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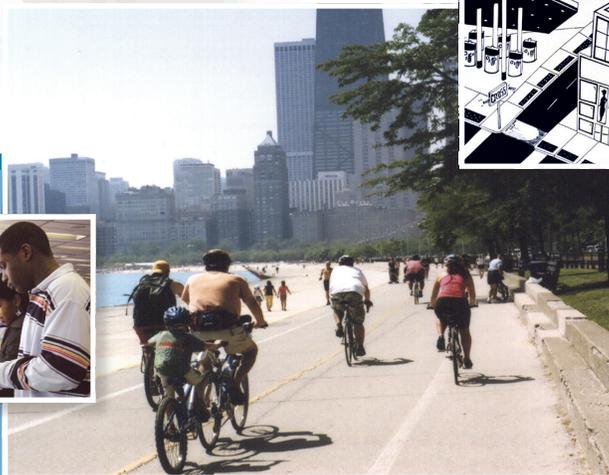
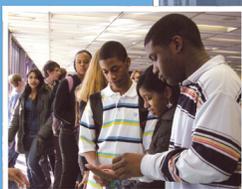
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Annual Report

Fiscal Year 2008



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Al Larson, at-large member
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Frank Beal, executive director, Chicago Metropolis 2020
Raul Raymundo, executive director, Resurrection Project
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Bob Davidson, Kendall County

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Norm Stoner, Federal Highway Administration

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Rocco Zuccherro, Illinois Tollway

* Chairman

** Vice Chairman

CMAP FY08 Annual Report

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1. Introduction

With Fiscal Year 2008, the Chicago Metropolitan Agency for Planning (CMAP) completed its second full year of existence as the region's official agency for comprehensive planning of land use and transportation. This year represented the first in which CMAP had the opportunity to develop its own work plan, because previously the agency had inherited work plans that were already in place at the Chicago Area Transportation Study (CATS) and Northeastern Illinois Planning Commission (NIPC). By the time FY08 began, those two organizations were completely merged, having been combined as the staff of CMAP. The new agency's first full-fledged work plan was put in action to start FY08, resulting in significant and coordinated progress on many fronts, as described in this Annual Report.

FY08 was a pivotal year for our young agency. It began on a high note with a significant legislative accomplishment. After extensive negotiation -- and with the support especially of Senator Debbie Halvorson and Representative Suzanne Bassi -- the Illinois General Assembly passed Senate Bill 1201 on May 31, 2007. The legislation was sent to Governor Blagojevich on June 29, 2007, and he signed it on August 28, 2007, with an amendatory veto (AV), which removed language creating a Wastewater Committee. On October 3, 2007, the Senate voted to override the AV by a vote of 53-1. The House voted to override on October 11 by a vote of 105-7, and at that point the bill became law.

SB 1201 created an annual \$5 million Comprehensive Regional Planning Fund that will help metropolitan Chicago and other regions take a long-term view to plan for more effective investment and development decisions. This fulfilled an important CMAP goal -- to create a stable, secure revenue source for comprehensive planning in our region -- while also helping other parts of the state to better plan for their regions. The bill also included a mandate for CMAP to create the process for reviewing "Developments of Regional Importance" or "DRI's"; the establishment of this process is described fully in Section 2 of the Annual Report.

As part of the effort to pass SB 1201, our agency made a commitment to add two non-voting CMAP Board members, to be appointed by the Governor. The first such appointee joined us in FY08: Ian Doughty, manager at Deloitte Consulting LLP. The CMAP Board saw three other membership changes, as it added new members to replace those who stepped down from the board. Roger Claar, mayor of Bolingbrook, now represents Will County (replacing former New Lenox mayor Mike Smith). Alan Bennett, village trustee of Elmwood Park, now represents Cook County (replacing Rich Township highway commissioner Calvin Jordan). And Russell Hartigan, trustee of Lyons Township, now represents West Central Cook (replacing Forest Park mayor Anthony Calderone).

In September, CMAP kicked off its visioning process for what was then known generically as the Regional Comprehensive Plan, and now known as the *GO TO 2040* plan. In the months following that event, the region's draft vision was crafted in

collaboration with CMAP committees, partner organizations, the business community, and residents across northeastern Illinois. The vision was ultimately approved at the CMAP Board's meeting on June 11, 2008.

By that time, we had launched *GO TO 2040* in late March 2008, garnering positive press coverage for the effort to develop and implement metropolitan Chicago's first truly comprehensive regional plan. The plan will guide growth and investment for Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will Counties for the rest of this century. In addition to land use and transportation, *GO TO 2040* also addresses the full range of quality-of-life issues, including the natural environment, economic development, housing, and human services such as education, health care and other social services.

Among CMAP's prominent partners in this effort is the Chicago Community Trust (www.cct.org), which made a substantial commitment of funding and staff support to help *GO TO 2040* succeed. And another key partnership has emerged with the Burnham Centennial, which will celebrate the 100th anniversary of Daniel Burnham's *Plan of Chicago* in 2009.

These and other FY08 activities are detailed throughout the Annual Report. **Section 2** of this report summarizes some of the more-visible CMAP highlights of the past fiscal year. Activities include the Regional Water Supply Planning initiative, development of a process for evaluating Developments of Regional Importance (DRI), the CMAP Board's advocacy for a State of Illinois capital program, the agency's activities regarding the proposed EJ&E railway acquisition by the Canadian National (CN) railway, and other milestones. Also included is an overview about media coverage of CMAP in the past fiscal year.

Section 3 describes in detail the progress that was made in various projects that help make up the agency's work plan, which is an ambitious one. Though sometimes less visible than the activities summarized in Section 2, the projects in Section 3 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.

2. Important Milestones

Regional Vision for 2040

Vision development

On September 12, 2007, at the Illinois Institute of Technology, CMAP hosted a day-long event to begin the process of drafting the Regional Vision for 2040. This event was attended by approximately 150 regional leaders and key CMAP stakeholders who discussed and crafted vision themes. To begin the event, attendees heard from a pair of distinguished speakers, each with a unique perspective on how to manage growth through long-range planning. The historian Geoffrey Baer of WTTW-TV and internationally

acclaimed designer Bruce Mau gave talks intended to inspire the attendees and get them thinking about the past, the present, and how they can combine for a brighter future.

The second half of the visioning event was a highly interactive exercise in which participants at themed tables refined the draft vision statements that were based on earlier input from our Working Committees. Attendees at 20 round tables considered draft vision themes that had been included in the event program. Each table was assigned a particular theme, and divided into small teams to review and suggest modifications to each bullet point within this theme. Each small team then presented their modified bullet point to the entire table, and through a facilitated discussion, general consensus was reached at each table on the content of the overall theme. CMAP staff facilitators captured these inputs, which were quickly typed in and shown on a projection screen so that the entire room could view the results of each table's work.

Keypad polling devices were then used to let each attendee rate each theme statement. This technology, which we have used at past events as well, lets participants in large meetings vote anonymously and quickly on questions that are asked, with the results of the voting available instantaneously. The use of keypad polling gave participants and staff immediate feedback on how well the vision statements that were crafted met participants' expectations.

Some theme statements that were developed at the event – most notably, on the topics of Environmental Health, Education and Workforce Development, Economic Competitiveness, and Quality of Life – received strong support from the audience as a whole. Other themes were more challenging, and required more follow-up deliberation. Attendees stated whether they approved of how themes were expressed, as opposed to stating a preference for one theme over another.

The event was a strong start to the very detailed and collaborative process of developing the Regional Vision.

