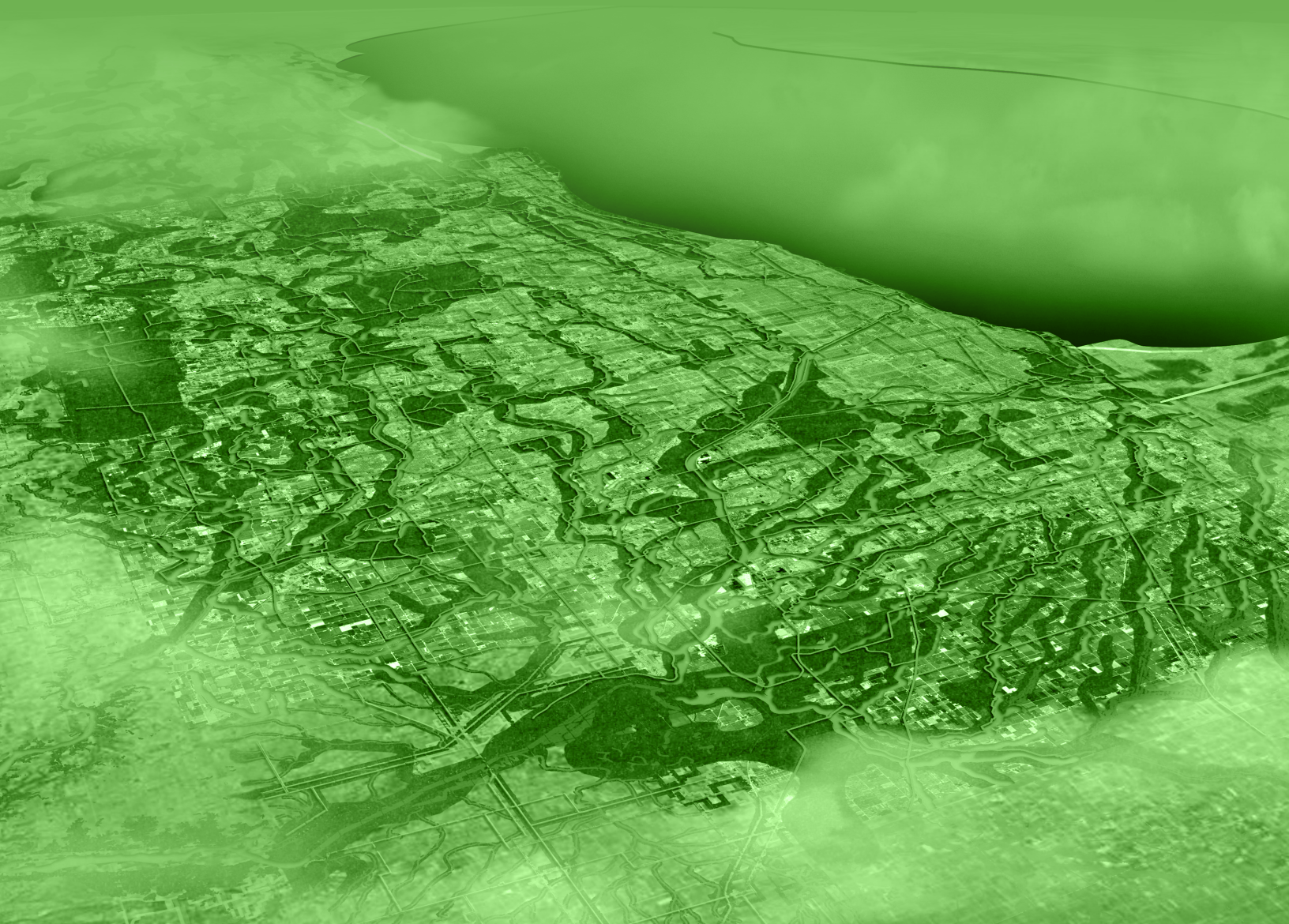
CMAP

CMAP Annual Report

Fiscal Year 2011



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Norm Stoner, division administrator, Federal Highway Administration (FHWA)

* Chairman
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1. Introduction

In fiscal year 2010-11, the Chicago Metropolitan Agency for Planning (CMAP) completed its fifth full year of existence as the region's official comprehensive planning agency. Following extensive research, transparent deliberations, and public input, the GO TO 2040 plan was unanimously adopted by the CMAP Board and MPO Policy Committee on October 13, 2010. Its implementation started quickly with the launch of the MetroPulse data web portal, creation of a new CMAP Local Technical Assistance (LTA) program funded by the U.S. Department of Housing and Urban Development (HUD), and formation of the Energy Impact Illinois (EI2) alliance for building retrofits with funding from the U.S. Department of Energy (DOE).

Even prior to completion of the plan, CMAP began making adjustments to its work plan, which is now intensely focused on facilitating the aggressive implementation of GO TO 2040. In addition to MetroPulse, LTA, and EI2, the agency staff is partnering with stakeholder organizations and individuals on a wide range of planning strategies set forth in the region's new comprehensive plan. This annual report will describe such efforts, beginning with **Section 2, Important Milestones,** which describes some of the agency's major accomplishments in FY11. As one example, the day after the plan's endorsement, CMAP received a three-year, $4.25 million HUD grant that supports CMAP staff who are helping communities with local planning projects that implement GO TO 2040 strategies. And CMAP's partnership with The Chicago Community Trust grew further as our agencies collaborated on and launched MetroPulse website (www.metropulsechicago.org) in November 2010 to facilitate effective decision making across the region and to promote and measure the implementation of GO TO 2040.

Section 2 also describes the launch of www.EnergyImpactIllinois.org, an information hub for residents of the Chicago region and Rockford on the energy efficiency of residential, commercial, and industrial properties. The hub is an initiative of EI2, an alliance of CMAP, utility companies, government agencies, and citizen advocacy groups working together to create a long-term market for improving the energy efficiency of the region's buildings. The effort is made possible through a $25 million grant from the DOE Better Buildings Initiative. Section 2 concludes with a summary of CMAP's continued use of Internet-based media to communicate with targeted constituent groups. In addition to the long-standing Weekly Update newsletter (www.cmap.illinois.gov/weekly-updates) by executive director Randy Blankenhorn, other staff have collaborated on a series of focused blog updates about issues of policy, water supply and quality, and transportation.

Section 3, Legislative Activities, describes CMAP-related issues such as the Illinois Jobs Now capital bill, the Comprehensive Regional Planning Fund, legislation supporting GO TO 2040 recommendations, and CMAP's federal agenda.

Section 4, Other FY11 Work Plan Highlights, describes in detail the progress that was made in various projects that help make up the agency's ambitious work plan. Though sometimes less visible than the activities summarized in Sections 2 and 3, the projects in Section 4 are no less important to the agency and the region. In many ways, they make up the heart of what CMAP does to integrate planning for transportation, land use, housing, economic development, open space, the environment, and other quality of life issues.

Section 5, FY11 Budget, has a short summary of the agency's finances during the past fiscal year. **Section 6, Conclusion: Implementing GO TO 2040,** briefly lays out some of the anticipated milestones and challenges in FY12 as CMAP continues to implement GO TO 2040 in additional program areas. And finally, **Section 7, List of Acronyms**, is a simple roadmap for the inevitable array of abbreviations contained in this report.

As always, we appreciate your feedback about this or any other CMAP activity. Please contact us at info@cmap.illinois.gov or 312-454-0400. You may also submit web comments at www.cmap.illinois.gov/contact/.

