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.
CMAP Annual Report
Fiscal Year 2012-13

Chicago Metropolitan Agency for Planning

September 2013
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Andrew Madigan, Vice President, Mesirow Financial
Heather Weed Niehoff, Senior Vice President, VOA Associates Incorporated
Raul Raymundo, Chief Executive Officer, Resurrection Project

Susan Campbell, Deputy Director, Office of Community Development, Illinois Department of Commerce and Economic Opportunity
Andrew Madigan, Vice President, Mesirow Financial
Heather Weed Niehoff, Senior Vice President, VOA Associates Incorporated
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André Ashmore, Deputy Secretary, Illinois Department of Transportation, (Governor’s appointee)
Sean O’Shea, Deputy Chief of Staff, Governor of the State of Illinois, (Governor’s appointee)

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Glenn D. Fulkerson, acting Illinois Division Administrator, Federal Highway Administration

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Chapter 1
Introduction

Having completed its seventh full year of existence in fiscal year 2012-13, the Chicago Metropolitan Agency for Planning (CMAP) is now a mature organization focused on facilitating the aggressive implementation of GO TO 2040, the comprehensive plan for the seven counties and 284 municipalities that make up our region. The agency staff collaborates with stakeholder organizations and individuals on a wide range of planning strategies set forth in the region’s comprehensive plan. This annual report summarizes such efforts.
The CMAP Board is chaired by Gerald Bennett, mayor of Palos Hills. Its membership reflects the regional consensus that led to creation of CMAP, featuring balanced representation from across the counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. (The CMAP planning area also includes parts of Grundy County and was expanded slightly in FY13 to include parts of DeKalb County.) CMAP operates under authorizing legislation known as Public Act 095-0677, in addition to the agency’s by-laws.

In January 2013, Cook County commissioner and then-Elmwood Park mayor Peter Silvestri joined the CMAP Board to represent suburban Cook County, replacing Board member Alan Bennett. Late in FY13, the Board also said farewell to two original members: Marilyn Michelini (Kane and Kendall), and Dan Shea (McHenry County). They were replaced on the Board by, respectively, Aurora mayor Tom Weisner and McHenry County board member Carolyn Schofield. Also in 2013, Governor Pat Quinn made two non-voting appointments to the Board: Sean O’Shea, deputy chief of staff to the Governor, and André Ashmore, deputy secretary at the Illinois Department of Transportation (IDOT) and mayor of Matteson.

In March 2013, the CMAP Board and Metropolitan Planning Organization (MPO) Policy Committee voted to expand CMAP’s Metropolitan Planning Area to include the Sandwich and Somonauk townships of DeKalb County. Based on the 2010 U.S. Census, these contiguous geographic areas are likely to become more urbanized within the next 20 years.

In April 2013, CMAP became the first recipient of the 2013 National Planning Excellence Award for a Planning Agency from the American Planning Association (APA). The award honors the work of a public sector planning agency that has continually produced a program of exceptional work that has elevated awareness about planning. APA created a short video about CMAP, which was also featured in the APA magazine Planning. The award was presented in Chicago at the association’s national conference, which featured a strong CMAP presence in the form of staff presentations and an extensive exhibit — partially funded by The Chicago Community Trust — describing the implementation of GO TO 2040.

Within the region, CMAP was honored to receive the Metropolitan Planning Council’s (MPC) annual Burnham Award for Excellence in Planning for the GO TO 2040 comprehensive regional plan. And the Urban Land Institute of Chicago gave CMAP its 2013 Vision Award, which recognizes visionary developments, programs, leaders, and young professionals in the land use and development fields.

Section 2, Important Milestones, describes some of the agency’s primary accomplishments in FY13. Among the highlights from the second full year of implementing GO TO 2040 were activities of the Local Technical Assistance (LTA) program, a pair of drill-down reports addressing industry clusters of regional importance, CMAP efforts to promote congestion pricing and performance-based funding of transportation, and more.

Section 3, Legislative Activities, describes CMAP-related issues such as the State Legislative Agenda and Framework, CMAP’s Federal Agenda, and the implications of new federal transportation reauthorization legislation.

Section 4, Other FY13 Work Plan Highlights, describes in detail the progress made in various programs that constitute 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, FY13 Budget, has a short summary of the agency’s finances during the past fiscal year. Section 6, Conclusion: The Outlook for FY14 and Beyond, briefly lays out some of the anticipated milestones and challenges in FY14 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/.
Chapter 2

Important FY13 Milestones

2012 Implementation Report

The second annual Moving Forward: GO TO 2040 Implementation Report was issued in January, taking a quantitative approach with informational graphics that describe progress on regional challenges addressed by the plan. The informational graphics and text in this document help demonstrate where the region stands relative to GO TO 2040 goals. In some cases, that means checking the status of indicators that were specified in the plan itself. In other cases — for example, where it may be too soon after the plan’s adoption to assess progress — the report includes data to illuminate the regional factors that shape residents’ daily lives and determine the region’s long-term economic success. A poster-brochure was printed to complement the web report.
Local Technical Assistance Program

A day after the adoption of GO TO 2040, a $4.25 million three-year federal grant from the U.S. Department of Housing and Urban Development (HUD) enabled CMAP to begin the LTA program, which helps communities put the regional plan to work locally. Since the program’s launch in March 2011, CMAP initiated 106 local projects that implement GO TO 2040 recommendations as of July 2013. Of these, 51 projects are fully underway and 42 have been completed. Over FY13, projects were completed with the City of Chicago, Riverside, Addison, Plainfield, Lake County, and more. Information on the status of all projects resides at www.cmap.illinois.gov/lta.

In May 2013, CMAP announced a third call for projects. The call was held in conjunction with the Regional Transportation Authority (RTA) Community Planning Program. The RTA’s competitive grant program provides funds for northeastern Illinois municipalities in the region to plan for local transportation, transit, and transit-related development. In year three of the LTA program, local planning projects will continue to address issues of transportation, land use, and housing. The submission of ideas that involve collaboration with other groups, including neighboring governments and nongovernmental groups, was encouraged. Following the HUD grant’s expiration in December 2013, CMAP’s LTA activities will be funded through the Unified Work Program (UWP) and other sources. CMAP is currently seeking additional funding sources to support non-transportation LTA activities.