Visioning process

The following timeline describes major steps in the visioning process, from original drafting of the themes, through the vision's ultimate approval by the CMAP Board.

May to August 2007: Developed themes for regional vision through working committees.

September 2007: Held visioning workshop to develop material for draft vision.

October to December 2007: Launched web survey, geared primarily toward getting input on vision statements from partner agencies.

November 2007 to January 2008: Developed plans and mechanisms to get input from the general public on the concepts in the regional vision.

January to April 2008: Held meetings and developed interactive website to get input from general public on vision.

May 2008: Revised vision and presented new draft to Planning Coordinating Committee.

June 2008: Vision presented to CMAP Board, which voted unanimously to approve.

A publication describing the Regional Vision for 2040 was printed following the Board's approval. It is also available on-line at <http://www.goto2040.org/vision.aspx>. In addition to the vision itself, the booklet is illustrated with photos submitted to CMAP's *Images of Northeastern Illinois* photography contest. It also includes extensive quotes from respondents to our public survey that asked residents to describe how they want the region to look in 2040.

Partnerships with the Chicago Community Trust, Burnham Centennial, and Chicago 2016

As part of *GO TO 2040*, CMAP announced a strategic partnership with the Chicago Community Trust. In addition to a projected three-year, \$1.35 million grant from the Trust, CMAP is partnering with them on the Regional Indicators Project (see below) to evaluate strategies for implementing the Regional Vision. Together, staff of CMAP and the Trust are creating indicators to predict and measure economic, environmental, social, and cultural variables that affect quality of life.

Because the *GO TO 2040* schedule coincides with the 100th anniversary of Daniel Burnham's Plan of Chicago, CMAP is also working closely with Centennial Partners (www.burnhamplan100.org) to learn from the past and build public awareness of the need for more effective planning today.

Another exciting partnership involves CMAP's role in Chicago 2016, the city's bid to host the 2016 Summer Olympic and Paralympic Games. In June 2008, Chicago was named one of four official Candidate Cities for 2016. While there are certainly opportunities to look at our transportation system and how we will move upwards of a million people a day to the Olympic venues and related sites, there is a chance to accomplish much more. How can we create new development that attracts residents and businesses to the City's south side? How can we create more recreational and open space opportunities for residents of the region? How can we leave a true legacy, which is part of the Olympic mission? CMAP is working with the Chicago 2016 organizers to help find new solutions to the challenges that we face as a region.

GO TO 2040 planning campaign

Launch and web

For most of FY08, CMAP's 2040 plan was referred to generically as the Regional Comprehensive Plan. In late 2007, the agency undertook a branding and messaging effort aimed at naming and describing the plan, and inspiring residents to get involved. While the lack of a permanent name didn't impede our visioning process, everyone involved understood that something more compelling than Regional Comprehensive Plan was needed for the plan that will set priorities through mid-century and beyond.

In that branding process, CMAP's leadership realized that we weren't so much naming a plan as a *campaign* to develop and implement the plan. So on March 24, 2008, CMAP announced *GO TO 2040* as metropolitan Chicago's first truly comprehensive planning campaign. The plan will guide growth and investment for Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will Counties for the rest of this century. In addition to land use and transportation, *GO TO 2040* also addresses the full range of quality-of-life issues, including the natural environment, economic development, housing, and human services such as education, health care and other social services.

A central part of *GO TO 2040* is its highly interactive website (<http://www.goto2040.org>), where stakeholders can read and comment about the developing plan. The site includes written material (see below, regarding Strategy Papers, Regional Snapshot reports, and *GO TO 2040* blog) and multimedia content (see below, regarding Bold Ideas contests) that delve deeply into the issues that shape our region's livability. While dealing with topics that are necessarily complex due to their comprehensive, regional scope, the website is CMAP's attempt to personalize the planning process for residents of metropolitan Chicago.

The launch followed extensive staff collaboration with the firm of Amdur Spitz Associates, which led to selection of the "*GO TO 2040*" name and logo, with a tag line of "Imagine That . . ." That tag invites residents across the region to help fill in the blank:

Imagine that . . . you'll work very near where you live.

Imagine that . . . you'll spend less time and money getting from place to place.

Imagine that . . . our region will lead the world in developing and using green technologies.

Imagine that . . . your children and grandchildren will learn in excellent schools.

Imagine that . . . you'll have plentiful and clean water for drinking and recreation.

Imagine that . . . you'll feel safe no matter where you live or visit in the region.

Imagine that . . . you'll have access to world-class parks and nature preserves.

Imagine that . . . our region can achieve and sustain unsurpassed prosperity for the generations to come.

CMAP issued a press release (<http://www.goto2040.org/ideazone/default.aspx>) on March 24, 2008. See <http://www.goto2040.org/launch/coverage.aspx> for links to media

coverage about the campaign launch. It included a pair of prominent articles in the *Chicago Tribune*, a front-page story in the *Daily Herald*, a column by Greg Hinz of *Crain's Chicago Business*, and a feature on Chicago Public Radio, WBEZ. Perhaps most prominently, WTTW TV's Chicago Tonight featured CMAP executive director Randy Blankenhorn, who also appeared on two Comcast cable shows and on CAN-TV. Video of these appearances are available on YouTube, the CMAP web, and the *GO TO 2040* web.

Strategy Reports

The following planning strategies are being researched during development of the *GO TO 2040* regional comprehensive plan. Most of these have been recommended for implementation by past plans; others, such as infrastructure privatization, have arisen as major issues recently. CMAP intends to study the effects each strategy would have if it were implemented. At the time this report was prepared, ten strategy reports (marked below by asterisks) had been posted for comment on the *GO TO 2040* website.

Transportation

ADA upgrades
 Arterial and local road operations
 Bicycling*
 Car-sharing*
 Context sensitivity*
 Freight operations
 Highway operations
 Infrastructure privatization
 Interregional transportation
 Pricing and managed facilities*
 Public transportation
 Transportation demand management
 Transportation security / incident management
 Vehicle technology and fuels

Land use

Agricultural preservation*
 Brownfields*
 Historic preservation
 Impact fees

 Parking
 School siting
 Teardowns*
 Urban design / walkability (including transit-oriented design)*

Housing

Housing preservation
 Inclusionary zoning
 Regulatory barriers

Environment and natural resources

Conservation design*
 Ecosystem restoration
 Energy conservation
 Land preservation / parks*
 Stormwater best management practices
 Waste disposal
 Wastewater
 Water supply
 Waterway planning

Economic development

Cultural planning / amenities / access

 Economic development incentives
 Green energy production / green collar jobs
 Infrastructure to support redevelopment
 Innovation strategies
 Telecommunications infrastructure

Human services

Arts and culture
 Collaboration in human services provision / 211 service
 Education
 Food policy

 Human relations
 Public health
 Public safety
 Workforce development

Snapshot Reports

As part of its *GO TO 2040* comprehensive planning process, CMAP has instituted a series of Regional Snapshot reports (<http://www.cmap.illinois.gov/snapshot.aspx>). These studies are spin-offs of the original Regional Snapshot published in FY07, which was so popular that virtually all 8,000 copies of it were distributed within 18 months. The subsequent snapshots look closely at planning issues to depict where the region stands in measurable terms. Numerous partners across the region have done a significant amount of good work to quantify the status and needs of metropolitan Chicago; CMAP's role is to coordinate and enhance activities across those areas while promoting regional priorities. The Regional Snapshot series is not intended as an all-encompassing overview of northeastern Illinois. Each report is instead a short encapsulation of selected trends and data points that shed light on issues that have been identified as priorities in the region.