2. Important FY11 Milestones

2.1 GO TO 2040

FY11 marked the final stage of developing and the first stage of implementing GO TO 2040, the region's first comprehensive plan since Burnham's 1909 *Plan of Chicago*. GO TO 2040 seeks to strategically align public policies and investments, maximizing the benefits of scarce resources as the region adds more than 2 million new residents by 2040. The plan, which is available at www.cmap.illinois.gov/2040, reflects more than three years of research and careful deliberation by CMAP, its partners, and stakeholders, including feedback from more than 35,000 residents. The entire development process is documented at www.cmap.illinois.gov/process-archive, and its implementation is documented at www.cmap.illinois.gov/moving-forward.

The final step of putting together the plan was to communicate its recommendations to CMAP's planning partners, other stakeholders, and the public. The draft plan was issued for public comment in the summer 2010. CMAP received and responded to over 1,000 comments on the draft plan by individuals and agencies across the region. On October 13, 2010, the CMAP Board and MPO Policy Committee unanimously adopted the GO TO 2040 plan, with a capacity crowd of more than 1,000 partners who gathered to commemorate the occasion at the Harris Theatre rooftop facility of Millennium Park. See http://www.cmap.illinois.gov/news/goto2040-event-recap for a summary of that event, and http://www.cmap.illinois.gov/for-the-media for news coverage. Implementation began immediately afterward, with the welcome news on October 14 of a HUD grant to provide CMAP staff assistance to communities seeking to put GO TO 2040 principles in action as described below in **Section 2.3, Local Technical Assistance (LTA) program**.

GO TO 2040 exists as two documents: a full-length plan for policy experts, and a shorter plan for a broader audience. In print and on the revamped CMAP website, these materials set a high standard for graphically presenting detailed planning concepts in a way that engages and inspires audiences from residents and planners to elected officials and business leaders. To help personalize the plan's concepts, CMAP has also created an on-going series of portraits describing residents whose stories help to bring the plan to life (www.cmap.illinois.gov/2040/portraits).

The plan was created in -- and is helping to shape -- a new national context for comprehensive planning. Regions and their communities are asserting greater autonomy for local decision making, and federal agencies are shifting priorities (for example, through the Sustainable Communities Initiative) to emphasize support for the metropolitan areas that drive the U.S. economy.

The plan's Executive Summary describes GO TO 2040's approach to each of its chapters, with links to specific sections of the full plan. The Introduction and a chapter on Challenges and Opportunities familiarize readers with the purpose of the plan and the major issues that it seeks to address. The GO TO 2040 plan's high-priority recommendations are organized within four thematic chapters, each of which includes sections that distill critically important strategies for achieving clear and measurable outcomes. Near the end of every section are tables that describe Implementation Action Areas, with detailed steps that specific implementers should take. GO

TO 2040's integrated approach includes four major themes and 12 recommendation areas that focus on improving the region's economic position while strengthening our existing communities.

Livable Communities addresses diverse factors that together shape quality of life in terms of "livability" -- what attracts people to a region and a particular community.

1. Achieve Greater Livability through Land Use and Housing
2. Manage and Conserve Water and Energy Resources
3. Expand and Improve Parks and Open Space
4. Promote Sustainable Local Food

Human Capital addresses factors that determine whether our region's economy will thrive due to availability of skilled works and a climate in which business creativity can flourish.

5. Improve Education and Workforce Development
6. Support Economic Innovation

Efficient Governance addresses the need for increased effectiveness of governments in the region and beyond, to meet residents' needs regarding accountability and transparency.

7. Reform State and Local Tax Policy
8. Improve Access to Information
9. Pursue Coordinated Investments

Regional Mobility addresses the efficiency of our region's transportation system, which is crucial for economic prosperity and overall quality of life. This chapter also describes major capital projects that have been carefully selected to help achieve the GO TO 2040 vision.

10. Invest Strategically in Transportation
11. Increase Commitment to Public Transit
12. Create a More Efficient Freight Network

The plan also includes a chapter on Context and Best Practices, highlighting case studies at a range of levels, including: federal government, state government, regional authorities, counties and Councils of Governments (COGs), municipalities, nongovernmental organizations, the development community, and individuals.

With its work plan for FY11 (www.cmap.illinois.gov/budget-and-work-plan), CMAP tightly controlled how projects were managed internally and incorporated the priorities of GO TO 2040. Agency policies have established consistent, efficient procedures for project managers and teams to effectively plan, execute, and monitor their respective projects. In CMAP's "matrix" organizational structure, project managers are expected to assume a greater level of authority and accountability over agency work, while simultaneously operating and communicating within their functional departments. In preparing the FY12 work plan, CMAP undertook an intensive effort to correlate each staff project with the specific, detailed implementation action areas contained in each GO TO 2040 chapter and its recommendations.

As described in the following sections of this annual report, GO TO 2040 is being aggressively implemented. Together, CMAP and The Chicago Community Trust launched MetroPulse, a comprehensive, online system of key indicators for measuring and tracking regional quality of life over time. In its first round of Sustainable Communities competitive grants, HUD provided a $4.25 million grant for CMAP to begin a Local Technical Assistance program geared to helping communities implement GO TO 2040 recommendations and principles. Similarly, a $25 million grant from the U.S. Department of Energy is supporting Energy Impact Illinois (EI2), the new regional consortium led by CMAP to jumpstart a regional market for energy retrofitting residential, commercial, and industrial buildings, a significant GO TO 2040 recommendation. This alliance consists of governments, nonprofits, utilities, and businesses. CMAP has also formed the Regional Tax Policy Task Force, which is one of GO TO 2040's main recommendations in the section, "Reform State and Local Tax Policy."

2.2 Regional Indicators Project and MetroPulse

The MetroPulse website was launched in November 2010. The Regional Indicators Project and its MetroPulse website is a partnership of CMAP and The Chicago Community Trust (see www.metropulsechicago.org). Together, CMAP and the Trust have developed a comprehensive system of key indicators for measuring and tracking regional quality of life over time in the seven counties of metropolitan Chicago. An indicator is a quantitative measure that describes an economic, environmental, social, or cultural condition over time. Examples include the unemployment rate, infant mortality rates, number of new business start-ups, or air quality indices.

The overall purpose of the Regional Indicators Project is to track progress toward implementing the GO TO 2040 comprehensive regional plan. As such, indicators are divided into the major themes originally identified in the 2040 vision, with equity, sustainability, and innovation woven throughout. Having identified more than 100 tracking indicators, CMAP staff and our partners have acquired more than 1,000 tables to measure these indicators across different times and regional geographies.

The MetroPulse main page features a dozen top-level measures, among nearly 20,000 datasets in the site as a whole. For example, transit riders make about 2 million public transit trips each weekday, a figure that GO TO 2040 seeks to increase. The plan calls for reductions of the 139.8 million metric tons of greenhouse gasses that the region emits yearly, also one of the top-level MetroPulse indicators. Others include land use, educational attainment, civic involvement, housing, employment, and economic prosperity.

Among the top GO TO 2040 recommendations is to improve access to public information, which is important for effective and transparent decision making. MetroPulse represents a major step in implementing the GO TO 2040 plan. With the release of MetroPulse 1.1 at the end of FY11, CMAP and the Trust continue to add functionality and create new portals based on demand from our core user groups: government decision makers, community based organizations, and researchers. MetroPulse 1.1 allowed users the ability to bookmark custom tables, graphs, and

maps. Ultimately, the vision of the Regional Indicators Project is to provide data and tools to improve regional quality of life by improving the quality of public decision making.

In late June 2011, the Metro Chicago Information Center (MCIC), with a team including CMAP, the City of Chicago, and The Chicago Community Trust, announced "Apps for Metro Chicago" (www.appsformetrochicago.com), a contest that challenges talented programmers from across the region to develop data-driven software applications that increase government transparency. MetroPulse is among the portals for which developers were encouraged to create apps. Awards will total $50,000, with support from the John D. and Catherine T. MacArthur Foundation, the Illinois Science and Technology Coalition, the Motorola Mobility Foundation, and the Trust.

