget bill.	(H) 2nd Reading	

2012 State Legislative Summary

Subject	*Bill*	*Bill Summary*	*Status*	*Agency Position*
Aeronautics Funds	HB 4444	Rep. Mautino (D-Spring Valley); Sen. Sandoval (D-Cicero) Creates the Federal/State/Local Airport Fund by replacing the current Aeronautics Funds and transferring balance into the new fund as well as $6.3 million from the Road Fund. HB4444 and HB4140 are very similar, however HB4444 allows the Department of Transportation to increase permitting fees charged for pilots and aircrafts. HFA1 stipulates provisions on when fees can be applied and amounts.	(S) 2nd Reading	
Tollway	HB 4078	Rep. Winters (R-Rockford); Sen. Sandoval (D-Cicero) Amends the Toll Highway Act to provide that upon written approval of the Governor, the Tollway may exercise its authorities under the Toll Highway 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. The bill could impact the plan's recommendations for major capital projects such as the I-90 managed lanes corridor. Additional rail investment could support the plan's recommendations to increase commitment to mass transit and freight. In isolation, the STAR Line or passenger rail service to Rockford would be positive for the region. However, transit service in the I-90 corridor could probably be delivered more inexpensively through a BRT/HOT lane. A similar bill was filed in the 2011 session but was vetoed by the Governor in August 2011.	(S) 2nd Reading	
Parking Taxes	HB 5547	Rep. Zalewski (D-Summit); Sen. Hutchison (D-Chicago Heights) Provides that home rule municipalities with a population of more than 2,000,000 and home rule counties are not prohibited from imposing a tax on the use of a parking facility. It would allow Cook County (the only home rule county) to tax parking and to allow Chicago to tax parking. GO TO 2040 calls on the region's municipalities to implement performance-based parking. A tax on parking could affect the prices paid by the user and the effectiveness of performance pricing. Depending on its use, the revenues raised from a new parking tax could be used to further other plan objectives. GO TO 2040 calls on the region to raise new sustainable revenue sources for transportation. Assuming the parking tax is used for transportation, it could contribute to the plan's recommendation. It also corresponds to a user fee, which supports the plan's preferred financing philosophy. However, a new parking tax may undermine performance-parking by artificially raising market costs for parking. House amendment 1, which was adopted on March 6, 2012, changing the population threshold to 2,000,000, from the original bill's 3,000,000 (Chicago's current population is around 2.7 million).	(S) Postponed in Executive Committee	

Subject	*Bill*	*Bill Summary*	*Status*	*Agency Position*
Toll Increases	SB 2530	Sen. Murphy (R-Palatine); Rep. Connelly (R-Naperville) Requires that eight directors of the Toll Authority must vote in favor of adopting a proposed toll rates. Similar to HB 3924 but has not moved from rules since January 2012. Also provides that no modification of the rates for toll shall be effective unless notice is given at least 90 (instead of 30) days prior to the effective date of the modification. Significant amendments from original bill.	(H) Tollway Oversight Committee 6/24/12	
IDOT Rail Services	SB 2861	Sen. Sandoval (D-Cicero); Rep. Burke (D-Chicago) Requires the Department of Transportation to deposit funds into an escrow account from which funds may be withdrawn by intercity passenger rail service providers for the purpose of maintenance.	(H) Referred to Rules	
Illiana	SB 3318	Sen. Hutchinson (D-Chicago Heights); Rep. DeLuca (D-Crete) Amends the Public-Private Partnerships for Illiana Expressway Act. The bill modifies language regarding procurement to be more aligned with the provisions outlined in the Build-Design Procurement act. Second, the bill would allow IDOT to acquire property for the Illiana Expressway using eminent domain authority and removes restrictions regarding quick-take powers. Construction of the Illiana Expressway is not included as a fiscally constrained major capital project in GO TO 2040. Senate Amendment 1, adopted, restores language providing that a public private agreement includes a provision stating that, in the event the contractor finds it necessary, proper, or desirable to enter into subcontracts with one or more design build entities, then it must follow a selection process that is, to the greatest extent possible, identical to the selection process contained in the Design Build Procurement Act.	(H) Trans: Regs, Roads, & Bridges Committee 6/24/12	
Road Districts (n)	SB 3047	Amends the Illinois Highway Code. Provides that any municipality that is part of a road district in a county not under a township organization (instead of any municipality with a population of more than 15,000 and part of 2 or more road districts in a county not under a township organization may compel the county board to organize the municipality into a separate road district.	(H) Cities & Villages 6/24/12	
INCREASE COMMITMENT TO PUBLIC TRANSIT				
RTA	HB 3875	Rep. Colvin (D-Chicago); Sen. Muñoz (D-Chicago) Extends the Regional Transit Authority's ability to issue, sell, and deliver additional Working Cash Notes until July 1, 2014 (now 2012). The bill also caps the amount of Working Cash Notes the RTA could issue to $300 million. Working Cash Notes are essentially short-term (i.e. less than 24-month) loans to cover operating expenses. Working Cash Notes can cover a cash flow deficit in anticipation of tax receipts or other future revenues. Extending the RTA's authority to issue Working Cash Notes can support GO TO 2040's recommendation to increase commitment to public transit, and to support transit operations.	(S) Postponed in Transportation Committee	**Support**