The latest Regional Snapshot report attempts to identify potential Infill and Redevelopment opportunities across the region. Three case studies illustrate the concept of infill and the unique challenges and opportunities that it may have in different communities. Also in FY08, CMAP issued a snapshot report intended to define the concept of "Sustainability" for use in developing the *GO TO 2040* plan, among other purposes. This snapshot proposes ways to measure sustainability by identifying potential indicators. It includes an analysis of the policy implications associated with addressing sustainability. This general-interest publication is based on a more-technical report that was reviewed through CMAP's committee structure.

Among planned future snapshots for FY09 are Jobs-Housing Balance, Aging, Latino Population, Air Quality, and Business Location Decisions.

GO TO 2040 blog

The planning campaign website has a lively "blog" section where 20 articles were posted between its March 28 launch and the fiscal year's end. Most were written by CMAP staff, and others by guest contributors. See <http://www.goto2040.org/blogs/blog.aspx>. Topics have included the effects of flooding on Midwest farmlands, growth of the Latino population, the Chicago 2016 Olympics bid, lessons to be learned from how other cities manage growth, the aging of our population, the teardown phenomenon, and the need for innovation.

Regional Indicators Project

The Regional Indicators Project (<http://www.goto2040.org/indicators.aspx>) is part of CMAP's *GO TO 2040* campaign. **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 indexes. To develop and evaluate strategies for implementing the Regional Vision, CMAP is working with the Chicago Community Trust and other partners to create indicators for predicting and measuring economic, environmental, social, and cultural variables that affect quality of life.

Significant effort in FY08 laid the foundation for this important project, which began in earnest at the very start of FY09 with a series of ten workshops to get stakeholder input. Following the indicators' selection, the centerpiece of the *GO TO 2040* campaign will be a scenario evaluation process. The scenario selection will use indicators to judge the effectiveness of different policies or investments relative to the regional vision. For example, because a strong economy is important to our future, CMAP and its partners will develop indicators that measure economic performance, such as unemployment rates or new business start-ups.

Ultimately, the comprehensive indicators system will be made available in a publicly-accessible web tool for decision makers. Through a user-friendly web interface, users will be able to create a personalized "dashboard" of indicators most important to them. Like gauges on a car dashboard, these indicators will be based on real-time data that can be viewed with the click of a mouse. There will also be tools to map, tabulate, and analyze them for different geographic scales -- whether region-wide, or locally specific. The web system will be a critical part of implementing the Regional Vision for 2040.

Outreach

A key aspect of CMAP's public participation effort is a *GO TO 2040* survey (http://www.goto2040.org/rcptemplate_survey.aspx?ekfrm=6448 in English and http://www.goto2040.org/espanol_survey.aspx in Spanish) asks residents to describe what *they* imagine for 2040. What aspects of their community do they want to preserve? What aspects do they want to change?

Near the end of FY08, CMAP began a *GO TO 2040* Partners program, encouraging individuals and organizations to participate in the following ways:

1. **Help convene a "Community Conversation."** Anyone can request a *GO TO 2040* Community Conversation in the form of a workshop for their neighborhood, organizational meeting, townhall meeting or a brownbag session at a place of work or worship -- virtually anywhere people can come together and discuss the future. (See <http://www.goto2040.org/conversations.aspx> for more about Community Conversations.)
2. **Invite *GO TO 2040* into schools.** Science, social studies, art, language arts, history, and creative writing have incorporated *GO TO 2040* into their curricula. (See http://www.youtube.com/profile_play_list?user=GOTO2040 for multimedia content from school outreach to date.)
3. **Sponsor a "Bold Ideas" contest.** Schools, libraries, community centers, rotary clubs, churches, business organizations - anyone can host a contest for their constituents to submit their best ideas about what they envision for the region in 2040. CMAP helps design the contest to fit a community's context and support organizers with flyers, media promotion, prizes, and exhibition design. (See <http://www.goto2040.org/blogs/blog.aspx?id=6920> for more background.)

4. **Co-sponsor participation in festivals and special events.** Partners can feature their community's *GO TO 2040* activities at your local festivals and other public events. CMAP will staff an "Imagine That . . ." booth with exciting *GO TO 2040* activities and displays that engage residents of all ages.
5. **Help select from among alternative regional scenarios.** In spring 2009, communities can host design workshops to examine the effects of different future scenarios on local areas. In the summer, communities or other local groups can sponsor scenario exhibitions and kiosks to encourage public participation in evaluating the regional impact of different scenarios.

Moving forward in FY09, significant staff and other resources will be committed to the *GO TO 2040* effort. Planning staff are responsible for continued development of the implementation strategies, the indicators to gauge progress, and the alternative scenarios. Outreach efforts will also be intense, building to a crescendo when the scenarios are issued for public review, coinciding with the Burnham Plan Centennial in mid-2009.

Regional Water Supply Planning

After months of review, discussion, and analysis, the Regional Water Supply Planning Group (<http://www.cmap.illinois.gov/watersupply/default.aspx>) unanimously approved the "Regional Water Demand Scenarios for Northeastern Illinois: 2005-2050" on May 27, 2008. The approval of the report provides a point of common ground for the RWSPG to begin identifying water resource strategies for the Regional Water Supply Plan, due for completion in July 2009. The report presents future water-demand scenarios for geographical areas, which encompass groundwater withdrawal points and surface water intakes in the 11-county regional planning area of Northeastern Illinois (Boone, Cook, DeKalb, DuPage, Kane, Kankakee, Kendall, Grundy, Lake, McHenry, and Will).

The study generated three water demand scenarios by major user sectors and geographical subareas within the region. The three scenarios represent water withdrawals under current demand conditions representing a current trends or "baseline" scenario (CT scenario) as well as under a less resource intensive and more resource intensive scenarios (LRI and MRI scenarios), which were extended to the year 2050. Understanding the various scenarios presented in the study help to better inform the RWSPG as they identify policies and strategies for regional water planning.

Depending on whether the region plans effectively, demand for water in 11 counties of northeastern Illinois could increase as much as 64 percent by mid-century, creating potentially serious shortages. On July 9, 2008, CMAP issued a news release (http://www.cmap.illinois.gov/news/water_demand_7-9-08.aspx) that garnered considerable press coverage, including *Crain's Chicago Business*, the *Daily Herald*, the *Northwest Herald*, and a long segment on WBEZ radio.

Unfortunately, at the same time, a \$2 billion gap in the State of Illinois FY09 budget resulted in cuts to the Illinois Department of Natural Resources budget, including support

for the Regional Water Supply Planning initiative. The Illinois Department of Natural Resource water supply planning budget was cut by \$2.1 million, of which \$400,000 would have supported CMAP's work in leading the regional study. Equally important are cuts to the Illinois State Water Survey, which has the key task of meshing its water supply data with the data CMAP commissioned for its recent report on water demand through 2050.

As this Annual Report is written in August 2008, efforts are underway to make up these near-term funding shortfalls so that the northeastern Illinois water supply planning effort can proceed for the remainder of calendar year 2009. A long-term solution is required to address the funding problem to ensure that the regional water supply plan can be completed by July 2009, as scheduled.

Among the other RWSPG milestones for FY08, CMAP conducted a pair of important surveys. The Water Utilities Survey and the Household Water Use Survey provided data that will be vital to the regional plan. The RWSPG also adopted planning principles (http://www.cmap.illinois.gov/watersupply/documents/draft_planning_principles.pdf) and interim goals (http://www.cmap.illinois.gov/watersupply/2007-06-26_interim_goals.pdf) that are guiding the work of the planning group and the CMAP staff.