2.3 Local Technical Assistance (LTA) program

The day after GO TO 2040 was adopted, CMAP received a $4.25 million grant through HUD's Sustainable Communities Regional Planning Grant program. CMAP used this grant to fund the LTA program, which focuses on implementing GO TO 2040 on the local level at the intersection between housing, land use, and transportation -- three inextricably linked areas.

In the winter of 2011, CMAP issued a call for projects to municipalities, counties, interjurisdictional groups, and nongovernmental organizations for planning assistance. There was an overwhelming response to the call for projects. Prior to the January 28 deadline, 130 applications were received for a total of more than 220 proposed projects. In March 2011, CMAP began partnering with the first wave of 62 local governments, nonprofits, and intergovernmental organizations selected for assistance (learn more by watching a video about the program at www.cmap.illinois.gov/lta-overview). These projects address local issues at the intersection of transportation, land use, and housing, including the natural environment, economic growth, and community development. Download a full list of projects at http://goo.gl/1nYBM.

While CMAP is the lead coordinator of this grant, a broad and diverse consortium was assembled with many local governments, regional and state agencies, nongovernmental organizations, and philanthropic groups that will be involved in the LTA program, including The Chicago Community Trust, Center for Neighborhood Technology, Metropolitan Mayors Caucus, Metropolis Strategies, Metropolitan Planning Council, and Regional Transportation Authority.

CMAP's successful application for the HUD Sustainable Communities Regional Planning grant, which supports the LTA program, has also given our region "Preferred Sustainability Status." This means that for certain competitive programs, HUD will award bonus points to applications from our region that further the goals of GO TO 2040 and federal livability principles (see http://tinyurl.com/67z5d7y). For more details, please see a CMAP fact sheet at http://goo.gl/ujZGd.

Additionally, on April 6, 2011, CMAP, in collaboration with the Regional Transportation Authority (RTA), launched the 2012 Community Planning Program (http://tinyulr.com/3neznsc). This competitive grant program will provide funding for northeastern Illinois municipalities to participate in projects linking land use and transportation. This partnership between the two

agencies will provide additional funding to an expanded base of eligible applicants and projects, as well as facilitate inter-agency coordination. The application deadline was in June 2011.

2.4 Energy Impact Illinois

On April 21, 2010, CMAP was awarded a $25 million stimulus grant through the U.S. Department of Energy (DOE) Better Buildings Initiative on behalf of the region, including the Cities of Chicago and Rockford, suburban counties and municipalities, and other stakeholders (see http://tinyurl.com/2u8lalu). The grant is funding the Energy Impact Illinois (EI2) program (www.cmap.illinois.gov/energy), which will benefit businesses and residents by transforming the regional market for improving energy efficiency of buildings.

Building retrofits can include installation of more-efficient heating and cooling systems, insulation and lighting, weather sealing, and windows or doors. One goal of the project is to provide every homeowner and business owner in the region with information to make decisions about how to improve their buildings' energy performance. The three-year award will help the emerging retrofit market make the transition to a fully developed commercial sector by creating efficiencies on a broad regional scale. The project will:

- Leverage the $25 million federal investment with over $500 million in local investments.
- Create more than 2,000 jobs (e.g., construction contractors, installers, energy auditors).
- Result in more than 9,500 building retrofits.
- Enable average energy savings of 30 percent per retrofit building.

At present, contractors interested in retrofit work have difficulty finding customers that are eligible for subsidies and government or private programs that have available funds. Because financing options are currently limited, the grant will develop and initially fund financial mechanisms -- for example, revolving loan funds -- that can eventually be sustained by market forces within the region.

In June 2011, EI2 launched www.energyimpactillinois.org, a centralized repository of resources such as local and utility incentives, certified contractors, and answers to frequently asked questions about eligibility and how to get involved. With these tools in place and more on the way, EI2 will launch a marketing campaign for community engagement starting in the fall of FY12, while also establishing a workforce initiative and rolling out additional financial mechanisms through the remainder of the year.

2.5 Regional Tax Policy Task Force

The Regional Tax Policy Task Force (RTPTF) was created by the CMAP Board to make recommendations on state and local tax policy matters addressed in GO TO 2040. The RTPTF is charged with advising the CMAP Board on issues central to state and local fiscal policy, viewed through the lens of the regional economy, sustainability, equity, and the connections between tax policies and development decisions. As GO TO 2040 states:

> Tax policy should encourage local decisions that make effective use of land, generate good jobs, and trigger sustainable economic activity. It should set high standards of transparency and predictability for the taxpayer. And it should not create large inequities across households, businesses, and local governments. By reforming state and local taxation, the region would benefit from new policies that help to advance rather than undermine GO TO 2040's goal for sustained regional economic competitiveness.

The plan recommends that the RTPTF evaluate policy issues such as existing state and local revenue sharing arrangements, the connection between the sales tax and development decisions, the connection between the tax base and tax rates, the property tax, the state income tax, and the wide divergences in local tax capacity across northeastern Illinois.

The RTPTF exists to advise the CMAP Board, and has no statutory or independent authority. The CMAP Board has ensured a balanced membership, which is made up of representatives from state, county, and municipal government, academia, civic organizations, and business. The Board approved the appointment of Frank Beal, executive director, Metropolis Strategies (formerly Chicago Metropolis 2020) as chair of the RTPTF. The RTPTF met for the first time on April 8, 2011, and will report on its recommendations to the CMAP Board in FY12.

2.6 Online Outreach

CMAP has used online strategies and social media to connect with the residents and stakeholders of northeastern Illinois in a variety of ways while promoting the agency's work and GO TO 2040 (see http://www.cmap.illinois.gov/getconnected and http://tinyurl.com/29tob69). CMAP uses a variety of blogs (and RSS feeds) to keep readers up to date on a variety of planning activities:

- **Weekly Updates** from executive director Randy Blankenhorn are available online (see http://www.cmap.illinois.gov/updates) and emailed every Friday to inform readers of progress at CMAP and events, announcements, and other news from throughout the region.
- **Policy Updates blog** (see http://www.cmap.illinois.gov/policy-updates) was introduced in FY11 as a new feature to the CMAP website. The blog provides readers a mix of data analysis and commentary on socioeconomic and other trends facing northeastern Illinois and information and commentary on major legislative or regulatory issues at the federal, state, and local level.
- **Soles and Spokes blog** (see http://www.cmap.illinois.gov/solesandspokes) covers all matters related to biking and walking. Topics include technical resources, safety, health, training, funding opportunities, and education and encouragement programs, among others.
- **Green Signals blog** (see http://www.cmap.illinois.gov/greensignals) began at the very start of FY11, and covers all matters related to transportation operations. Topics covered include arterial operations, data archiving, the environment, freeway operations, and safety, among others.
- **CMAP News Archive** (http://tinyurl.com/37zccoe) monitors coverage of CMAP in the media. In January 2010, CMAP launched the media archive that is searchable by topic and date.

In addition to our blogs, CMAP has extended its presence on the web through Facebook (see http://tinyurl.com/38hvdrn for CMAP, http://tinyurl.com/om3pms for GO TO 2040, www.cmap.com/CMAP.FLIP for our Future Leaders in Planning high school leadership program, and http://tinyurl.com/3wb6ktk for MetroPulse), Twitter (see http://twitter.com/GOTO2040), YouTube (see http://www.youtube.com/user/GOTO2040), and Flickr (http://www.flickr.com/photos/go_to_2040/).