While CMAP is the lead coordinator of the HUD grant, a broad and diverse consortium was assembled with many local governments, regional and state agencies, nongovernmental organisations, and philanthropic groups that are involved in the LTA program, including The Chicago Community Trust, Center for Neighborhood Technology, Metropolitan Mayors Caucus, Metropolis Strategies, MPC, RTA, and the Urban Land Institute Chicago. For example, The Chicago Community Trust created a community-based sustainable development grant program for projects that advance GO TO 2040 recommendations, among other criteria. The majority of grants awarded in May 2013 help implement LTA projects.

Performance-Based Funding

Billions of transportation dollars are at stake each year in Illinois. Taxpayers deserve to understand how priorities are set for investments in maintaining, modernizing, and expanding our roads, bridges, and transit. GO TO 2040 recommends that transportation funding decisions be based on transparent evaluation criteria, and calls on the region’s transportation stakeholders to develop and utilize the necessary performance measures. On May 27, 2013, CMAP launched a web microsite that describes how “performance-based funding” can improve transparency and decision making and includes a compendium of related CMAP research and analysis. Although this material focuses on highways, CMAP believes the approach should apply to all modes of transportation. Read more in a story by the Daily Herald.

For decades, the purchasing power of the gas tax and other traditional funding sources has declined, while the need for maintaining and improving our transportation system continues to grow — as do its costs. Illinois allocates highway funds through an arbitrary formula called the “55/45 split” in which only 45 percent of the funds go to the Chicago area, although the region represents a much higher percentage of the Illinois population (65 percent) and economy (70 percent). In addition, the State’s investment decisions cannot be easily explained to the public. CMAP believes taxpayers will support investing in a transportation system that improves their quality of life. To accomplish this, Illinois needs to lead the national effort to implement “performance-based funding” of highway and bridge projects. Working together, the State and region should clearly identify which projects deserve funding. And we should carefully document how these investment decisions serve the broader goals of mobility, prosperity, and quality of life.
**Congestion Pricing**

Already used by [10 other states](#), congestion pricing gives travelers the option of an express toll lane that ensures reliable travel times. In October 2012, CMAP announced a public campaign urging Governor Quinn and leadership of IDOT and the Illinois Tollway to implement congestion pricing to manage traffic on five new expressway projects approved in GO TO 2040. The projects include two new Tollway facilities — the IL 53 north extension and IL 120 bypass and the Elgin O’Hare Western Access (EOWA) — along with new lanes on the Tollway’s I-90 Addams and IDOT’s I-290 Eisenhower and I-55 Stevenson.

CMAP created a web “microsite” at [www.cmap.illinois.gov/congestion-pricing](http://www.cmap.illinois.gov/congestion-pricing) to describe the benefits of express tolls that rise and fall based on demand at various times of day to help manage highway resources more effectively. Morning express-lane drivers on I-55 from I-355, for example, would reach downtown 25 minutes faster for $2.75. Congestion even in the general-purpose lanes would be reduced by up to 33 percent. Congestion on local streets in these corridors would also be reduced. Benefits to industries would be widespread, including freight and logistics. As shown in a [CMAP Policy Update](#), long-term economic impacts include:

- **Expanding the labor and consumer markets** for better access to airports, intermodal facilities, etc.
- **Increasing gross regional product** by an estimated $2 billion annually.
- **Increasing business output** — defined as final sales by industry — by about $94 billion in constant dollars from 2016 to 2040. Manufacturing, wholesaling, and transportation-related sectors would see about a quarter of this increased output, while the finance, insurance, and real estate industry sector and certain services would account for about half.
- **Creating nearly 40,000 new jobs** within a decade after the expressways open, for total new wages of some $2.3 billion.

The CMAP campaign has garnered extensive and positive [press coverage](#), including a supportive [editorial](#) by the Chicago Tribune. A growing number of local organizations have endorsed the CMAP proposal, including:

- **Lake County Transportation Alliance**
  (resolution: July 18, 2013)
- **DuPage Mayors and Managers Conference**
  (resolution: June 19, 2013)
- **TMA of Lake-Cook**
  (letter: June 11, 2013)
- **Will County Governmental League**
  (resolution: May 22, 2013)
- **West Central Municipal Conference**
  (resolution: April 24, 2013)
- **Southwest Conference of Mayors**
  (resolution: March 20, 2013)
- **South Suburban Mayors and Managers Association**
  (resolution: February 21, 2013)
- **Northwest Municipal Conference**
  (resolution: February 13, 2013)
- **Big Lift, LLC**
  (letter: January 3, 2013)
- **CenterPoint Properties**
  (letter: November 27, 2012)
- **Metropolis Strategies**
  (letter: November 14, 2012)
Major Capital Projects

While the primary transportation emphasis of GO TO 2040 is to maintain and modernize the system, the plan recommends several major capital projects that will maximize regional benefits of mobility and economic development. On March 13 and 14, 2013, the CMAP Board and MPO Policy Committee voted to amend GO TO 2040 by adding Circle Interchange improvements to the plan’s list of fiscally constrained projects and by changing the proposed Prairie Parkway description in the list of unconstrained projects. Status updates of other GO TO 2040 major capital projects are included in the Moving Forward 2012 GO TO 2040 implementation report.

Central Lake County Corridor
This project has seen significant progress as the Illinois 53/120 Blue Ribbon Advisory Council issued its final report to the Illinois Tollway in June 2012, reflecting a solid consensus on extending IL 53 into central Lake County, beyond where it currently ends at Lake-Cook Road. In FY14, CMAP’s LTA program will work with the Tollway, Lake County, and affected communities to develop a land-use plan—an important step forward on the project. The Tollway has hired a consultant to conduct engineering work, consider capital and operating costs, and develop funding and financing options.

CTA Red Line South Extension
The CTA Red Line South Extension will extend the Red Line from its current terminus at the 95th Street Station four stops to 130th Street. CTA has received $8.4 million in federal funding for efforts to prepare the Environmental Impact Statement (EIS). Through its LTA program, CMAP collaborated with the Developing Communities Project (DCP) and the Chicago Transit Authority (CTA) on a December 2012 livability report and video in support of the extension (www.cmap.illinois.gov/red-line).