Developments of Regional Importance process

In FY08, prompted by language in SB 1201, CMAP and its partners and stakeholders began developing a meaningful review process for examining Developments of Regional Importance (DRIs). Assessing the impacts and providing planning guidance on DRIs is a new element to the CMAP work program. CATS and NIPC had occasional involvement in regionally significant land use or economic development proposals, in addition to including major capital transportation improvements in the Regional Transportation Plan (RTP). But CMAP's DRI process provides a new opportunity for regional partners to more comprehensively assess the regional implications of large-scale development proposals, reconcile regional priorities associated with these proposals and coordinate independent actions in support of regional goals. A systematic process for examining DRIs should also help improve intergovernmental coordination; a key to successful regional planning.

After considerable discussion within the CMAP Programming Coordinating Committee (<http://www.cmap.illinois.gov/programming/minutes.aspx>) and with stakeholders including the Councils of Government, CMAP staff prepared a draft description of the DRI process and the following schedule for review and approval of the process:

- June-July 2008: Presentation of this proposal to CMAP Working Groups.

- August- September 2008: Each Working Group’s representative on the Programming Coordinating Committee presented comments to the full Committee. Staff assimilated Programming Coordinating Committee response into this proposal for release to stakeholders and public.
- September-November 2008: Outreach including presentations of this proposal to public and private stakeholders. CMAP staff will prepare a formal “report-back” to participants and submit this to the Programming Coordinating Committee.
- January 2009: Report on Public Outreach to Programming Coordinating Committee. Staff assimilation of Programming Coordinating Committee response into this proposal for release to CMAP Board.
- February 2009: This proposal is presented to the CMAP Board for approval for a period of two years. After two years, the Board may renew the existing process or adopt a new process. During the initial two year approval, no DRI review may exceed 75 days (i.e. two subsequent regular board meetings) in duration from the date of its initial Board consideration.
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Transit Operating Funds Crisis

On November 29, 2007, in a strongly worded statement (<http://www.cmap.illinois.gov/transit.aspx>), CMAP leaders called the on-going stalemate over mass transit funding "totally unacceptable and extremely harmful to our region, both in the short- and long-term." In addition to immediate hardships for riders affected by looming service cuts, the CMAP Board said the transit system's uncertain future is placing the region's continued prosperity at risk.

Fortunately, on January 10, 2008, the long months of impending transit "doomsday" came to an end. The General Assembly finally passed legislation to put the operations of our region's transit system on stable financial ground. House Bill 656 (<http://tinyurl.com/yp7us8>) included essentially the same funding mechanism that was in Senate Bill 572, which is a quarter-cent-per-dollar tax hike in Cook County and a half-cent in the five collar counties (with additional funds from Chicago's real estate transfer tax). CMAP and its partners had stated all along that this was a fair solution to fill an absolutely critical need. The Governor attached an amendatory veto -- later upheld by the General Assembly -- that now requires transit systems across the state to provide free rides to senior citizens, making Illinois the first state to provide free public transit for seniors at all times of day.

Board advocacy for capital program

FY08 came and went without passage of a needed capital program for the State of Illinois. As FY08 was ending, the proposed Illinois Works capital initiative was under consideration in Springfield, but the CMAP Board members and staff were frustrated at the lack of details available regarding which projects might be funded, and how those projects might be selected.

CMAP has been an early and vocal advocate for the need to pass a capital program in Illinois. Infrastructure (including transportation, water treatment, schools, housing, and open space) is the engine of economic prosperity. The state and region are in serious danger of squandering our global competitive advantage without properly funding and maintaining the state's infrastructure.

In May 2008, CMAP Board chairman Gerald Bennett, Mayor of Palos Hills, articulated the agency's position in a letter sent to the chairmen of Illinois Works: The Honorable J. Dennis Hastert, Former Speaker of the United States House of Representatives, and The Honorable Glenn Poshard, President of Southern Illinois University. As the letter stated, "CMAP was created specifically to prepare long-range plans for how to prioritize the investment of scarce dollars for transportation and other infrastructure. The public wants to know that their money is being spent wisely, according to a careful plan. Without that confidence, residents are unlikely to support new spending." The letter is on the CMAP web at <http://www.cmap.illinois.gov/WorkArea/showcontent.aspx?id=8096>.

Since December 2006, the CMAP Board has promoted five principles in support of a capital program that should be based on accountability and transparency. Those five principles are:

- **Make it Significant.** It must be large enough to meet forecasted needs.
- **Make it Comprehensive.** No part of the transportation network can be neglected without affecting the whole. Non-transportation infrastructure cannot be ignored. This includes water treatment, schools, housing, and open space.
- **Make the Project Selection Process Transparent and Results-Driven.** Select projects based on regionally approved evaluation criteria that produce agreed-upon results.
- **Support it with New Revenue.** Need an identifiable funding source to support both pay-as-you-go funding and new bonding authority.
- **Set Funds Aside for Planning.** The public deserves to know that their dollars are being spent wisely, effectively, and according to a well thought-out plan.

While FY08 ended without passage of a capital bill, CMAP Board members and staff remain committed to making that a reality. We are hopeful that FY09 will be the year.

Proposed EJ&E acquisition by CN

An issue that grew steadily in prominence throughout FY08 was the Canadian National (CN) railway's proposed acquisition of the Elgin, Joliet, and Eastern (EJ&E) railway.

On January 31, 2008, Randy Blankenhorn testified at a Chicago hearing of the Illinois House Committee on Rail Safety regarding the proposal. (See his testimony at http://www.cmap.illinois.gov/uploadedFiles/docs/Talks_and_Testimony/Blankenhorn_EJ_E_Testimony_1-31-08.pdf). The agency made a commitment to playing a strong role in that EIS process to help ensure that the potential impacts -- both positive and negative -- are weighed carefully so STB can make the best decision for our region. Also in January, CMAP submitted a letter (<http://www.cmap.illinois.gov/uploadedFiles/docs/ELetter-STB-FINAL01-28-08.pdf>) to the Surface Transportation Board, along with comments (http://www.cmap.illinois.gov/uploadedFiles/docs/Comments_CN_EIS_Scope_2-7-08.pdf) on the draft EIS scope.

Regarding the planning horizon, CMAP's position was that the STB's initial three-year view was not sufficient. While we proposed a 10-year horizon, the STB ultimately chose a five-year period. The STB also chose to use the forecasted 2020 traffic levels, whereas CMAP had requested 2030.

Also, with regard to commuter rail, CMAP staff believed it appropriate that the STAR line is being considered in the EIS, along with the acquisition's impact on existing and planned Metra service. Shortly after FY08 ended, the draft EIS was released, and CMAP staff began analyzing the long technical document with the intention of submitting written comments to the STB in September 2008.

Climate Change Summit

On December 11, 2007, CMAP and its regional partners hosted the second in a series of Innovation + Integration summits. In developing the regional comprehensive plan, CMAP is beginning a dialogue on the development of a regional agenda for addressing impacts of climate change. This was one of the nation's first such efforts to take a regional approach. CMAP and its partners will collect pertinent research and analyze it to determine potential implications for communities across the region. This event was designed for policy makers and advocates across the following areas: municipal, county and regional representation, land-use and transportation, economic development, health and human services, natural resources, developers, business and civic organizations, faith-based organizations, and CMAP committees.

An array of expert speakers painted what can only be called a disturbing picture of where the world is headed if prompt action isn't taken soon to reduce emissions of carbon

dioxide and other greenhouse gasses (GHGs). Their PowerPoint slides and some audio excerpts are at http://www.cmap.illinois.gov/climate_summit.aspx.