By creating an online presence through CMAP blogs and other social networking websites, CMAP is able to stay connected with residents while keeping them engaged in our own planning activities and work. It also affords us an opportunity to connect with members of online communities that may not be familiar with CMAP's work, or who work for similar agencies and organizations worldwide and can benefit from learning how the agency operates.

CMAP has also built up its online video presence in FY11. In addition to an overall GO TO 2040 video (www.cmap.illinois.gov/2040/video), CMAP created a series of resident portrait videos with the plan launch (www.cmap.illinois.gov/2040/portraits). The plan is about improving the quality of life for residents, who are the region's greatest resource. To highlight how the plan's themes and recommendations can shape residents' daily lives, a series of "Portraits" describes individuals who shared their personal stories and hopes for the future. Each portrait featured a video, photos, and a short written profile. Following the launch of the plan, CMAP has continued its resident portrait series (www.cmap.illinois.gov/2040/more-portraits), which is now complemented by videos about junior high students' GO TO 2040 implementation activities (http://tinyurl.com/3tohwuz) and an overview of CMAP's LTA program (www.cmap.illinois.gov/lta-overview). In FY12, new videos will depict GO TO 2040 implementation activities, emphasizing LTA projects.

3. Legislative Activities

3.1 Illinois Capital Bill

Since its inception, CMAP has advocated for creation of a new State of Illinois capital program. In January 2009, the CMAP Board had set forth its priorities for the 96th Illinois General Assembly (see http://tinyurl.com/2bk8bgm), which called for a state capital plan that was significant, comprehensive, supported with new revenue, set funds aside for planning, and included a transparent and results-driven project selection process. In 2009, Illinois passed a capital spending plan (Public Act 96-34) to pay for the "Illinois Jobs Now" program. A lawsuit was then filed by Rockwell Wirtz and Wirtz Beverage Illinois, LLC, alleging violation of the single subject clause of the Illinois Constitution. After being rejected by the lower courts, the suit was upheld by the Appellate Court in early 2011. The Appellate Court found that the provisions of Public Act 96–34 were not all related to the single subject of "revenue" contained in the official title and the public acts. However, as this annual report was being prepared just after the end of FY11, the Illinois Supreme Court voted unanimously on July 11, 2011, to overturn the Appellate Court ruling and upheld the constitutionality of the $31 billion capital spending plan, stating that the subject of capital projects has a "natural and logical connection" to the subject of revenue. The plan includes numerous projects for schools, roads, sewer, and other critical infrastructure.

3.2 Comprehensive Regional Planning Fund Update

As the federally designated MPO, CMAP has an overall budget that relies primarily on $11 million in U.S. DOT funds, which federal law requires be spent for regional transportation planning, with a 20 percent match. To fulfill the legislative mandate that created CMAP, in 2007 the Illinois General Assembly established the Comprehensive Regional Planning Fund (CRPF), which supports effective planning in urban and rural areas of the state. In addition to supporting CMAP's important non-transportation work -- such as planning and policy development for housing, water, natural resources, economic development, and more -- the fund provides an essential match of our agency's federal transportation planning dollars. The $3.5 million received by CMAP from the CRPF leverages the $11 million in federal transportation planning funds, which in turn leverage the $2 billion in programmed transportation projects.

For the past several years, the state's fiscal difficulties have resulted in deep budget cuts that included suspension of appropriations for the CRPF. In FY11, the General Assembly took the additional steps of "sweeping" the CRPF (i.e., transferring these dollars to the General Revenue Fund) and passing legislation to dissolve the fund. For the past three years, the Illinois Department of Transportation has provided replacement funds for the CRPF. Because CMAP had already made arrangements for replacement funding from the IDOT road fund, the General Assembly's action has no immediate impact in FY11 or FY12. Still, dissolving the fund is a critical setback in the state's commitment to MPOs and effective planning across Illinois. As FY 11 concluded, CMAP was in discussions with Governor's office and legislative leaders to determine the next best route to ensure that funding for comprehensive planning is secured for upcoming years and is not solely reliant on the road fund.

3.3 Legislation Supporting GO TO 2040 Recommendations

GO TO 2040 provides numerous recommendations that are targeted towards the State. Throughout FY11, CMAP also developed its own State Agenda for the year (http://tinyurl.com/3f29bfe) and worked with many of our partners who pursued legislation to support policy elements in GO TO 2040. Several of these collaborative efforts were successfully passed.

The Freight Mobility Plan (http://tinyurl.com/3t3wso2) passed in June 2011. It requires IDOT to publish its master plan every five (instead of two) years, and that the plan include a comprehensive and multimodal freight mobility plan that recommends improvements in the operation and management of the freight system.

While both Public-Private Partnerships (PPPs) for Transportation (http://tinyurl.com/44n7x4f) and the Bus Rapid Transit (http://tinyurl.com/3rlsfvs) bills have passed the Illinois House, they were both awaiting the Governor's signature as FY11 concluded. The PPPs for Transportation bill will allow both IDOT and the Illinois Tollway to enter into PPPs for transportation projects. The Bus Rapid Transit bill will create a five-year pilot program with IDOT, the RTA, and state police for bus rapid transit on tollways and shoulders.

Other objectives of CMAP's state agenda include:

- Supporting efficient governance and pursue coordinated investments by:
  - Encouraging the Governor, the General Assembly, and state agencies to base investment decisions on comprehensive regional plans.
  - Harmonizing state grant program requirements to support more comprehensive approaches to policy decisions and capital investments.
  - Modifying certain apportionment formulas, project selection criteria, and grant requirements that may be helping to cause unintended consequences.
  - Mandating that state agencies post their data and research online.
- Eliminating the 55/45 split and creating fairer funding allocations by:
  - Establishing more robust statewide measures for allocating road fund and state construction account revenues to IDOT districts. The measures should reinforce metropolitan regions as the economic catalyst of the state.
  - Establishing a programming process at IDOT that gives regions more decision-making authority and flexibility in funding regional priorities.
  - Mandating that IDOT and all transportation agencies disclose their project selection criteria, which should be made easily accessible on each agency's website.
- Developing innovative financing for investment, such as:
  - Increasing the existing 19 cents per gallon tax by eight cents and indexing the tax to inflation. A portion of these proceeds should be devoted to transit.
  - Revising the process of state capital program funding in Illinois. Funding for transportation capital improvements should be included as part of the annual budgetary process, rather than in the form of "state capital program" bills, which

typically occur only every 10 years. Furthermore, project selection should be based upon performance based criteria rather than on earmarks.

  - Completing an operational study and implementing congestion pricing pilot projects.
  - Supporting a broader application of existing financing tools and intergovernmental partnerships to help implementers and local governments finance transportation improvements.

- Creating livable communities that foster sustainability by:
  - Acknowledging the necessity of regional water planning by authorizing the Illinois Department of Natural Resources to develop a comprehensive state water plan based on the work of the regional water planning groups and establishing dedicated and sustainable funding for this effort.
  - Removing barriers to water reuse -- such as rainwater harvesting, graywater and wastewater reuse -- for commercial and residential properties.
  - Allowing counties to establish a dedicated revenue stream to maintain stormwater infrastructure projects and programs. Through a credit system that gives preference to green infrastructure practices, encourage a reduction that will mitigate the effects of increased stormwater runoff resulting from existing and new development.

3.4 Federal Policy Agenda

The federal government is critical to the success of GO TO 2040. It must decide how to allocate billions in taxpayer dollars annually across a variety of different programs, services, and projects. It also must set priorities and develop criteria for how funding should flow through to the state, regional, and local levels. The Federal Government section in the Context and Best Practices chapter of the GO TO 2040 plan describes how federal decisions affect plan implementation, followed by examples of how GO TO 2040's implementation can be supported by federal actions. There are also numerous recommendations directed at the federal government outlined in the Implementation Action Areas throughout GO TO 2040. CMAP's 2011 federal agenda at http://tinyurl.com/3p6nvna emphasizes monitoring and advocacy of GO TO 2040 recommendations, including coordinated investments, transportation, innovation, water conservation, and local food systems. The following are highlights of the FY11 federal policy agenda.