Elgin O’Hare Western Access
In October 2012, the EOWA final Tier 2 EIS was released. The EOWA project will relieve congestion and improve accessibility around O’Hare Airport, a major economic driver in the region. Following final federal approval announced in January 2013, the Illinois General Assembly gave its go-ahead in May 2013 for the Illinois Tollway to complete the EOWA.

I-294/I-57 Interchange
The I-294/I-57 project calls for a full interchange at the juncture of these two interstates for improved accessibility to and from the south suburbs and also for improved north-south regional travel. The Illinois Tollway and IDOT are sharing the cost of this project. CMAP’s LTA program is helping municipalities near the proposed interchange plan together for land use and economic development.

West Loop Transportation Center
The proposed West Loop Transportation Center between the I-290 Eisenhower and Lake Street in Chicago would improve transfers between intercity rail, potential high-speed rail, commuter rail, rapid transit, and bus services. The City of Chicago is conducting a Master Plan Study of Union Station, whose capacity would be increased by the proposed center. MPC is helping in that effort with Activate Union Station, the council’s fifth annual placemaking contest, winners of which will be announced in early FY14.

Managed Lanes, Multimodal Corridors, and Transit Improvements

I-55 and I-90 Managed Lanes
IDOT has implemented a Pace bus-on-shoulder demonstration project and engineering work is underway for managed lanes on I-55, with an environmental study document anticipated by 2014. In fall 2012, IDOT conducted an I-55 Managed Lane Survey of travelers’ experiences in the corridor. Scheduled for completion in 2013, the I-90 project will add a managed lane in each direction between I-294 and I-39 near Rockford. A Congestion Mitigation and Air Quality Improvement (CMAQ) program grant of $38.4 million from CMAP to Pace will support transit implementation in the corridor.

I-290 Multimodal Corridor
An additional managed lane in each direction and multi-modal solutions are under consideration for I-290 between Mannheim Road and Austin Avenue. Preliminary Engineering and Environmental Studies (Phase I) is anticipated to be complete by spring 2014. Funds for Phase II have not yet been identified.

CTA Red Line and Purple Line Improvements
The State of Illinois and City of Chicago have identified $1 billion in funding for CTA Red Line improvements from various state and federal sources. The reconstruction project began in May 2013 and is scheduled to be done in October 2013. Improvements are also scheduled for the Red Line’s and Purple Line’s shared right-of-way between the Addison and Howard stations and the Purple Line between the Linden and Howard stations.
**Freight Cluster Drill-Down Report**

Metropolitan Chicago is home to specialized “industry clusters” that create high-quality jobs, spur innovation, and generate growth among numerous interconnected industries. GO TO 2040 calls for strategically organizing the region around its existing and emerging clusters of specialization to better compete in the national and international marketplace. On July 19, 2012, CMAP released its first “drill-down” report to address freight, one of the Chicago region’s strongest specializations. This report identifies major issues affecting the cluster’s competitive advantage in the 21st Century. The report identifies key infrastructure, workforce, and innovation challenges and opportunities influencing future cluster growth and concludes with a set of regional strategies to better align resources and investments with the needs of the freight cluster. A companion technical document provides in-depth analysis as well as corresponding citations to support the conclusions of the summary report. See the CMAP press release and related press coverage.

**Manufacturing Cluster Drill-Down Report**

Manufacturing has long been a cornerstone of the regional economy, helping metropolitan Chicago become the economic power that it is today. Even in this era of worldwide sourcing, manufacturing remains a vital element of the region’s economic health. Released on February 26, 2013, at a well-attended regional forum hosted by CMAP at Harper College in Palatine, the agency’s manufacturing drill-down report explores how manufacturing in metropolitan Chicago has transformed in response to a globalized economy. The report identifies infrastructure, workforce, and innovation challenges and opportunities central to future cluster growth and concludes with clear steps the region can take to support manufacturing in the region. As a part of its research, CMAP developed several tools to illustrate the changing needs of the cluster. Read more in the press release and related press coverage. In early FY14, CMAP will release a follow-up report that examines the nexus of freight and manufacturing in metropolitan Chicago.

**Energy Impact Illinois**

Funded with a $25 million three-year from the U.S. Department of Energy’s (U.S. DOE) Better Buildings Neighborhood Initiative in 2010, the CMAP-led Energy Impact Illinois (EI2) alliance seeks to simplify the often-complex process of improving energy efficiency for residential, commercial, and industrial buildings. Now in its third year, EI2 focuses on addressing three key barriers to energy efficiency market transformation: access to information, access to finance, and access to a skill workforce. To do this, the program brings together consumers and incentive and financing resources, as well as partner energy efficiency programs in the region via a consumer call center (1-855-9-IMPACT) and an informational web portal available at [www.EnergyImpactIllinois.org](http://www.EnergyImpactIllinois.org).

On February 27, 2013, a no-cost extension of the period of performance for the program was prolonged from its original end date of May 18, 2013 until September 30, 2013. After this date, the aforementioned incentives and rebates will remain available through the EI2’s utility partners for a smaller amount. Additionally, EI2’s residential, multifamily, and commercial low-cost financing programs will continue to be available to building owners and partner programs within the CMAP region. The subgrantees working with the programs will continue to refine their programs and explore new ways to maintain the revolving nature of these loan programs going forward independently. CMAP has also worked with U.S. DOE to maintain a minimal commitment to EI2 in terms of support and compliance activities through November 2014, but will be conducting closeout and comprehensive reporting efforts on the grant by the end of the 2013 calendar year.
Chapter 3
State and Federal Legislative Priorities

CMAP’s priorities regarding Illinois legislative issues are described in two documents: the CMAP State Legislative Framework and Agenda. Additional updates on the progress of various legislation are available in the Board meeting materials, including a recap of the 98th Illinois General Assembly session that concluded on May 31, 2013. At the national level, CMAP published its updated federal agenda and legislative framework in February 2013.