The keynote speaker was Dr. Robert Rosner, director of Argonne National Laboratory, one of the U.S. Department of Energy's largest multi-purpose research facilities, with an annual budget of nearly a half-billion dollars. He said that all the computer models show unmistakably that global warming is real and is getting worse at a rate that will have disastrous effects unless significant steps are taken soon. According to Dr. Rosner, without significant progress to reduce GHG emissions, by the end of the century Illinois will have 30 more days over 100 degrees each year, giving our children and grandchildren a climate comparable to that of Texas. Summit attendees heard about a number of measures being taken by the State of Illinois, City of Chicago, and other CMAP partners to make communities "greener." That can be as basic as using energy efficient light bulbs, or as involved as rehabbing old buildings to make them more efficient or building new ones so they comply with LEED standards.

Climate change and the need to reduce GHG emissions will be an important factor as CMAP moves forward with the *GO TO 2040* plan.

Foreclosures Forum

In FY08, home mortgage defaults reached virtually unprecedented levels, putting tremendous strain on many residents and on the communities in which they live. For elected officials, trustees, municipal or county staff, and treasurers, on May 6, 2008, CMAP partnered with the Metropolitan Mayors Caucus and the Federal Reserve Bank of Chicago to co-sponsor "Taking Action: Local Government Strategies to Mitigate the Impact of Foreclosures on Communities." Along with much of the nation, metropolitan Chicago has seen a dramatic increase in the number of foreclosures. According to the Woodstock Institute, foreclosure filings in the region increased by nearly 80 percent between 2005 and 2007. This important meeting gave local government leaders a forum to discuss tools and strategies necessary for mitigating the impact of foreclosures on our communities. More than 100 representatives from municipalities, county governments, and the housing and development field participated by sharing their experiences, successes, and challenges when facing the foreclosure crisis.

State and National Activities

In addition to legislative activities described above, in FY08 CMAP monitored and reacted to proposed state legislation. The agency opposed HB 5152, which would allocate the funding for the state's highway program in a 45 percent for northeastern Illinois and 55 percent for downstate split. In the fiscal year's fourth quarter, SB 1115 passed the General Assembly with an appropriation to IDOT for the Comprehensive Regional Planning Fund that was also included in the Governor's proposed budget. Due to a \$2 billion budget shortfall, the Governor vetoed funding for a number of state departments, including the Illinois Department of Natural Resources and its grant to

CMAP in support of regional water supply planning in northeastern Illinois (as described earlier in this section of the Annual Report).

Among the other legislative engagement activities, on April 30, 2008, CMAP held an event in Springfield to update our legislators and their staff on a number of our initiatives, including *GO TO 2040*, the Regional Water Supply Planning Study, and the need for a capital bill.

CMAP was also instrumental in creating a new organization, the Illinois MPO Association to provide an opportunity for Illinois' fourteen MPOs to work together on metropolitan transportation issues. CMAP serves as the permanent vice chair of this agency. CMAP staff also continues to serve on the executive board of the Illinois Association of Regional Councils and is active in pursuing policy initiatives that benefit Illinois regional planning agencies.

Throughout FY 2008 CMAP held briefings for the staff of our congressional delegation for their district offices and in Washington D.C. regarding water supply and transportation issues. The water briefing focused not only on the region's water supply study, but also water quality issues that the region is facing. These are issues that are important to all members of our delegation and the congressional staff asked that we continue these informational briefings on a regular basis.

The focus of the transportation briefings were on the upcoming federal transportation authorization. It included highlights from a policy briefing that was presented to the CMAP Board at their April board meeting, focusing on the need for a new national transportation vision and a new structure to implement that vision. There was interest from the participants (in both the district and the D.C. offices) to continue this forum as authorization moves closer and to work diligently on presenting a unified front in Washington on not only transportation issues, but other regional priorities as well.

CMAP staff has also been actively involved with our national associations in developing policy direction for the upcoming federal transportation reauthorization. We will continue this effort over the next few years to ensure that the needs of regions are included in whatever form the legislation takes. Our emphasis is on the needs of regions to have the necessary flexibility to address their transportation related issues in ways that best meet the needs of those regions.

CMAP Board member Mayor Marilyn Micheline continues to serve as a board member of the National Association of Regional Councils. Mayor Micheline has been an active member of the Board and will seek re-election in 2009.

On May 2, 2008, CMAP held a public media briefing in Libertyville with Sen. Susan Garrett regarding the regional water supply study. It was covered by newspapers including the Pioneer Press, Sun Newspapers, and Daily Herald. See http://www.cmap.illinois.gov/weekly_5-9-08.aspx for details.

3. Other FY08 Work Plan Highlights

This section describes some of the more significant FY08 work plan activities and is not a comprehensive summary. For more detail, see the FY08 CMAP quarterly reports at http://www.cmap.illinois.gov/about/FY08_workplan.aspx. In outline form, the work plan consisted of the following 13 programs (capitalized) and their associated projects:

1. POLICY DEVELOPMENT
Developments of Regional Importance (DRI)
Project Administration
2. CMAP & MPO POLICY COMMITTEE SUPPORT
3. PLAN AND SCENARIO DEVELOPMENT
Regional Comprehensive Plan Development
Vision Development
Regional Snapshot Reports
Strategy Analysis
Scenario Development (including Indicators Development)
4. COORDINATED OUTREACH
5. TRANSPORTATION IMPROVEMENT PROGRAM
TIP Development and Amendments
TIP Changes / Database Management
Programming Local Projects
CMAQ Program Development
Conformity
6. STRATEGIC TRANSPORTATION INITIATIVES
Intelligent Transportation Systems (ITS)
Congestion Management Process
Highway and Transit Assistance
Bicycle and Pedestrian Plan Implementation
Freight Analysis
7. DATA COLLECTION
Data Collection Technology Demonstration
Land Use Inventory
County and Municipal Socioeconomic Projections
Household Travel and Activity Inventory
Transportation System Inventory
Internal Data Library Management

Local Crash Data Collection

8. DATA EXCHANGE AND DISSEMINATION

Data Exchange Technology Demonstration
Housing and Employment Data Exchange
Data Dissemination Technology Demonstration

9. URBAN SYSTEM MODELING

Land Use Model Development
Advanced Travel Model Development
Regional Travel Demand Model Maintenance
Regional Growth Forecasting

10. INFORMATION TECHNOLOGY MANAGEMENT

Web Server Management
Internal Server Management
Application software management
Office Systems Management

11. COMMUNITY & TECHNICAL ASSISTANCE

Local Community Planning Support
Technical Assistance Providers Coordination
Regional Greenways and Trail Plan Update
Dissemination of Best Planning Practices and Local Plan Review
Funding and Community Fiscal Tool Guidance
External Data Requests

12. WATERSHED AND ENVIRONMENT PLANS

Water Supply Study
Water Quality Review – Facilities Planning Area (FPA) Process
Volunteer Lake Monitoring Program (VLMP)
Watershed Plan Upgrades
Kishwaukee River Basin Planning
Fox River Watershed Planning, Restoration, and Protection
Fox and Des Plaines River Watershed Protection, Restoration and Education
Long Lake Shoreline Stabilization
Maple Lake Phase 2 Clean Lakes Program
Lake Biodiversity Protection Plan Development Pilot Project
Jackson Creek Watershed Plan
IIT Water Re-Use Opportunities

13. ENVIRONMENTAL INITIATIVES

Project Review
Lake Michigan Watershed Academy

Section 2 of this Annual Report includes various important milestones that were important outcomes of the CMAP work plan. Below, Section 3 describes some additional noteworthy activities and accomplishments from FY08.