Coordinated Investments

An increasingly "regional approach" to investment decisions, which would both invest more in metropolitan areas as well as devolve more appropriate authority for funding decisions to the regional level, harnesses the economic power of regions. Comprehensive regional plans like GO TO 2040 should guide federal investment decisions since it identifies regional priorities by linking transportation, land use, the natural environment, economic prosperity, housing, and human and community development. The federal government has demonstrated great promise in helping to implement plans like GO TO 2040 by creating a set of livability principles and the Partnership for Sustainable Communities, a joint collaboration among the U.S. Department of

Transportation, U.S. Housing and Urban Development, and U.S. Environmental Protection Agency. CMAP seeks to:

- Work to encourage federal agencies to base investment decisions on comprehensive regional plans.
- Harmonize federal grant program requirements to support more comprehensive approaches to policy decisions and capital investments.
- Modify certain apportionment formulas, project selection criteria, and grant requirements that may be helping to cause unintended outcomes.
- Support a more robust investment in comprehensive planning.

Regional Mobility

The Regional Mobility section of the plan makes a number of recommendations to improve our transportation network. Based on the current political climate, CMAP seeks to actively promote and work toward creating a national vision and federal program outlined in the Freight recommendation in the plan, as well as continue to stay engaged in the forthcoming transportation authorization.

Freight is a national, interstate commerce issue and the U.S. economy depends on the efficient movement of freight. The benefits of the freight system rarely are confined to a single jurisdictional boundary and often the negative impacts are felt locally. Freight movement requires an interconnected system throughout our nation. A method needs to be established to formulate a national freight plan that can guide regional and state efforts to improve the freight systems. CMAP seeks to create a vision for a federal role in transportation that includes a national freight policy with dedicated funding and corridors of national significance.

Another transportation emphasis is that the criteria for federal New Starts transit grants should be expanded to support reinvestment in existing infrastructure rather than solely new expansions. Further, FTA regulations concerning use of funds for engineering of transit projects are stricter than those governing highway projects, and should be changed to create a "level playing field."

Transportation Reauthorization

CMAP has been extremely consistent in emphasizing the following priorities since they were first approved by the Board in September 2009. Leaders in Washington should give highest priority to the following overall policy objectives in crafting and implementing a new federal transportation bill.

- Provide transportation investments based on regional priorities using performance-driven criteria that lead to decisions that are transparent, outcome-based, and mode-agnostic.
- Evaluate and prioritize infrastructure investments in a comprehensive way that looks beyond transportation benefits to include land use, economy, environment, and other quality-of-life factors.
- Provide adequate federal investments in the nation's transportation systems.

- Reform the transportation funding system by placing a new emphasis on sustainable revenue sources.
- Establish a national transportation vision that includes the movement of goods and the development of a national high-speed rail network.

4. Other FY11 Work Plan Highlights

This section describes some of the more significant FY11 work plan activities and is not a comprehensive summary. For more detail, see the FY11 CMAP quarterly reports at http://www.cmap.illinois.gov/fy11-budget-and-work-plan and other years' at http://www.cmap.illinois.gov/budget-and-work-plan.

With its work plan for FY11, CMAP tightly controlled how projects were managed internally. Agency policies have established consistent, efficient procedures for project managers and teams to effectively plan, execute, and monitor their respective projects. In CMAP's "matrix" organizational structure, project managers are expected to assume a greater level of authority and accountability over agency work, while simultaneously operating and communicating within their functional departments. Using a standardized template, Project Managers develop a project plan including scope, work breakdown structure, list of deliverables and associated dates, timeline, and means of team communication for each project. These plans are reviewed by the appropriate Deputy Executive Director(s) and their responsible Project Administrators.

In outline form, the FY11 work plan consisted of the following nine programs (in bold) and their associated projects:

GO TO 2040 Development, Visualization, and Public Participation

Strategy Analysis: Online Maintenance and Continued Improvement
Major Capital Projects
Plan Preparation
Plan Outreach
Private Sector Outreach

Transportation Improvement Program (TIP)

TIP Administration
TIP Database
TIP Analysis
CMAQ Program Development
Conformity of Plans and Program

Congestion Management Process (CMP)

Performance Monitoring
Congestion Management Strategy
Freight Planning
Intelligent Transportation Systems (ITS)
Bicycle and Pedestrian Transportation Planning

Local Planning Support

Area 1: Regional Technical Assistance
Technical Assistance Coordination

Online Case Study Library
Compendium of Plans and Ordinances
Technical Assistance to Local Governments
Model Ordinances and Codes
Planning Commissioner Workshops
Area 2: Community Technical Assistance
Livable Communities Grant Program
Plan and Ordinance Review
Future View
Technical Assistance to Communities
Midewin Alternative Transportation Study
Communities Putting Prevention to Work

Information Technology Management

Internal Software and Hardware Management
Web Environment Management
Office Systems Management
User Support

Regional Information and Data Development

Advanced Urban Model Development
Travel and Emissions Model Update
Green Infrastructure Vision (GIV) Refinement
Internal Forecasting Data
Major Capital Project Study Assistance
Traffic Projections
Commercial Datasets Management
External Data Request Coordination
Developments of Regional Importance (DRI)
Crash Database Assistance

Data Sharing and Warehousing

Data Sharing and Warehousing Implementation Strategy
Regional Indicator Design (MetroPulse)
Internal Data Library Management
Regional Transportation Data Archive
Human Capital Information Portal
TIP Visualization Tools
Regional Data Sharing Technical Assistance
Municipal and Other Data Portals

Policy Environment

CMAP and MPO Committee Support
State and Local Tax Policy Task Force
Transportation Policy Analysis
Industry Cluster Drill-Down Reports
Housing Policy Analysis

Legislative Outreach and Monitoring
Policy Blog
Short Range Policy Analysis
Regional Operations Coordination Council
Future Leaders in Planning (FLIP)

Energy Impact Illinois [formerly Chicago Region Initiative for Better Buildings (CRIBB)]

CRIBB Retrofit Steering Committee Support
CRIBB Program Development and Implementation
CRIBB Program Management
CRIBB Program Evaluation

Water Resource Planning

Water Quality Management Planning: Facilities Planning Area (FPA) Process
Fox River Basin Watershed Planning
Volunteer Lake Monitoring Program (VLMP)
ARRA Watershed Project Assistance
Maple Lake Phase 2 Rehabilitation and Protection Program
Fox River Watershed Restoration and Education (Phase 4)
Regional Water Supply Planning/Water 2050 Implementation

Communications

On-line and Print Publications Assistance
Strategic Web Content Development

Section 2 of this annual report includes various important milestones that were important outcomes of the CMAP work plan. Below, **Section 4** describes additional noteworthy activities and accomplishments from FY11.

4.1 Transportation Improvement Program

CMAP develops the region's Transportation Improvement Program (TIP). Our region, through the MPO Policy Committee and CMAP Board, is required to develop and maintain a fiscally constrained TIP that conforms to the State's Implementation Plan to attain national air quality standards. In addition to the fiscal and air quality considerations, the TIP addresses other federal planning elements. A repository of TIP materials is available at www.cmap.illinois.gov/tip. CMAP works with local, county, state, and national partners to assure regional priorities are addressed and all available funding is used efficiently. CMAP continually assesses and influences capital and operational statuses of the transportation program to assure land use connection, preservation, and improvement of the environment and sustainability of economic prosperity. In TIP development and implementation, CMAP assures consideration of regional priorities regardless of fund source or implementing agency. This year, CMAP updated the TIP, satisfying the federal requirement that the program be updated every four years, in conjunction with the development of GO TO 2040. The update included an air quality conformity analysis to demonstrate that the transportation plan and program would not impede the region's attainment

of national ambient air quality standards as outlined in the Illinois State Implementation Plan. The TIP was accepted by the U.S. Department of Transportation on October 25, 2010.