The Illinois General Assembly failed to pass pension reform, despite growing public concern about the State’s fiscal crisis. As pointed out in a November 2012 report by a national task force, the State of Illinois “cannot simultaneously continue current services, keep taxes at current levels, provide all promised benefits, and make needed investments in education and infrastructure” unless it makes tough choices right away.
Several state legislative measures affected CMAP directly. In March, the Governor issued Executive Order 1303 to create a steering committee and state agency taskforce to guide and implement the Millennium Reserve: Calumet Core Initiative. CMAP will serve on the steering committee, as described in a March 2013 Policy Update. The Transportation Modernization Act (SB 1594) would have merged the RTA and CMAP, calling for the formation of a transition committee to develop detailed plans to integrate staff and operations. The measure was held on third reading in the Senate.

In October 2012, the CMAP Board and MPO Policy Committee called on IDOT to establish a technical advisory group to begin the process of developing a performance-based funding system. In February 2013, House Bill 1549, which was broadly similar to the CMAP proposal, was introduced. The CMAP Board voted to support it in principle. Although HB 1549 did not advance out of committee before a March 2013 deadline, CMAP will continue to advance this important issue.

Illinois Capital Bill Principles
In recent months, transportation and business leaders across Illinois have begun the conversation about a potential new capital program. Given the lack of stable funding, the continuation of the arbitrary “55/45 split” that directs only 45 percent of State highway funds to the Chicago region, and the lack of transparent project selection, CMAP believes that any new State capital program must be coupled with reform. In May 2013, the CMAP Board approved a set of principles, which state that any new program:

- Must be funded through new user-fee generated revenues. Some of the new revenue should have a “pay-as-you-go” element to stabilize the road fund to pay for ongoing needs.
- Must move away from the 55/45 split and toward a performance-based funding system.
- Must provide additional capital funding for both highways and transit.
MAP-21
On July 6, 2012, President Obama signed into law Moving Ahead for Progress in the 21st Century (MAP-21), a two-year transportation reauthorization bill. CMAP staff reviewed the major programmatic and policy changes in MAP-21 compared to the last comprehensive transportation reauthorization bill, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). In 2009, CMAP had published five transportation reauthorization principles that now provide a framework to analyze MAP-21:

- 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.

MAP-21 provides many positive reforms that should provide expedited project delivery, greater flexibility for states and MPOs through the consolidation of federal programs, and strategic planning for freight movement. Several of its transit policy reforms are advantageous to regions that have large, established transit systems. For example, MAP-21 broadens the eligibility for New Starts funding to include capacity-expanding projects on existing transit lines (rather than only the construction of new transit systems or extensions to existing systems).

Yet CMAP believes that MAP-21 still represents a missed opportunity for federal transportation policy. Perhaps its greatest failing is the lack of meaningful reforms for transportation financing. It does not provide new sustainable resources based on transportation user fees, nor does it substantially expand state and local governments’ ability to raise revenues through tolling. With national transportation stakeholders, CMAP is actively engaged in the on-going interpretation of MAP-21 regulations, and our agency is at the forefront of advancing innovative approaches that include performance-based funding and congestion pricing.

Freight
MAP-21 also seeks to advance the strategic development of the national freight transportation system, directing U.S. Department of Transportation (U.S. DOT) to prepare a national freight policy and strategic plan to ensure the performance of the freight system; to identify a priority freight network comprising 27,000 centerline miles of roadway as the focus of future investment; and to encourage the states to develop their own freight plans. U.S. DOT is further directed to develop performance measures for the freight system. CMAP is engaged nationally in these issues on behalf of the region and has created a new Regional Freight Leadership Task Force to foster an open discussion between public and private sector stakeholders to produce a clear vision of regional leadership and partnership in developing the freight system and potential ways to finance its development.
Chapter 4
Other FY13 Work Plan Highlights

This section describes some of the more significant FY13 work plan activities and is not a comprehensive summary. For more detail, see the CMAP quarterly reports for FY13 at [www.cmap.illinois.gov/fy13-budget-and-work-plan/](http://www.cmap.illinois.gov/fy13-budget-and-work-plan/) and for other years at [www.cmap.illinois.gov/budget-and-work-plan](http://www.cmap.illinois.gov/budget-and-work-plan).

With its work plan for FY13, 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 FY13 work plan consisted of the following ten programs and their associated projects:

### Local Planning Support

**Area 1: Regional Technical Assistance**
- Online Case Study Library
- Municipal Survey and Compendium of Plans
- Model Plans, Ordinances, and Codes
- Plan and Ordinance Review
- Planning Commissioner Workshops

**Area 2: Community Technical Assistance**
- Community Planning Program
- Local Technical Assistance: Program Development and Management
- Local Technical Assistance: Project Scoping
- Local Technical Assistance: Project Management and Support
- Local Technical Assistance: Outreach and Communications
- Local Technical Assistance: Data and Mapping Support
- Local Technical Assistance: Partner Coordination
Policy Analysis and Development

Area 1: Regional Mobility
- Performance-Based Evaluation Criteria and Transportation Funding
- Analysis of Regional Revenue Sources for Financing Capital Infrastructure
- Value Pricing Campaign
- Fiscal Constraint Data Collection and Forecasting
- Freight Policy Development
- Major Capital Projects Implementation

Area 2: Efficient Governance
- Assessment of Economic Development Incentives
- Assessment of the Fiscal and Economic Impact of Land Use Decisions
- State and Local Tax Policy: Indicators and Targets

Area 3: Human Capital
- Industry Cluster Drill-Down Reports
- Human Capital Collaboratives and Indicator Development

Area 4: Livable Communities
- Regional Housing and Development Analysis
- Green Infrastructure Vision
- Water Governance and Financing Analysis
- Energy Policy Development and Planning

Area 5: CMAP/MPO Policy Committee Support and Legislative Strategy
- CMAP and MPO Policy Committee Support
- State Legislative Strategy
- Federal Legislative Strategy

Communications
- Public Information
- GO TO 2040 Communications
- GO TO 2040 Outreach
- Moving Forward, 2011-12: Implementation Report
- Graphic Design
- Website Content and Administration
- Design Integration Services
- Future Leaders in Planning

Regional Information and Data Development
- Advanced Urban Model Development
- Survey Research
- Travel and Emissions Modeling
- Regional Inventories
- External Data Requests
- Data Library Management
- GO TO 2040 Indicator Tracking

