



Chicago Metropolitan Agency for Planning (CMAP) Board

Annotated Agenda

Wednesday, October 8, 2014

NOTE: Early Start--9:00 a.m.

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

- 1.0 **Call to Order and Introductions** 9:00 a.m.
- 2.0 **Agenda Changes and Announcements**
- 3.0 **Approval of Minutes—September 10, 2014**
ACTION REQUESTED: Approval
- 4.0 **Public Comment**
This is an opportunity for comments from members of the audience. The amount of time available to speak will be one minute and it will end at 10:00 a.m. If, at 10:00 a.m., anyone who has not yet commented still wishes to do so, they may comment at the end of the meeting. CMAP recommends that in advance each commenter submit their name, email, the nature of their comment, and the text of their written testimony **on-line** or by **email** by 5:00 p.m. on Thursday, October 2.
- 5.0 **GO TO 2040 Update, FFY 2014-19 Transportation Improvement Program (TIP), and Conformity Determination**
The CMAP Board will consider adoption of the GO TO 2040 plan update, TIP Program, and Conformity Determination. Staff recommends adoption of the plan update, which includes the materials located here:
<http://www.cmap.illinois.gov/about/2040/update>
ACTION REQUESTED: Adoption of the FFY 2014-2019 TIP, the conformity determination, and the full GO TO 2040 Regional Comprehensive Plan update.
- 6.0 **Executive Director's Report**
6.1 LTA Program update
6.2 Other Announcements

7.0 Committee Reports

The chairs of both the Local and Regional Coordinating Committees will provide an update on the meetings held prior to the CMAP Board. Written summaries of the working committees and the Citizens' Advisory Committee will also be provided.

ACTION REQUESTED: Informational

8.0 Selection of Local Technical Assistance (LTA) Projects

Staff recommendations for new projects to be pursued through the Local Technical Assistance (LTA) Program were presented to the Local Coordinating Committee earlier in the morning. The Local Coordinating Committee is expected to recommend approval of those recommendations to the CMAP Board and MPO Policy Committee.

ACTION REQUESTED: Approval

9.0 Congestion Mitigation Air Quality (CMAQ) Improvement Programming and Management Policies

CMAP staff, with the CMAQ project selection committee and other stakeholders, has reviewed the procedures and project scoring methods used for development of the CMAQ program. Staff will present the updated programming and management policies recommended by the CMAQ Project Selection Committee that have been approved by CMAP's Transportation Working Committee. The Regional Coordinating Committee is expected to recommend approval of the programming and management policies to the CMAP Board and MPO Policy Committee.

ACTION REQUESTED: Approval

10.0 Regional Exports Initiative

John Greuling, President and CEO of Center for Economic Development in Will County, will discuss a proposal to promote exporting on a regional level through a collaboration involving World Business Chicago and County economic development partners. Staff is recommending that the Board consider contributing to the funding of this effort and collaboration.

ACTION REQUESTED: CMAP Board approval of recommended funding

11.0 Other Business

12.0 Next Meeting--November 12, 2014

13.0 Public Comment

14.0 Adjournment

Chicago Metropolitan Agency for Planning Board Members:

___ Gerald Bennett, Chair
___ Rita Athas
___ Frank Beal
___ Roger Claar
___ Elliott Hartstein
___ Al Larson

___ Lisa Laws
___ Andrew Madigan
___ Raul Raymundo
___ Rick Reinbold
___ William Rodeghier
___ Carolyn Schofield

___ Peter Silvestri
___ Rae Rupp Srch
___ Thomas Weisner
___ Bola Delano
___ Juan Morado, Jr.
___ Leanne Redden/John Yonan



Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

233 South Wacker Drive
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312 454 0400
www.cmap.illinois.gov

Chicago Metropolitan Agency for Planning (CMAA) DRAFT Board Meeting Minutes September 10, 2014

Offices of the Chicago Metropolitan Agency for Planning (CMAA)
Cook County Conference Room
Suite 800, 233 S. Wacker Drive, Chicago, Illinois

Board Members Present:

Gerald Bennett, CMAA Board Chair-representing southwest Cook County, Rita Athas-representing the City of Chicago, Roger Claar-representing Will County (via tele-conference), Elliott Hartstein-representing Lake County (via tele-conference), Al Larson-representing Northwest Cook County (via tele-conference), Lisa Laws-representing the City of Chicago, Andrew Madigan-representing the City of Chicago, Raul Raymundo-representing the City of Chicago, Rick Reinbold-representing South Cook County, William Rodeghier-representing West Cook County, Peter Silvestri-representing Suburban Cook County (via tele-conference), Rae Rupp Srch-representing DuPage County, Carolyn Schofield-representing McHenry County, Tom Weisner-representing Kane and Kendall Counties.