Satisfying another federal requirement, CMAP produced the annual "Regional Project Award and Obligation Report for Northeastern Illinois - Federal Fiscal Year 2010," which summarizes the transportation funds obligated in the region that were programmed in the TIP. CMAP also completed work on linking TIP data efforts with the GO TO 2040 action areas and regional indicators data.

An important element of the TIP is the programming of the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. Part of the TIP, the CMAQ program supports transit improvements, commuter parking lots, traffic flow improvements, bicycle and pedestrian facility projects, bicycle parking projects, and other projects that result in emissions reductions.

Following the plan launch, CMAP staff began developing a new five-year CMAQ program of proposed improvements that help implement GO TO 2040 (reflected in applicable improved Regional Indicator Project values), in addition to improving air quality and mitigating congestion. This year, CMAP staff evaluated more than 325 applications that requested over $1.8 billion in total dollars and over $930 million in federal fund. See http://www.cmap.illinois.gov/congestion-mitigation-and-air-quality for more information about CMAQ's new, focused approach to programming.

4.2 Congestion Management Process

The CMAP Congestion Management Process (CMP) is a systematic method of analyzing congestion that provides information on the transportation system performance and on alternatives for alleviating congestion and enhancing mobility. Federal rules require that any federally-funded transportation project that significantly increases the capacity for single-occupant vehicles in the area be derived from a CMP. This program addresses the need to effectively manage the region's transportation system. The management and operational strategies developed include improved intelligent transportation systems, bicycle and pedestrian policies, managed lanes, transit enhancements, and improvements to the freight system. Efforts to improve the safety of the transportation system are of special focus within congestion management. The CMP is integrated into the transportation development process. Planning, programming, and project development efforts by the region's highway and planning agencies have standardized process components that either directly investigate congestion reduction strategies or address other issues, such as air quality, that result in congestion mitigation.

CMAP maintains the federally required Regional Intelligent Transportation Systems (ITS) Architecture and provides staff support for the Advanced Technology Task Force and planning for the Regional Transportation Operations Coalition. Input on technology aspects of these systems was provided for the GO TO 2040 plan on topics such as pricing, more efficient arterial operations, advanced transit (signal priority, bus rapid transit, and traveler information services), and other innovations (highway intersection, advanced vehicle technology, etc.). A summary and brief write-ups on selected components is at http://www.cmap.illinois.gov/advanced-technology-task-force/minutes.

Another aspect of CMP is performance monitoring, which includes data collection, analysis, and reporting. In FY11 staff completed several performance measures for 2009, including the analysis of intermodal connector pavement conditions (see http://goo.gl/HJjgK), as well as of bridge conditions in the Chicago region, and of transit on-time performance charts. Staff continued to update Regional Indicators data, including transit indicator updates, to be included on the MetroPulse website.

Congestion management strategy provides primary input for the CMP. To implement this strategy, the Regional Transportation Operations Coalition (RTOC) was developed as an institutional forum and structure where regional operations can be addressed across jurisdictional boundaries to improve transportation system performance. RTOC will encompass all the aspects of transportation management and operations in the northeastern Illinois region. The coalition will help advocate for the collaboration and coordination in: regional data archiving and system monitoring; traffic signalization improvement, including transit signal priority, as appropriate; freight/intermodal management; arterial and freeway management; cooperative funding; construction coordination; innovative operations project identification; and bottleneck identification and elimination. Specific RTOC endeavors for 2011 included truck operations program planning and implementation, oversight of the regional transportation data archive, and working toward a regional or state-wide advanced traveler information system. An RTOC-focused program approach for CMAQ was taken in order to apply good management practice to the implementation of GO TO 2040. In support of the CMP, staff produced a report examining speed limit compliance on arterial and collector streets in the Chicago region; a look at trips underway by time of day by travel mode and trip purpose; part one of the CMP documentation; and, an examination of highway traffic safety data in the metropolitan Chicago region.

Freight planning in FY11 has focused on two areas this year. The first area included operations issues, such as truck routes, clearances, intermodal connectors, delivery times, and parking, and second area included the development of the recommendations and implementation actions for freight contained in GO TO 2040 regarding organization and public policy, as well as the integration of freight needs and financing into infrastructure prioritization.

Bicycle and pedestrian planning is also conducted under the umbrella of the CMP. CMAP was involved with a number of workshops including two Federal Highway Administration (FHWA) workshops "Designing Streets for Pedestrian Safety;" two Safe Routes to School "How-to-Apply" workshops; and, eight Safe Routes to School Community workshops. Staff also responded to nearly 30 requests for bike planning information which supports preliminary engineering and environmental studies for highway improvements.

4.3 Regional Information and Data Development

This core program area includes tasks needed to prepare primary datasets that originate with CMAP, as well as those developed by other sources. Data collection is an important aspect of CMAP's overall planning responsibilities. It permits the integration of environmental, transportation, housing, economic development, socio-economic and land use planning data. Among other applications, these efforts will be critical to establishing base datasets for the GO

TO 2040 plan and for evaluating Developments of Regional Importance (DRIs). This program is also critical to facilitate the electronic exchange of raw data within and between CMAP and other agencies and organizations. Establishing strong and robust data exchange agreements and protocols between governments and organizations is critical to maintaining current and credible planning data resources.

FY11 highlights included pursuing an activity-based modeling paradigm. GO TO 2040 scenario evaluation prior to FY11 revealed limitations in the capacity of the then-current travel models to respond to the expanded array of recommended policy and planning strategies under consideration. In FY11, staff focused on a commodity-based freight model, as well as a personal value-of-time transportation pricing (congestion pricing) model. CMAP also hosted a joint peer exchange in February 2011 to critique and comment on current modeling contracts and creating a request for proposals (RFP) for the Latino Household Travel Survey.

The GIS-based Land Use Inventory for the CMAP region is broken out into 49 categories. It informs the region's comprehensive environmental and land use planning conducted by CMAP and partners. An important aspect of validating growth projections, it includes manual review by staff of primary source materials such as aerial photographs. In FY11, work on this project focused on the pre-processing of parcel data from all seven counties.

4.4 Data Sharing and Warehousing

Upon its creation, CMAP committed to providing the latest, most thorough information and data to the public and decision makers across the region. This is a major agency effort, involving aggressive data acquisition, state-of-the-art data systems, and technical assistance for government units and other organizations across the region. To coincide with the launches of GO TO 2040 and MetroPulse, the agency required an implementation strategy for its related data sharing and warehousing efforts, including future data portals, the regional transportation data archive, and technical assistance efforts. Using GO TO 2040 as a guide, CMAP staff created a brief strategic plan to set priorities for the agency's ongoing data sharing and warehousing projects, identify key project milestones given existing staff capacity, and set agency policy on these efforts.

With the launch of MetroPulse as described in **Section 2**, CMAP undertook regional data sharing technical assistance to train stakeholders in the use of CMAP data products, inform future improvements in these products, and define regional best practices for data sharing with the overall goal of advancing local governments along a continuum toward more efficient data sharing. In FY11 CMAP produced an analysis of the compendium of plans and municipal survey to help inform the next round of technical assistance project selection and implementation.