Data Sharing and Warehousing
- MetroPulse Regional
- MetroPulse Local
- MetroPulse Transportation
- MetroPulse Jobs
- MetroPulse Data Sharing Hub
- MetroPulse Data Processing
- MetroPulse Data Visualization
- CMAP Online Map Gallery
- Regional Data Sharing Technical Assistance

Transportation Improvement Program
- TIP Development and Administration
- TIP Database Management
- TIP Analysis
- CMAQ Program Development and Administration
- Conformity of Plans and Program

Congestion Management
- Performance Monitoring
- Data for Programming Decisions
- Congestion Management Process
- Freight Operations
- Bicycle and Pedestrian Transportation Planning

Water Resource Planning
- Facilities Planning Area Review Process
- Watershed Planning
- Watershed Management Coordination
- Volunteer Lake Monitoring Program
- Water Pricing and Outreach

Energy Impact Illinois Program
- E12 Retrofit Steering Committee Support
- E12 Program Implementation
- E12 Program Management
- E12 Program Evaluation

Information Technology Management
- Internal Hardware and Software Management
- Web Infrastructure Management
- Office Systems Management
- User Support

Please note that Section 2 of this annual report includes various important milestones that were important outcomes of the CMAP work plan. Section 4 describes additional noteworthy activities and accomplishments from FY13.
Local Planning Support

The work of CMAP’s Local Planning area is based on the recognition that local governments are the key players in land-use decision making in our region. As described in GO TO 2040, this means that actions taken at the community level, when viewed collectively, shape the built environment of our region. The Local Planning work area is meant to provide support to local governments to plan in a way that supports the principles of GO TO 2040, while recognizing that the interpretation of these principles will vary by community.

As described in Section 2, the LTA program has been a primary focus of GO TO 2040 implementation, involving CMAP and many partners in communities across the region. Select LTA projects from years one and two are described in detail at the following links. CMAP issued its year three call for projects in May 2013, with a deadline of July 2013.

Additional activities in the Local Planning area of CMAP’s work plan include efforts to collect and analyze comprehensive plans from municipalities around the region in a compendium. In FY13, CMAP updated its compendium of plans, including a review for their inclusion of key planning issues. This analysis was done to more effectively target CMAP’s technical assistance for local governments. A series of training workshops for planning commissioners, in coordination with the Illinois chapter of the APA, was also offered throughout the year.

In addition to providing direct, community-specific technical assistance to local governments, CMAP also creates model planning approaches and language that communities can adapt and use, as described at our Local Ordinances and Toolkits web page. In FY13 and the early months of FY14, CMAP produced toolkits on local food, Americans with Disabilities Act (ADA) transition plans, form-based codes, climate adaptation, and arts and culture. Available at www.camp.illinois.gov/local-ordinances-toolkits, CMAP uses these guides in conjunction with its LTA program. For example, the FY12 guidebook on parking strategies that support livable communities served as the foundation for two LTA parking management plans under development for Hinsdale and Chicago’s Wicker Park-Bucktown neighborhood.

In February 2012, the CMAP Citizens’ Advisory Committee began work to update the agency’s Public Participation Plan, which was first created in 2007 and was last amended in 2010 to comply with federal guidelines. The updated plan, which was approved by the CMAP Board and MPO Policy Committee in January 2013, meets new federal requirements and better reflects ongoing public engagement efforts as CMAP works to implement GO TO 2040.

### LTA projects underway

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<th>COMMUNITY</th>
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<td>Antioch</td>
<td>Lifestyle Corridor Plan</td>
<td>Homes for a Changing Region</td>
<td>Housing Policy Plans</td>
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<td>Bensenville</td>
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<td>Implementation Strategy for Long Range Transit Plan</td>
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<td>Berwyn</td>
<td>Zoning Ordinance</td>
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<td>Comprehensive Plan</td>
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<td>Feasibility Study</td>
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<td>Comprehensive Plan</td>
<td>Morton Grove</td>
<td>Subarea Plan</td>
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<td>Chinatown</td>
<td>Community Vision Plan</td>
<td>Richton Park</td>
<td>Comprehensive Plan and Zoning Update</td>
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<td>Round Lake Heights</td>
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<td>Wicker Park-Bucktown</td>
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<td>Hoffman Estates</td>
<td>Strategic Manufacturing and Workforce Development Plan</td>
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LTA projects completed

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<td>Redevelopment Plan</td>
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<td>Downtown Plan</td>
<td>Lakemoor</td>
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<td>Carpentersville</td>
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<td>Corridor Study</td>
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<td>Joliet</td>
<td>Redevelopment Plan</td>
<td>SSMMA</td>
<td>Housing Investment Tool</td>
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Policy Analysis and Development

In FY13, CMAP’s Policy Analysis and Development group continued work on an extremely broad range of topics related to implementation of the regional plan. Several times each week, the Policy Updates blog features in-depth analyses of topics in the GO TO 2040 themes of Livable Communities, Human Capital, Efficient Governance, and Regional Mobility. In FY13, CMAP started a series of Housing Policy Updates that periodically examine recent trends in the region’s housing market. Posts examine trends in residential building permits, rental multifamily housing development, single-family housing tenure changes, and more. The Policy Updates blog also features a series of “Springfield Snapshots,” which offer updates on state legislative activities. In FY13, the blog was also used to summarized findings from national and regional peer exchanges on capital programming.

Pursuing an important GO TO 2040 objective, CMAP arranged a “peer exchange” of regional and state transportation leaders from Illinois, Minnesota, North Carolina, and Pennsylvania on performance-based evaluation criteria in the evaluation and funding of transportation projects in July 2012. As a follow-up to that event, CMAP hosted a regional peer exchange of transportation implementers to discuss their agencies’ approaches to capital programming in September 2012.

Since 2010, CMAP and The Conservation Fund have refined and updated green infrastructure data for the region. That data became publically available in early FY13 at www.cmap.illinois.gov/green-infrastructure, and drafted a report on recommended policy applications of the Green Infrastructure Vision. The policy paper will explore how applications of the data can help forest preserve and conservation districts, the state, and private funders prioritize land preservation within the green infrastructure network.