Subject	*Bill*	*Bill Summary*	*Status*	*Agency Position*
Suburban Bus Facilities	HB 4036	Rep. Nekritz (D-DesPlaines); Sen. Kotowski (D-Park Ridge) Authorizes the Suburban Bus Board to issue bonds to construct and expand facilities including a CNG facility and two garages. While the bill expands Pace's authority to issue bonds, the provisions could limit Pace's ability to meet current and future capital needs as well as restrict its ability to repay the bonds because the bill does not permit that revenues received under the RTA Act be used to repay the bonds.	(S) Referred to Assignments	
Metra (n)	SB 2937	Sen. Althoff (R-Crystal Lake); Rep. Tryon (R-McHenry) Creates the Northwest Metra Commuter Rail District to include all municipalities within McHenry County.	(H) Referred to Rules	
Bus on Shoulders (n)	SB 3384	Sen. Noland (D-Elgin); Rep. Rita (D-Blue Island) Establishes a pilot project for buses to travel on the shoulders of Randall Road. HA1 allow the program to be expanded to other route.	(H) Trans: Regs, Roads, & Bridges Committee 6/24/12	
CREATE A MORE EFFICIENT FREIGHT NETWORK				
Airport Intermodal	SB 2527	Sen. Sandoval (D-Cicero) This bill provides that an airport authority has the power to invest in, plan, market, and otherwise support intermodal transportation. Sets forth powers concerning construction, shuttle services, financial support, and marketing. Further provides that no airport authority may apply for federal funding for intercity bus or train projects without approval of IDOT. A floor amendment on March 7, 2012 passed and adds provisions requiring the airport authority to submit the grant application to IDOT for approval and compliance with published state plans.	(S) 3rd Reading Deadline extended 4/26/12	

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

HB 0028 Green Special Service Area
HB 1109 Vacant Properties
HB 3803 LGDF
HB 3836 Gas Tax
HB 3850 Tax Rebate Transparency
HB 3859 Tax Rebate Transparency
HB 3864 Road Fund
HB 3917 Corporate Income Tax
HB 3918 Corporate Income Tax
HB 3919 Job Renewal & Enterprise Zones
HB 3922 Enterprise Zones
HB 3924 Toll Increases
HB 3974 Utilities
HB 4000 Local Parks
HB 4011 LGDF
HB 4018 Business Registry
HB 4505 Affordable Housing
HB 4509 RTA
HB 5226 Illiana Funding
HB 5227 School Rehabilitation
HB 5453 Foreclosed Properties
HB 5454 Foreclosed Properties
HB 5456 Foreclosed Properties
HB 5834 Enterprise Zones
HB 5841 Water Pricing
HB 5900 Stormwater Management
SB 2514 Road Fund
SB 2516 Capital Projects Fund
SB 2523 R&D Tax Credit
SB 2549 Road Fund
SB 2552 MFT Uses
SB 2572 RTA
SB 3236 MFT Uses
SB 3251 EPA Rules

(n) Newly added to list