4.5 Policy Environment

In addition to the effort to address many of the issues described above in **Section 2**, CMAP's Policy Development and Strategic Initiatives area includes major effort pertaining to project management across all facets of the agency's work plan. The overarching aim of this program is

to provide research, analysis, and development of policies to support, in addition to the promotion and integration of transportation and land use planning. Another vital goal is to improve CMAP's capacity to understand and communicate the significant impacts that land use and transportation decisions have on each other and housing, natural resources, human services, and economic and community development. The project also coordinates the policy development activities across all functions of the agency.

Products of the program include the agency's annual work plan and work plan updates, monthly progress reports, and quarterly reports. In FY11, CMAP monitored federal and state policy issues, with a primary focus on pursuing coordinated investments, freight, funding the transportation system, innovation, and creating livable communities that foster sustainability.

The GO TO 2040 recommendation on supporting economic innovation includes an implementation action to perform a "drill down" analysis into specific industry clusters, including "freight/logistics," "biotech/biomed and energy," and/or "advanced manufacturing." The purpose of these reports is to identify specific opportunities to support economic innovation within a strategic cluster. A thorough, comprehensive evaluation of an industry cluster will highlight opportunities to develop partnerships, strengthen programs, advocate for policy changes, align workforce training programs, and bolster other resources that will help the cluster thrive. This year, CMAP focused on analysis of the freight cluster.

4.6 Future Leaders in Planning (FLIP)

Future Leaders in Planning (FLIP) is a leadership development opportunity where students can contribute to a better future for our region. CMAP held is third FLIP session in FY11. Participants in this program - learned more about the northeastern region and shared their thoughts with other teens from Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will counties. Participants also met and interacted with selected regional leaders who make key planning decisions in our communities. Students from the 2010-2011 program learned about and made recommendations for Fairmont's Safe Routes to School Grant application in Will County (see the final presentation at http://goo.gl/EGvJt).

4.7 Water Resource Planning

CMAP's FY11 work plan included a number of important activities to preserve and restore the region's water resources. This program covers the agency's activities in the areas of watershed planning, analyzing and making recommendations on proposed amendments to facility planning areas (FPAs), providing technical assistance and project oversight to various U.S. Environmental Protection Agency (U.S. EPA) and Illinois Environmental Protection Agency (IEPA) grant programs, participating in various stakeholder groups throughout northeastern Illinois, and implementing Water 2050, the northeastern Illinois regional water supply/demand plan.

Having established a leadership role over the past four years in water supply planning, CMAP has a vested interest in ensuring that regional activity remains at a productive level. Water 2050 features over 50 recommendations aimed at CMAP for implementation. Project activity seized CMAP's opportunities to implement plan recommendations while supporting several of GO TO

2040 recommendations at the same time. CMAP also serves as the regional conservation coordinator to support county government and public water suppliers as they move to implement recommendations designated for them. The diverse needs associated with maintaining water demand/supply balance require an active forum for discussion and iterative planning. CMAP co-hosted a series of Water 2050 forums throughout FY11 (http://www.cmap.illinois.gov/water-2050-forums) on topics such as regional flooding and stormwater management and groundwater protection. CMAP also launched a Water 2050 Bill Insert program for municipalities and public water suppliers to assist with residential water efficiency and conservation outreach efforts (http://www.cmap.illinois.gov/water-2040/bill-inserts). As an early adopter, Illinois American Water delivered lawn watering informational bill inserts to 290,000 households throughout the month of June. Additional Water 2050 technical assistance programs will continue through 2011. Staff also send out a bi-monthly Water 2050 newsletter to provide news, updates, and progress on issues relating to water supply, demand, and conservation. Additionally, CMAP continues to track plan implementation progress of Water 2050.

CMAP's water resource economist also is leading implementation efforts related to full cost pricing of water. A full cost pricing advisory committee was established and draft white paper written. The primary purpose of the paper is to gain agreement on how best to frame the complex and multidisciplinary issues involved with pricing water. The paper will subsequently serve to inform an outreach program promoting adoption of full cost of water and wastewater pricing in northeastern Illinois.

CMAP continues to provide the water quality review service for northeastern Illinois FPA (facilities planning area) requests. An FPA is a centralized sewer service area to be considered for possible wastewater treatment facilities within a 20-year planning horizon. CMAP's Wastewater Committee (see http://tinyurl.com/3t2uu34) conducts reviews of requested amendments to the Illinois Water Quality Management Plan and makes recommendations to the IEPA, which maintains decision-making authority for amendments to the plan. This year the IEPA decided to amend the current FPA process, and CMAP developed a position statement in response to ensure a smooth transition from the FPA process to a watershed-based process, in addition to other assistance provided by CMAP to communities in FPAs.

CMAP also coordinates IEPA's Volunteer Lake Monitoring Program (VLMP) for the seven-county region, including about 50 volunteers at approximately 40 lakes. CMAP provides additional lake management planning technical assistance to support the core program activities. In FY11, CMAP also started four new watershed planning processes in the Fox River Basin for Blackberry Creek, Ferson-Otter Creek, Silver Creek, and Sleepy Hollow Creek. Planning processes feature local leads (i.e. a local stakeholder with watershed-wide legitimacy) to co-facilitate planning and provide a local voice for stakeholder meeting(s) organization, additional water quality monitoring, and coordination with both the Fox River Study Group, Fox River Ecosystem Partnership (FREP), and Illinois State Water Survey.

Other FY11 work includes four watershed planning or monitoring projects using funding from IEPA under the Clean Water Act, technical assistance provided to the Forest Preserve District of Cook County for an Illinois Clean Lakes Program Phase 2 rehabilitation and protection project at Maple Lake.

4.8 Communications

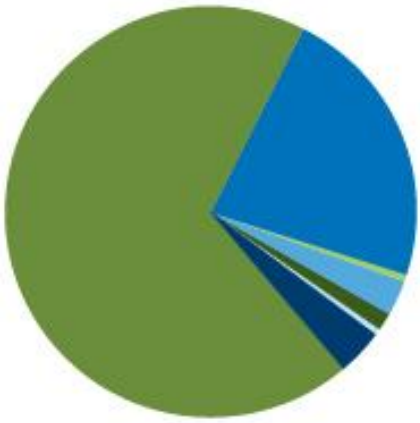
CMAP's primary communications goal is to promote the broad implementation of GO TO 2040. The agency's primary audiences are the local, regional, state, and federal implementers of GO TO 2040. When reaching out to a broader audience, it is generally for the purpose of raising awareness about the plan's implementation through local and regional examples of effective planning and policies. This includes reaching out to targeted audiences via external media, web, printed materials, infographics, and public talks. In addition to helping the executive director prepare his many public presentations, communications staff work with other CMAP staff and partners to produce needed print materials, including reports, promotional documents, posters, and more. Communications team members have been closely involved with the production and promotion of the comprehensive plan, including the October 13 launch event and development of a new, improved CMAP website. A significant highlight of the launch was the story by WTTW Channel 11's Geoffrey Baer (archived with other coverage at http://www.cmap.illinois.gov/for-the-media/newsroom-archive). In spring 2011, Communications staff led development of the new Moving Forward webspace (http://www.cmap.illinois.gov/moving-forward) as a repository of information about implementing the GO TO 2040 plan. In FY11, CMAP launched a resident portrait video series, featuring the stories of metropolitan Chicago residents whose experiences help to bring GO TO 2040's concepts to life. This successful effort continues with a new video series highlighting the LTA program. See http://www.cmap.illinois.gov/for-the-media for these and other materials. In a changing media environment, CMAP has adapted by using new outlets like the community-based TribLocal and Patch, which are being leveraged to increase awareness of LTA projects, MetroPulse, EI2, and other GO TO 2040 implementation activities.