Similar to the Local Planning group, the Policy Analysis and Development group has created a variety of resources to help local communities implement GO TO 2040 policy recommendations. In early FY13, CMAP staff completed research and analysis (including a literature review) of expressway-based transit and land-use strategies. The final report, Land Use Policies and Strategies for Expressway-Based Bus Rapid Transit, and technical document serve as a guide for municipalities, transit providers, and transportation agencies. In January 2013, CMAP released a publication on how local governments can use stormwater utilities to address local flooding and drainage problems.

Also in FY13, CMAP conducted analysis of regional revenue sources for financing capital infrastructure. The final report will be released in FY14. In late FY13, the CMAP Board approved the membership of a Regional Freight Leadership Task Force, which will begin meeting in FY14 to analyze potential solutions to the complex issues of collaboration between freight stakeholders, governance, and the need for revenue to support the development of the freight mobility system in the Chicago metropolitan region. The Task Force will deliver a final report to the CMAP Board in June 2014.

The Regional Tax Policy Task Force recommended in FY12 that CMAP analyze how sales tax rebates affect development and land use decisions and support policies that enhance transparency in these rebate agreements. In early FY14, CMAP will release an assessment of economic incentives. CMAP also collected and analyzed data for establishing specific indicators and targets to monitor state and local tax policy. This information will be released through CMAP’s Policy Updates blog in FY14.
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. CMAP’s communication group also has primary responsibility for the agency’s website at www.cmap.illinois.gov. CMAP continues to leverage web-based resources, including social media like Twitter and Facebook, to increase awareness of CMAP activities around GO TO 2040 implementation and more. On its own website, certain web pages employ greater interactivity to engage CMAP’s audience of interested stakeholders (as seen on the manufacturing cluster drill-down page, the Red Line livability report project page, and microsites on local food and congestion pricing). The Communications group is currently overseeing the development of CMAP’s first new website since the GO TO 2040 plan was adopted in October 2010. The newly designed website is expected to debut in fall 2014.

The Communications group also led development of videos to support CMAP’s work around local food systems and extending the Chicago Transit Authority Red Line south to 130th Street, as recommended by GO TO 2040. Also in FY13, CMAP developed companion web materials for Moving Forward 2012, the second GO TO 2040 implementation report. This year’s report took a quantitative look at the region’s progress in the plan’s 12 recommendation areas.

Regional Information and Data Development

This core program area, based on CMAP’s Strategic Plan for Advanced Model Development, 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 information. Among other applications, these efforts are critical to establishing base datasets for the GO TO 2040 plan and for evaluating Developments of Regional Importance (DRIs). In June 2013, the CMAP Board approved the continuation of CMAP’s existing process for evaluating DRIs.

This program also facilitates 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. The program tasks include new advanced model products in transit modernization, network microsimulation, and freight. Continued data programs include survey research, travel and emissions modeling, regional analysis inventories, and data library management. The travel demand model supports evaluations of major capital projects, such as the FY13 evaluations of the Circle Interchange and Illiana Expressway, as well as the Transportation Improvement Program (TIP).

Over FY13, CMAP’s modeling activities included development and refinement of Transit Modernization, Highway Pricing, and Microsimulation and Macroscopic Freight Models. The Highway Pricing Model was used to support CMAP’s congestion pricing campaign, which was described in Section 2. CMAP also created a multi-year strategic plan to guide its survey research activities in FY13.

CMAP responded to nearly 400 external information requests from partners and the public in FY13. Additionally, the Regional Information and Data Development group conducted baseline revisions to GO TO 2040 forecasts. The group provides ongoing maintenance of GO TO 2040 indicators, which were highlighted in this year’s GO TO 2040 implementation report.
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 has been 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. In a partnership dating to 2007, CMAP and The Chicago Community Trust remain committed partners in the collection and distribution of public data to monitor progress on the region’s most important issues — principally, through the performance of GO TO 2040.

Because good data becomes more accessible every year from institutions and government agencies, MetroPulse will henceforth narrow its focus to select indicators for monitoring the progress of GO TO 2040 implementation and progress on The Chicago Community Trust’s community objectives.

This revised approach also promises to be more effective for the greatest number of users. When fully implemented, MetroPulse will include narrative analyses and visuals on indicators of significance to GO TO 2040 and The Chicago Community Trust, as well as “snapshot” data reports on each municipality in the region and the City of Chicago’s 77 community areas. To close the gap on user data needs, the site will provide categorized links to data from trusted sources selected by CMAP and The Chicago Community Trust.

In FY13, CMAP continued to develop an archiving system that consolidates Intelligent Transportation System (ITS) and other online sources for use in planning applications. CMAP initiated the creation of a system to deliver ramp sensor data from both IDOT and the Illinois Tollway.

Transportation Programming

CMAP’s transportation programming activities include oversight and management of its CMAQ program, TIP, and congestion management activities. In addition to CMAP’s traditional transportation programming activities, MAP-21 created a new Transportation Alternatives Program (TAP) by consolidating the Transportation Enhancements, Safe Routes to School and Recreational Trails programs. MPOs with populations over 200,000 were given the responsibility to program part of each state’s apportionment under TAP. In late FY13, the CMAP Board and MPO Policy Committee approved a staff proposal for how to program both years of funding with bicycle and pedestrian projects via an abbreviated call for projects that was released in early FY14.

Congestion Mitigation and Air Quality Improvement Program

CMAP programs federal CMAQ program funds. CMAQ project proposals are evaluated for potential air quality and congestion reduction benefits, as well as their support of GO TO 2040 and subregional plan recommendations. CMAP reviews proposals to identify systems of improvements that address issues within entire corridors. Once programmed, CMAP staff manages the program to ensure timely and efficient expenditure of funds. To facilitate this, a specialized database has been developed and maintained over the years.

In FY13, CMAP implemented the active program management policies adopted in 2012, including deferring lagging CMAQ projects and revising forms and instructions. CMAP issued a call for projects for its federal FY 2014-18 program in the winter and released the proposed program for public comment in early FY14.
Transportation Improvement Program
CMAP develops the TIP, metropolitan Chicago’s agenda of surface transportation projects. The TIP lists all federally funded projects and regionally significant, non-federally funded projects programmed in the next three years. 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 Implementation Plan to attain national air quality standards. In addition to the fiscal and air quality considerations, the TIP addresses other federal planning elements. The TIP establishes a short-term transportation program to reflect the long-range transportation goals identified in GO TO 2040. Federal, state, and local policies and regulations are analyzed to assure CMAP’s TIP addresses regional priorities identified through GO TO 2040 and satisfies regulations. In addition to the regional priorities, fiscal issues, and air quality considerations, public involvement and other regulatory elements must be addressed in the TIP. A repository of TIP materials is available at www.cmap.illinois.gov/tip. CMAP works with local, county, regional, state, and national partners to assure regional priorities are addressed and all available funding is used efficiently.