Staff Present:

Randy Blankenhorn, Jill Leary, Dolores Dowdle, Bob Dean, Gordon Smith, Andrew Williams-Clark, Patricia Berry, Alex Beata and Sherry Kane

Others Present:

Mike Albin-DMMC, Andrew Armstrong-ELPC, Jennifer Becker-Kane/Kendall Council of Mayors, Paul Botts, Bruce Carmitchel-IDOT, Brett Chase-BGA, Bruce Christensen-Lake County, John Donovan-FHWA, Colin Fleming-Metro Strategies, Brian Hacker-Metra, Brooks Hansen-RTA, Jerry Heinrich-Midewin Alliance, Jessica Hector Hsu-RTA, Dan Johnson-Midwest High Speed Rail Association, Patrick Knapp- Kane/Kendall Council of Mayors, Stacy Meyers-Openlands, Brian Pigeon-NWMC, Mark Pitstick-RTA, Anthony Rayson-No Illiana 4 Us, Abraham Scarr-Illinois PIRG, Lorin Schab-MHA, David Seglin-CDOT, Peter Skosey-MPC, Cindy Skrukrud-Sierra Club, Vicky Smith-Southwest Conference, Chris Staron-NWMC, Douglas Stotz-Field Museum (Bird Conservation Network), Tom VanderWoude-SSMMA, and Mike Walczak-NWMC.

1.0 Call to Order and Introductions

CMAP Board Chair, Mayor Gerald Bennett, called the meeting to order at 9:30 a.m., and asked Board members to introduce themselves.

2.0 Agenda Changes and Announcements

There were no agenda changes.

3.0 Approval of Minutes

A motion to approve the minutes of the June 11, 2014, meeting of the CMAP Board as presented was made by Rae Rupp Srch and seconded by President William Rodeghier. All in favor, the motion carried.

4.0 Executive Director's Report

Executive Director Randy Blankenhorn reported that the Local Technical Assistance (LTA) program update had been included in the Board packet and that staff recommendations for the next round of projects will be presented at the October meeting for consideration and approval. CMAP's annual report for the Fiscal Year 2014 was distributed before the meeting and copies will be forwarded to the Governor and General Assembly, as is required by state statute. Blankenhorn went on to say that the State Legislative Report, highlighting the bills that were being monitoring during the past session had passed the General Assembly and signed by the Governor, had also been included in the packet. Staff had written policy updates on the state capital program and a two-part series on local government consolidation. Also over the summer, Blankenhorn continued, staff had conducted outreach with more than 30 members of the General Assembly, bringing them up to speed on CMAP's transportation policy positions and shared findings of the draft financial plan update, as well as policy analyses (i.e., economic development and tax policy) and local planning activities underway in their districts and throughout the region. Finally, Blankenhorn reported that the CMAP Board will meet jointly with the MPO Policy Committee in October to consider adoption of the GO TO 2040 Plan Update.

5.0 Procurements and Contract Approvals

The following procurements and contract approvals were presented. A motion to approve a contract with Classic Color at \$48,800, for printing the GO TO 2040 Plan Update and a contract amendment to Workstate in an amount not to exceed \$95,500 for Website Development, Usability Design, Maintenance and Support was made by Rae Rupp Srch and seconded by President Rick Reinbold. All in favor, the motions carried.

6.0 Investment Policy and Selection of Financial Institution

Deputy Executive Director of Finance and Administration Dolores Dowdle presented a revision of CMAP's Investment Policy for Board approval. Dowdle reported that last year's annual review of CMAP's financial records revealed that over \$600,000 of funds were uninsured and uncollateralized in the US Bank account, that the condition was unusual because it was the last day of the fiscal year and the day on which both accounts payable and payroll were processed. Staff asked that US Bank collateralize the account, but the bank declined to do so. Staff then forwarded a request to five banks (US Bank was one) to obtain proposals for banking services that would also include collateralization. Only one bank responded, BMO Harris. A motion by President Reinbold was seconded

by Rae Rupp Srch to approve the revision of CMAP's investment policy to reflect that funds be deposited with a financial institution that fully collateralizes its accounts and approve the selection of BMO Harris Bank with a financial institution that fully collateralizes its accounts and approve the selection of BMO Harris Bank for checking and investment services. All in favor, the motion carried.

7.0 Committee Reports

There was no report from either of the Coordinating Committees; a summary of the Working Committees was provided.

8.0 Election of Officers

On behalf of the Nominating Committee, President William Rodeghier reported that the committee had met, discussed and recommended for re-appointment to the CMAP Board the following slate of officers:

Mayor Gerald Bennett	Chair
Rita Athas	Vice Chair
Elliott Hartstein	Vice Chair
Rae Rupp Srch	At-Large Member
President Al Larson	At-Large Member
Raul Raymundo	At-Large Member

A motion by President Rodeghier to approve the slate as was recommended by the Nominating Committee was seconded by President Rick Reinbold, and with all in favor, carried.