5. FY11 Budget

The FY11 budget was developed with grants awarded to CMAP to support eight core projects. CMAP receives most of its funding from Federal and State grants. Primary funding for CMAP is from the Unified Work Program (UWP) for transportation planning for northeastern Illinois programs with metropolitan planning funds from the Federal Transit Administration (FTA), the FHWA, and state and local sources. The revenues identified for the FY 2011 UWP (Unified Work Program) were approved by the UWP Committee, Transportation Committee, Policy Committee, and CMAP Board. Public Act 095-0677 provides funding for regional comprehensive planning across the state, of which $3.5 million is allocated to CMAP. As a result of these funds not being included in the approved State budget (see above in section 3.2), the Illinois Department of Transportation (IDOT) has provided funding from the road fund, including sufficient dollars to provide the required match for federal transportation planning dollars to CMAP.

The following charts and tables show CMAP's FY11 budget, including anticipated revenues and expenditures as approved by the CMAP Board on June 9, 2010.

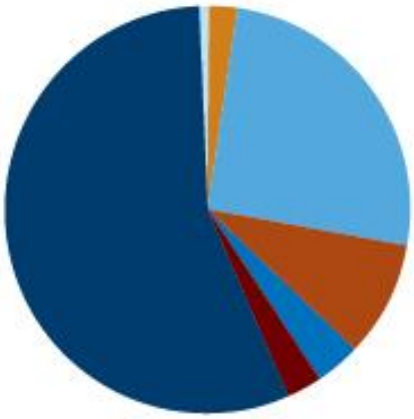
CMAP revenues, FY11



$604,936	U.S. ENVIRONMENTAL PROTECTION AGENCY
$11,510,035	FEDERAL HIGHWAY ADMINISTRATION/ FEDERAL TRANSIT ADMINISTRATION
$3,770,377	ILLINOIS DEPARTMENT OF TRANSPORTATION
$84,349	OTHER PUBLIC AGENCIES
$447,491	FOUNDATIONS & NON-PUBLIC AGENCIES
$250,000	LOCAL ASSESSMENTS
$56,000	PRODUCT SALES, FEES & INTEREST
$16,723,188	**TOTAL REVENUES**

Source: Chicago Metropolitan Agency for Planning

CMAP expenditures, FY11



$9,324,816	PERSONNEL
$436,725	COMMODITIES
$600,228	OPERATING EXPENSES
$1,545,500	OCCUPANCY EXPENSES
$4,249,520	CONTRACTUAL SERVICES
$385,000	CAPITAL OUTLAY
$100,000	NON-OPERATING EXPENSES
$16,641,789	**TOTAL EXPENDITURES**

Source: Chicago Metropolitan Agency for Planning

6. Conclusion: Implementing GO TO 2040

As we begin FY12, CMAP's emphasis is to continue a tight focus on the implementation of GO TO 2040. As the plan states, our region can no longer afford *not* to plan effectively. 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. CMAP is prepared to lead aggressively with the continuing help of many organizational and individual partners. It is critical that we engage local leaders, officials, stakeholders, and residents in implementing the plans many recommendations to make GO TO 2040 a reality.

7. List of Acronyms

ARRA	American Reinvestment and Recovery Act of 2009
CCAP	Chicago Climate Action Plan
CMAP	Chicago Metropolitan Agency for Planning
CMAQ	Congestion Mitigation and Air Quality Improvement Program
CMP	Congestion Management Process
COG	Council of Government
CRIBB	Chicago Region Initiative for Better Buildings
CRPF	Comprehensive Regional Planning Fund
CWIC	Chicago Workforce Investment Council
DOE	U.S. Department of Energy
DRI	Developments of Regional Importance
EI2	Energy Impact Illinois
FLIP	Future Leaders in Planning
FPA	Facilities Planning Area
FREP	Fox River Ecosystem Partnership
FTA	Federal Transit Administration
GIS	Geographic Information Systems
GIV	Green Infrastructure Vision
HCIP	Human Capital Information Portal
HUD	U.S. Department of Housing and Urban Development
IDOT	Illinois Department of Transportation
IEPA	Illinois Environmental Protection Agency
ITS	Intelligent Transportation Systems
LTA	Local Technical Assistance
MCIC	Metro Chicago Information Center
MPO	Metropolitan Planning Organization
NOX	Nitrogen oxides

RFP	Request for proposal
RTA	Regional Transportation Authority
RTPTF	Regional Tax Policy Task Force
TIP	Transportation Improvement Program
TOD	Transit oriented development
U.S. DOT	U.S. Department of Transportation
U.S. EPA	United States Environmental Protection Agency
VLMP	Volunteer Lake Monitoring Program
VOC	Volatile organic compound

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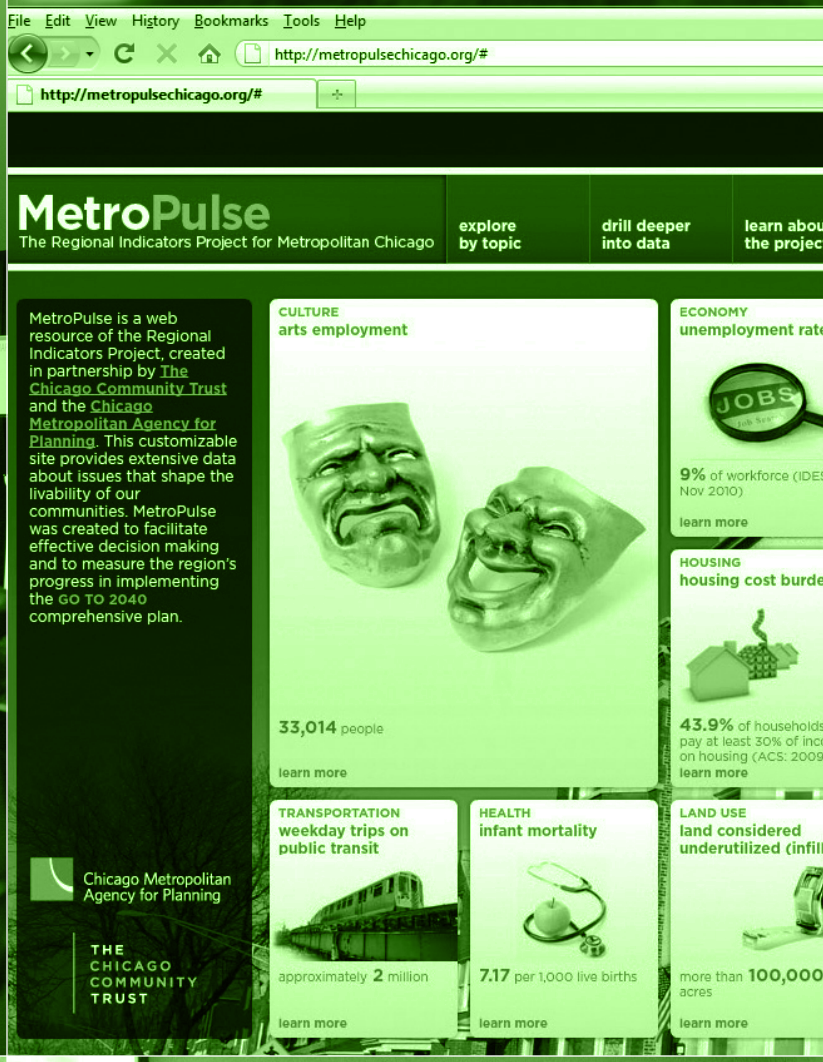

The Chicago Metropolitan Agency for Planning (CMAP) is the region's official comprehensive planning organization. Its *GO TO 2040* planning campaign is helping the region's seven counties and 284 communities to implement strategies that address transportation, housing, economic development, open space, the environment, and other quality of life issues. See www.cmap.illinois.gov for more information.

Image courtesy of Gary Kopycinski

FY12-0004