CMAP’s ongoing efforts to enhance transparency, user friendliness, and understanding by interest groups, local elected officials, partner agencies, and the general public include regular updates to TIP documentation, data summaries and mapping tools, and various other programmer resources for implementing agencies. In FY13, CMAP analyzed MAP-21 and its impacts on the region, with particular focus on its implications for the TIP and GO TO 2040. Data needed to tie TIP projects to GO TO 2040 action areas and recommendations were also developed. In accordance with the biannual conformity analysis policy, CMAP asked programmers to submit changes to projects included in the regional air quality analysis of the TIP and GO TO 2040 for consideration by the Board and MPO Policy Committee in October 2012 and March 2013.

Congestion Management
Congestion management provides a broad perspective on regional mobility, addressing not only the supply and demand for transportation facilities, but how they operate. A key element of the congestion management process (CMP) is to develop and provide data in support of regional programming decisions, as well as transparency for those seeking to understand the programming process.

Core CMAP responsibilities for the CMP include monitoring and evaluating the performance of the multi-modal transportation system; identifying the causes of congestion; identifying and evaluating congestion management strategies, and providing information supporting action to relieve congestion. In FY13, CMAP continued to collect data on over two dozen regional transportation indicators related to congestion management. CMAP also collected baseline data for before/after studies on select CMAQ projects in FY13.

Through the CMP program, CMAP also provides data analysis for partner agencies and for CMAP travel model development. In FY13, this included annual updates of the regional expressway atlas data with estimates of 2011 and 2012 mainline and ramp traffic volumes. The draft 2012 Expressway Atlas was presented to CMAP’s Transportation Committee in early FY14. The Expressway Atlas provides a desktop reference of average annual daily traffic (AADT) volumes and other traffic system statistics, as well as graphics, for northeastern Illinois using information for IDOT expressways. The data included in the Expressway Atlas is useful as baseline data for traffic planning, but also includes historical data extending back to 1984. The Expressway Atlas is the first produced by CMAP and is also the first produced for IDOT expressways and ramps in over a decade. A new procedure for estimating mainline and ramp traffic volumes was used with more measures such as daily, monthly, and seasonal traffic variations.

Bicycle and pedestrian planning is also conducted under the umbrella of congestion management. CMAP’s Soles and Spokes blog provides technical planning information in support of walking and cycling. In FY13, CMAP held two Soles and Spokes workshops on designing for bicycle safety (August 2012) and designing pedestrian facilities for accessibility (November 2012).
Water Resource Planning

CMAP’s FY13 work plan included a number of important activities to preserve and restore the region’s water resources, as guided by the agency’s role as the delegated authority for Areawide Water Quality Planning. CMAP continues to provide the water quality review service for northeastern Illinois Facility Planning Area (FPA) amendment requests. An FPA is a centralized sewer service area to be considered for possible wastewater treatment facilities within a 20-year planning horizon. This year, CMAP reviewed and approved amendment requests from the Lakes Region Sanitary District and Village of Lemont.

Also in FY13, CMAP reexamined its role in the FPA process and drafted a revised FPA Procedures Manual to align the process with GO TO 2040. The manual also seeks to simplify and streamline the review process and avoid duplication of efforts between the Illinois Environmental Protection Agency (IEPA), CMAP, and other agencies. CMAP also continued its watershed planning work to develop a total maximum daily load (TMDL) implementation plan for watersheds in southwest Lake County and southeast McHenry County that drain into the Fox River. This activity is supported by a Clean Water Act grant from the IEPA’s Bureau of Water. The final plan, to be completed during FY14, will include pollutant load reduction targeted for the nine lakes that are the focal point of the local remediation effort.

The Volunteer Lake Monitoring Program (VLMP) is another water quality oriented program that has been carried out by CMAP and its predecessor agency for many years. Coordinated by CMAP for the counties of Cook, DuPage, Kane, Kendall, McHenry, and Will, the LVMP includes more than 50 volunteers monitors at 30 to 40 lakes. CMAP provides additional lake management planning technical assistance to support the core program activities.

In partnership with the Illinois-Indiana Sea Grant, CMAP has conducted research, outreach, and training around water pricing. Pilot workshops for utilities were developed for budgeting and financial planning, assessment management, and rate setting. A guidebook on full-cost water pricing was also released in FY13. Also in FY13, CMAP partnered with MPC to pursue strategies to restore state and regional water supply planning and management with new, sustainable funding options. MPC launched a stakeholder group for a series of discussions on improved coordination of water supply management policy.

Energy Impact Illinois Program

As described in Section 2, the CMAP-led EI2 alliance seeks to simplify the often-complex process of improving energy efficiency for residential, commercial, and industrial buildings. CMAP will be closing out the program by the end of the 2013 calendar year. After an initial period of only offering low-cost financing programs, modest consumer demand for these products led to the development and funding of financial incentives like rebates and/or interest-rate buydowns across sub-program building sectors. In addition, a large scale community-based organizing effort was launched in FY13 that incorporated the branding and messaging efforts associated with the program’s award-winning “Two Energy Bills” marketing campaign. This effort led to the creation of EI2 “houseparties,” individual homeowner events that invite surrounding neighbors to learn from contractors and outreach staff about the benefits of home energy efficiency improvements. These houseparties prompted a large increase in consumer demand for retrofitting work. Currently, the EI2 program is on track to complete over 5,000 retrofitted units by September 30, 2013, with nearly $2 million in estimated aggregate cost savings annually for participants, as well as the removal of 13,000 metric tons of carbon dioxide — the equivalent emission of 2,700 passenger vehicles — from being released every year.