Policy Development

In addition to the effort to address many of the issues described above in Section 2, CMAP's Policy Development area includes major effort pertaining to project management across all facets of the agency's work plan. Significant tasks included establishment of procedures for the initiation, planning, staffing, communication, and monitoring of all agency projects. Implementation of these procedures is necessary to reach the overall goal of increasing efficiency and effectiveness agency-wide.

Products of Policy Development include the agency's annual work plan and work plan updates, monthly progress reports, and quarterly reports. In FY08, CMAP emphasized the creation of a budget and work plan to mirror agency expectations. The FY09 work plan (developed by Executive Staff in FY08, in conjunction with project managers) is a product of strategic planning to align projects and resources more closely to CMAP's core mission and priorities.

Another important FY08 effort was to develop outcome-based strategies for planning. CMAP deputies and executive staff worked with a management consultant to develop these strategies in policy focus areas such as housing, environment and economic development. These strategic priorities were in turn reflected in the FY09 work plan that CMAP formulated in the second half of FY08.

Also in the area of Policy Development, staff prepared a detailed briefing for the Board and MPO Policy Committee regarding transportation policy in the context of funding challenges, including the federal process of developing a successor bill that will replace the current SAFETEA-LU legislation. Archived on the CMAP web (<http://www.cmap.illinois.gov/uploadedFiles/committees/Board/Agendas/Attachments/TransportationPolicyBrief03-13-08.pdf>), this briefing paper describes how -- based on the latest revenue projections -- the Highway Account of the Highway Trust Fund may be depleted (reach a zero cash balance) prior to the September 30, 2009 end of the current legislative authorization period. The Mass Transit Account also is forecast to reach a zero balance within a few years. Approximately 87 percent of the Federal Highway Trust Fund income derives from fuel taxes. While there will still be substantial revenue accruing into the Highway Account and the Mass Transit Account, that income will be insufficient to sustain the current expenditure levels. The prospect of a decrease in Federal aid at this time is of great concern, given the very large gap between even current revenues and needs. In addition to informing our Board and committee members, this CMAP policy paper was an important part of our agency's interactions with members of the congressional delegation and their staff members.

Scenario Development

As part of *GO TO 2040*, in FY08 the CMAP staff began work to develop several alternative scenarios that will combine complementary strategies to create a plausible set of future conditions, defining distinct options for how the Regional Vision can be implemented. The Regional Indicators Project (described in Section 2) is tightly integrated with scenario development, as the chosen indicators will be used to evaluate each scenario. As with all significant *GO TO 2040*-related projects, CMAP committees and partners are closely involved. This work is on-going and will be completed in Spring 2009, when the alternative scenarios will be presented to the public for comment.

Transportation Improvement Program (TIP)

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, other federal and good planning elements are addressed within the TIP. An important element of the TIP is the programming of the Congestion Mitigation and Air Quality Improvement (CMAQ) Program. See http://www.cmap.illinois.gov/tip_page2.aspx for a repository of TIP materials.

A new TIP visualization tool (http://www.cmap.illinois.gov/tip_map.aspx) was beta tested in FY08. This interactive mapping system tracks federally funded transportation projects and regionally significant projects that do not use federal funds. When made public in FY09, it will help the public understand what projects are underway and how their tax dollars are spent. The map is in Google, so no special software is needed -- just Internet access and a web browser.

Part of the TIP, the Congestion Mitigation and Air Quality (CMAQ) program was created in 1991 as a federally-funded effort to make surface transportation improvements that improve air quality and mitigate congestion. It 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 that can be estimated and are otherwise eligible for CMAQ funds.

CMAQ is an annual process involving the solicitation of projects; evaluation of the air quality benefits of approximately 200 proposals in terms of the reduction in volatile organic compounds (VOCs), nitrogen oxides (NOX), vehicle trips, and vehicle miles traveled. In FY08, CMAP staff also worked on improving this process, monitoring and database management, and post-implementation evaluation of emission benefits.

Seventy-one surface transportation projects across the region were selected to receive new federal grants totaling over \$54.3 million from the CMAQ program. The awards were approved by CMAP Board and the MPO Policy Committee. See

http://www.cmap.illinois.gov/news/release_1-10-08.aspx for a CMAP news release about the FY08 awards.

Beginning with the CMAQ program, the agency is taking a much greater role in the tracking of projects from inclusion in the TIP through implementation. See <http://www.cmap.illinois.gov/cmaq/default.aspx> for more information about CMAQ activities.

Strategic Transportation Initiatives

This core program addresses the need to effectively manage the region's transportation system. The management and operational strategies developed include intelligent transportation systems and bicycle and pedestrian policies. Tasks within this project also provide highway and transit assistance to project implementers, including support for transit New Starts projects. Efforts to improve the safety of the transportation system are included within Strategic Transportation Initiatives.

In December 2007, CMAP prepared an innovative **Congestion Reduction Demonstration Proposal** in response to a federal call for proposals. The region proposed a demonstration in the Northwest Corridor focused on roadway pricing and supporting strategies to reduce congestion, in keeping with the federal program requirements. Cosponsors along with CMAP included the Regional Transportation Authority, the Illinois Department of Transportation, the Illinois Tollway, and Pace Suburban Bus Service.

The I-90/Jane Addams Memorial Tollway, the focus of the demonstration, was proposed to be variably priced by time of day to eliminate recurring congestion. To ensure that the proposal would not simply move congestion from toll roads to regional arterials, supportive strategies were also proposed, including substantial new point-to-point express bus service operating at free-flow highway speeds (made so by congestion pricing), arterial highway and transit service improvements, and intelligent transportation systems projects to assure efficient use of transportation resources by the traveling public. While the proposal has not been funded in the FY08 federal program, it has attracted significant attention in our region and helped prompt a needed debate about options for congestion management.

In the strategic area of **Bicycle and Pedestrian Plan Implementation**, CMAP made substantial progress in FY08 to update to the trails portion of the region's Greenways and Trails Plan, which was published in 1997. New additions were focused on Kendall County (not in the 1997 Plan) and on the City of Chicago. The draft trails element presents a vision with an anticipated horizon year of 2040. The proposed system has about 2,500 miles, or about 500 more miles than in 1997. Approximately 1,000 miles of the trail system have been completed, or about 500 miles more than in 1997.

Data Collection, Exchange, and Dissemination

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 expanded 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).

The **Full Circle** project (<http://www.fulcir.net>) worked with more than 20 partners across Cook County to collect parcel-level data in their communities. A few projects, such as the Uptown employer survey and Logan Square food access survey, are nearly complete. Others are in the early stages, such as a Garfield Park business inventory. In July, Chicago's city council passed a resolution commending the entire project team, including CMAP's Full Circle staff, involved with the Uptown Full Circle business survey.

Also in FY08, Full Circle datasets were successfully ported to a Google Earth interface, including a highly detailed SketchUp rendering of a portion of Logan Square. Thousands of surveys have been completed by the Preservation Compact team, including CMAP staffers. A Full Circle Best Practices Guidebook was completed, and work has been largely completed on re-tooling the database for use outside Cook County.

The **Land Use Inventory** informs the region's comprehensive 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. Staff also started a proof-of-concept using satellite imagery provided by the Illinois Department of Agriculture to measure urbanization on an annual basis. As FY08 ended, work on the inventory was about 95 percent complete, pending final quality control. When finished, this will be the first to include Kendall County, which was added to the regional planning area around the time CMAP was created in 2005.

CMAP has assumed NIPC's former responsibility for conducting **County and Municipal Socioeconomic Projections**. Historically, this effort was scheduled to correspond with NIPC and CATS long-range planning cycles, but CMAP has shifted to function as an ongoing generic data resource rather than being so strongly tied to plan development. In November 2007, CMAP issued a request for proposals and subsequently selected a vendor to provide a new GIS-based local forecast data collection tool. The project team also developed parameters used for scenarios in the regional water demand report (see Section 2).

CMAP's **Travel Tracker Survey** is a substantial research effort to collect data on household travel patterns and is critical to validating existing travel models and advancing travel model development. The survey results are critical to evaluating the costs and benefits of planned transportation improvements. In FY08, the data collection phase ended, and work proceeded on establishing dissemination procedures for the data. See <http://www.cmap.illinois.gov/TravelTrackerData.aspx> for the public dataset.

Urban System Modeling

CMAP maintains and develops tools to mathematically simulate and forecast the interaction of public policy decisions and private behavior. The agency conducts state-of-the-practice travel demand modeling to effectively predict the outcome of transportation investment decisions. Expanding the scope of modeling to predict land use outcomes is part of a larger effort to establish a set of policy responsive modeling and forecasting tools for regional planning. Specific applications of advanced practice transportation modeling to management and operations planning and evacuation scenario planning are being pursued. The current travel models must be maintained and improved for use in demonstrating air quality conformity. The models are also a reliable and trusted source for transportation project planning and engineering work.

In FY08, Urban System Modeling had four primary emphases:

- Land Use Model Development
- Advanced Travel Model Development
- Regional Travel Demand Model Maintenance
- Regional Growth Forecasting

CMAP continues to work with the LEAM ((land use evolution and impact assessment model) project leaders at UIC. Part of the larger effort to establish a set of policy-responsive modeling and forecasting tools for regional planning, this is an effort to demonstrate successful transfer of data between regional travel demand models and a prototype regional land use model. This work will support CMAP scenario forecasting mechanisms. A related CMAP project is developing regional economic models (including population, employment, product, and demographic totals) that will also contribute to *GO TO 2040* scenario evaluations.

Community and Technical Assistance

CMAP provides direct assistance to local agencies and officials to support coordination and consistency between local plans and regional planning efforts. See <http://www.cmap.illinois.gov/assistance.aspx> for background. Among the goals is to develop stronger communication links between technical assistance providers in the region. The agency has formed and convenes in alternate months a Technical Assistance Providers group and has conducted a survey of technical assistance needs. Other FY08 activities included establishing key contacts, developing a monitoring program for requests and issues, creating a rapid response team to respond to inquiries, and updating local technical planning information.

Community and Technical Assistance staff finished construction of the Technical Assistance Providers Directory and its entry submission system (<http://www.cmap.illinois.gov/TechAssistDirectory.aspx>). Hundreds of organizations and

agencies in the region were invited to submit information about their technical assistance services to the directory, to be used by communities looking for help. As these submissions are entered into the system by outside organizations via the Web, the submitted information is reformatted and placed throughout the Directory, under each relevant “area of technical assistance.”

CMAAP provides a variety of resources for municipalities, economic development practitioners, developers, and non-profit organizations. In FY08, staff updated the [Community and Economic Development Funding Resource Guide](#). The agency convened several roundtable events with panel discussions focusing on best practices in planning and economic development. The events focused on the achievements of successful developments highlighting how the individual roles of developers, municipal managers and planners can come together in a team approach. These discussions emphasize best practice procedures and will address some of the problems and barriers that all practitioners face in implementing a successful or unsuccessful development.

Watershed and Environmental Planning

In addition to the major Regional Water Supply Study described in Section 2, CMAAP's FY08 work plan included a number of smaller but important activities to preserve and restore the region's water resources.

CMAAP is working to help the region determine how to implement the **Green Infrastructure Vision**, which was originally developed by the Chicago Wilderness consortium with staff support by NIPC. The vision is represented in a regional-scale map of that reflects both existing green infrastructure -- forest preserves, natural areas, streams, wetlands, prairies, and woodlands – as well as opportunities for expansion, restoration, and connection. Green infrastructure is defined as the interconnected network of land and water that supports biodiversity and provides habitat for diverse communities of native flora and fauna at the regional scale. It includes large complexes of remnant woodlands, savannas, prairies, wetlands, lakes, stream corridors and other natural communities that have been identified in the Biodiversity Recovery Plan. Green infrastructure may also include areas adjacent to and connecting these remnant natural communities that provide both buffers and opportunities for ecosystem restoration.

CMAAP staff have been conducting data analysis of various green infrastructure and habitat connectivity metrics. Our agency has also been calculating the amount of “actual green infrastructure” (woods, wetlands, etc.) within the large areas designated as green corridors within the Green Infrastructure Vision. These findings will be incorporated in CMAAP's scenarios for the *GO TO 2040* plan.

One of CMAAP's most visible water functions is the water quality review service provided by the agency for the northeastern Illinois **Facilities Planning Area (FPA) process**. An FPA is a centralized sewer service area to be considered for possible wastewater treatment facilities within a 20-year planning horizon. Created in FY08 as called for by SB 1201, CMAAP's Wastewater Committee

(<http://www.cmap.illinois.gov/wastewater/default.aspx>) conducts reviews of requested amendments to the Illinois Area wide Water Quality Management Plan and makes recommendations to the Illinois EPA, which maintains decision-making authority for amendments to the plan.

Among the FY08 reviews were FPA requests for the Villages of Big Rock, Itasca, Hampshire, Spring Grove, and Pingree Grove and for the Forest Preserve District of Cook County. Other staff products also included quarterly progress reports on area-wide water quality activities; an annual water quality activities report; updates to the Designated Management Agency tabular file; and an annual update to the FPA boundary map.

In FY08, CMAP also completed work on upgrading a number of important **Watershed Plans**. With partners across our region, the agency's goal for the plans is to achieve USEPA/IEPA compliance by addressing numerous causes and sources of water quality impairment throughout the region. Funding comes from a grant under the Clean Water Act, distributed through the IEPA's Bureau of Water. Seven watershed plan upgrades were completed by CMAP and the following three grantee organizations, with a final report for each watershed having been submitted to IEPA:

1. Lake County Stormwater Management Commission (LCSMC)

- a) Indian Creek
- b) North Branch of Chicago River
- c) Fish Lake Drain
- d) Bull Creek / Bull's Brook

2. The Conservation Foundation (TCF)

- a) Tyler Creek
- b) East and West Branch of the DuPage River

3. The McHenry County Defenders

- a) Nippersink Creek

CMAP also conducted work on planning, restoration, and protection of the **Fox River Watershed** during FY08. The agency administers IEPA grants to subgrantees, who are responsible for design plans and specifications, permits and landowner agreements, signage, photographic documentation, operation and maintenance plans, progress and final reports. CMAP provided technical review, administrative assistance, project evaluation, progress and final reports. As the central lead agency, CMAP directs and reviews the individual nonpoint source pollution control projects under this IEPA agreement for consistency with the goals of the Integrated Management Plan for the Fox River Watershed and the Illinois Nonpoint Source Management Program report. In the fourth quarter of FY08, CMAP staff prepared and submitted the final project report to IEPA.