In addition to financing, EI2 expanded on tools for both commercial and residential sectors to help building owners and managers better understand how their buildings use energy in FY13. Building of the program’s EnCompass commercial building calculator, in cooperation with the City of Chicago’s “Retrofit Chicago” Commercial Buildings Initiative, EI2 began offering third-party energy efficiency “Road Maps” to over 21 buildings in downtown and suburban areas. Covering close to 17 million square feet of commercial space, this technical assistance effort helped building owners find energy inefficiencies within their properties, compare energy usage against benchmarks such as ENERGY STAR®, and provided suggestions for ways for these properties could take definitive action to reach at least 20 percent energy savings over the next five years. MyHomeEQ, EI2’s residential tool, continued to provide homeowners with basic information about their home’s energy usage and worked more closely with the City of Chicago in its efforts to bring that data online within the local Multiple Listing Service (MLS) — a standard tool used within the real estate sector to determine home values and characteristics.
Future Leaders in Planning

Future Leaders in Planning (FLIP) is a leadership development opportunity where students can contribute to a better future for our region. CMAP held its fifth FLIP session in FY13. 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 2012-13 program came up with ways to help implement the Village of Park Forest’s sustainability plan, which was developed through CMAP’s LTA program. Final projects included promotional materials to promote educational awareness of the plan’s best practices. Students presented their recommendations for a greener community and offered demonstrations to the public at a Sustainability Fair held at Rich East High School in Park Forest on May 4, 2013.
Chapter 5
FY13 Budget

The FY13 budget was developed with grants awarded to CMAP to support its ten core projects. CMAP receives most of its funding from Federal and State grants. Primary funding for CMAP is from the UWP for transportation planning for northeastern Illinois programs with metropolitan planning funds from the Federal Transportation Administration (FTA), the Federal Highway Administration (FHWA), and state and local sources.

The revenues identified for the FY13 UWP were approved by the UWP Committee, Transportation Committee, Policy Committee, and CMAP Board. Public Act 095-0677 provided funding for regional comprehensive planning across the state, of which $3.5 million was to be allocated annually for CMAP through the Comprehensive Regional Planning Fund (CRPF). However, the CRPF was dissolved in 2011. In lieu of that CRPF funding, CMAP’s FY13 budget included $3.5 million in state transportation funds, which provided matching funds for federal transportation dollars and supported other planning activities.

The following charts and tables show CMAP’s FY13 budget, including anticipated revenues and expenditures as approved by the CMAP Board on June 8, 2012.

CMAP revenues, FY13

| Source: Chicago Metropolitan Agency for Planning |
| U.S. ENVIRONMENTAL PROTECTION AGENCY | $349,100 |
| FEDERAL HIGHWAY ADMINISTRATION/ FEDERAL TRANSIT ADMINISTRATION | $11,212,160 |
| ILLINOIS DEPARTMENT OF TRANSPORTATION | $3,500,000 |
| FOUNDATIONS | $100,000 |
| LOCAL ASSESSMENTS | $250,000 |
| REIMBURSEMENTS | $416,800 |
| PRODUCT SALES, FEES & INTEREST | $27,500 |
| TOTAL REVENUES | $15,855,560 |

CMAP expenditures, FY13

| Source: Chicago Metropolitan Agency for Planning |
| PERSONNEL | $9,885,369 |
| COMMODITIES | $424,000 |
| OPERATING EXPENSES | $364,700 |
| OCCUPANCY EXPENSES | $1,580,000 |
| CONTRACTUAL SERVICES | $3,102,500 |
| LOCAL PLANNING GRANTS | $265,000 |
| CAPITAL OUTLAY | $125,000 |
| TOTAL EXPENDITURES | $15,746,569 |
Again in FY14, CMAP has undertaken an ambitious work plan that on many fronts continues or expands the effort to implement our region’s comprehensive plan. This includes the third year of projects through the LTA program (to be announced in October 2013), extensive policy analysis and development (including a Regional Freight Leadership Task Force that will report to the CMAP Board in 2014, on-going analysis building on recommendations of the Regional Tax Policy Task Force, and refinement of regional economic indicators), and the launch in fall 2013 of a revamped CMAP website.

Among important issues to be addressed at the local, regional, state, and federal levels is the effort to implement the MAP-21 federal transportation reauthorization, many provisions of which pose new challenges and opportunities for CMAP and our region. Metropolitan Chicago must be at the vanguard of pushing for further reforms that include. In FY14, CMAP will continue to advocate the implementation of performance-based evaluation criteria for transportation funding decisions of congestion pricing on five GO TO 2040 expressway projects.

As required by federal law, in FY14 CMAP will begin an update of the GO TO 2040 plan. While no new policy changes to the plan are anticipated, the update will include new elements required by MAP-21 and other necessary updates. Following input from CMAP working committees in fall 2013, the draft update will be released for public comment in spring 2014, before being submitted for approval by the CMAP Board and MPO Policy Committee in October 2014.
List of Acronyms

ADA  Americans with Disabilities Act
APA  American Planning Association
CMAP  Chicago Metropolitan Agency for Planning
CMAQ  Congestion Mitigation and Air Quality Improvement Program
CMP  Congestion Management Process
CRPF  Comprehensive Regional Planning Fund
CTA  Chicago Transit Authority
DCP  Developing Communities Project
DRI  Developments of Regional Importance
EI2  Energy Impact Illinois
EIS  Environmental Impact Statement
EOWA  Elgin O’Hare Western Access
FHWA  Federal Highway Administration
FLIP  Future Leaders in Planning
FPA  Facilities Planning Area
FTA  Federal Transit Administration
HUD  U.S. Department of Housing and Urban Development
IDNR  Illinois Department of Natural Resources
IDOT  Illinois Department of Transportation
IEPA  Illinois Environmental Protection Agency
ITS  Intelligent Transportation System
LTA  Local Technical Assistance
MAP-21  Moving Ahead for Progress in the 21st Century Act
MLS  Multiple Listing Service
MPC  Metropolitan Planning Council
MPO  Metropolitan Planning Organization
RTA  Regional Transportation Authority

SAFETEA-LU  Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
TAP  Transportation Alternatives Program
TIP  Transportation Improvement Program
U.S. DOE  U.S. Department of Energy
U.S. DOT  U.S. Department of Transportation
UWP  Unified Work Program
VLMP  Volunteer Lake Monitoring Program