The Lake Michigan Water Academy is a U.S. EPA-funded CMAP initiative that invites regional planning organizations to share their work and receive training on watershed issues so that they can conduct outreach to their constituents. In Hammond, Indiana, on May 20-22, 2008, CMAP convened a conference for regional planning organizations around Lake Michigan. Regional planning organizations will conduct implementation projects in their subwatersheds using techniques learned through the three-day event. See <http://www.cmap.illinois.gov/lmacademy.aspx> for meeting details.

4. FY08 Budget

Fiscal Year 2008 was the first in which CMAP operated entirely on its own budget, rather than the combined budgets of NIPC and CATS. It was developed with grants awarded to CMAP to support fifteen core projects. More than half of the money came in the form of a grant from the U.S. Department of Transportation through the Illinois Department of Transportation. SB 1201 now provides funding for regional comprehensive planning across the state, \$3.5 million of which was allocated to CMAP in FY08. The comprehensive planning allocation is designated as the matching funds for the federal transportation dollars, as well as supporting other planning activities.

The following table and charts summarize FY08 revenue and expenditures. Please note that the figures are accurate as of September 8, 2008 and are subject to revision pending the final FY08 budget audit.

FY08 CMAP Revenues and Expenditures

OPERATIONAL REVENUES

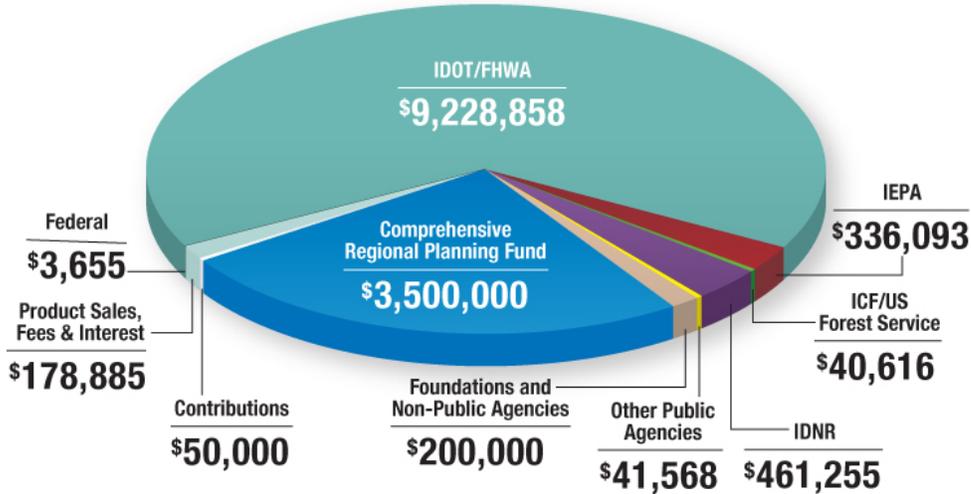
Federal	\$3,655.12
IDOT/FHWA	\$9,228,857.96
IEPA	\$336,092.92
ICF/US Forest Service	\$40,616.13
IDNR	\$461,255.20
IDCEO	\$0.00
Other Public Agencies	\$41,568.39
Foundations and Non-Public Agencies	\$200,000.00
Comprehensive Regional Planning Fund	\$3,500,000.00
Contributions	\$50,000.00
Product Sales, Fees & Interest	\$178,885.03
Total Revenues	<u>\$14,040,930.75</u>

OPERATIONAL EXPENDITURES

By Category	
Personnel	\$7,844,872.51
Operating Expenses	\$1,857,686.74
Commodities	\$1,571,177.82
Contractors	\$1,900,747.98
Total Expenditures	<u>\$13,174,485.05</u>

CMAP Revenues, FY08

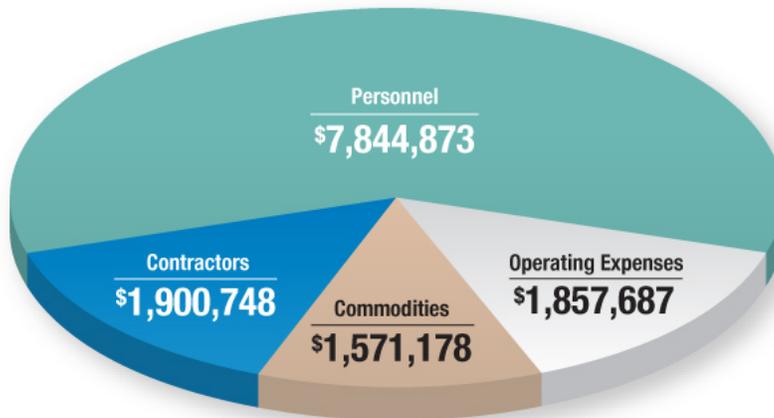
\$14,040,931 Total



Please note that these figures are accurate as of September 8, 2008, pending a final FY08 audit.

CMAP Expenditures, FY08

\$13,174,485 Total



Please note that these figures are accurate as of September 8, 2008, pending a final FY08 audit.

5. Conclusion: Moving Forward

If the past fiscal year was a pivotal one for CMAP, FY09 will be a year that largely determines the specific ways in which the region chooses manage growth and investment for the coming 30 years and beyond. Our agency's first two years have laid a foundation for success. Now our primary task is to use that as a basis for completing and then implementing metropolitan Chicago's first truly comprehensive regional plan.

Our world-class region deserves a world-class vision. Burnham had it, and today's residents are living the results. Local officials have bought into the concept that we are "One Economic Region" that competes in global markets. They are rallying to the *GO TO 2040* campaign -- not because they'll agree with everything we say, but because it's the way to achieve long-term prosperity for their communities.

Implementing the *GO TO 2040* vision will help the region maintain its competitive edge to attract long-term investment through business, industry and international ventures. On CMAP's part, we must pay constant attention to building public participation and regional awareness, not just to get broad input into the vision, but to sustain broad commitment until we achieve it.

CMAP's FY09 work plan (http://www.cmap.illinois.gov/current_workplan.aspx) reflects an increasingly tighter focus on core programs, and on the need to integrate *GO TO 2040* efforts into those programs. The number of programs has been consolidated from 13 to eight. With its emphasis on products, timelines, and efficiency, the work plan also presents significant opportunities to measure progress of CMAP projects. This is part of CMAP's overall effort to instill effective internal strategic planning and performance measures for greater staff accountability.

On the legislative front, we remain optimistic that the State of Illinois will enact an extensive capital program that is based on transparency and accountability. Those investments will be critical to develop the infrastructure needed to maintain our economic competitiveness and quality of life.

Exciting as the past year has been, we look forward to even more exciting times ahead. The Burnham Centennial will be an occasion not just to celebrate the 1909 *Plan of Chicago*, but to direct the region's gaze to our future -- emphasizing the central role that regional planning will play to realize that Regional Vision for 2040. And the prospect of Chicago's being named in October 2009 as the 2016 Olympics host city promises even more excitement and challenges. In every sense, CMAP is ready and able to contribute by leading when needed and, at other times, by following the lead of our partners.

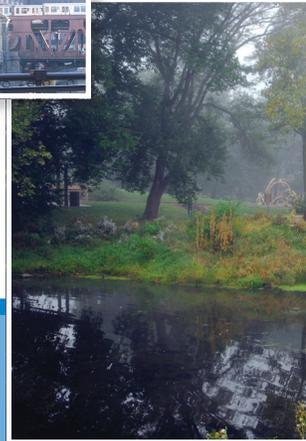


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The Chicago Metropolitan Agency for Planning (CMAP) was created to integrate planning for land use and transportation in the seven counties of northeastern Illinois. For more information, visit www.cmap.illinois.gov.