9.0 GO TO 2040 Plan Update

CMAP staff, Andrew Williams-Clark provided an overview of the public comment period and described the approval process for the GO TO 2040 plan update. CMAP held a formal public comment period over the summer, June 13-August 1. Over 1,400 comments were received at 11 public meetings and via web submissions, email, and post. The agency also held a formal public hearing at CMAP offices on July 31. The plan update's Public Engagement Summary Appendix includes summaries of comments received and describes revisions made in response to those comments. Williams-Clark addressed comments received about the treatment of Bus and Arterial Rapid Transit, support of the Crossrail Chicago project, opposition to the Illiana Expressway project, and concerns about the reasonably expected revenues described in the Financial Plan for Transportation. He also reported that the draft plan documents can be found on the website, asked that the Board provide all remaining input, and reiterated the upcoming schedule of approval. The Transportation Committee, at its October 3, meeting will be asked to recommend approval of the plan update to the MPO Policy Committee and the Board. The Regional Coordinating Committee, at its meeting on October 8, will be asked to recommend approval of the plan update to the CMAP Board. Staff will seek final approval of the plan update at the joint meeting of the CMAP Board and MPO Policy Committee, also on October 8.

10.0 Regional Infrastructure Fund

Dating back to the Board's strategic visioning session in February, and following an April directive to investigate, Executive Director Randy Blankenhorn reported that, while the consensus of the board suggested that legislation to provide dedicated funds would be necessary, staff had become convinced that it would not be possible to pass legislation raising the regional sales tax by a very small increment to raise a relatively small amount of money, but that the time might be right to propose a regional infrastructure fund that would address high-priority needs that would address transit, parks, water and sewer and flooding issues. Blankenhorn also recapped the result of over 20 meetings with more than 30 leaders from the business, labor, civic and environment sectors to discuss the potential of the fund, stating that there was unanimous agreement on the need for the fund and that CMAP is the appropriate agency to lead the effort. Blankenhorn added that while these leaders agreed--the need is important, coalition-building (CMAP, Governor, Business, Civic and Labor units) would be essential, that politics will be tough—but all worth the risk and that timing may be good with talk of a new state capital plan. To address the agency operating needs, Blankenhorn continued, CMAP would receive 3% of the fund to cover its federal match, expand the LTA program, and other planning activities related to housing, economic development and the environment. Blankenhorn also discussed next steps, October through December, and January and beyond, and asked advice and direction from the board, since a great deal of resources (mostly staff) and possibly a lobbyist, would be required to move the concept along. A number of board members weighed in on and agreed the concept is worth pursuing.

11.0 Other Business

There was no other business before the CMAP Board.

12.0 Public Comment

Briefly, each of the following were given an opportunity to address the CMAP Board:

- Stacy Meyers-Openlands, asked that the CMAP Board exclude the Illiana project from the GO TO 2040 Plan Update
- Abe Scarr-Illinois PIRG, opposed to the inclusion of the Illiana project in GO TO 2040
- Anthony Rayson-No Illiana 4 Us, opposed to including the Illiana project in the GO TO 2040 Plan Update
- Andrew Armstrong-ELPC, asked that the Board reject the Illiana project from the GO TO 2040 Plan Update
- Douglas Stotz-Field Museum (Bird Conservation Network), also opposed to the Illiana project because of the impact to environment, grassland and endangered birds
- Erica Dodt-representing the Sierra Club, asked that the Board reject any attempt to force the inclusion of the Illiana project on the list of fiscally constrained projects
- Paul Botts-resident of Cook County, raised concerns regarding Midewin and asked that the Board exclude the Illiana project from the GO TO 2040 Plan Update
- Dan Johnson-High Speed Rail, asked the Board to consider Cross Rail Chicago that links Metra lines and double transit ridership capacity
- Lorin Schab-Midewin Heritage Association, asked that the Board not approve the Illiana project because of the impact on Midewin and the Abraham Lincoln National Cemetery

- Jerry Heinrich-Midewin Tallgrass Prairie Alliance, opposes the construction of the Illiana project, suggesting that Midewin and the Cemetery will be affected by traffic noise, light and auto pollution
- Peter Skosey-MPC, asked that the CMAP Board reassert its goals and oppose the Illiana project in the GO TO 2040 Plan Update

At the conclusion of the public comment period, a brief discussion led by Chairman Mayor Bennett related to the Plan Update and CMAP's super majority voting constraints resulted in asking that the staff draft a letter on behalf of the Board to the MPO Policy Committee chair and its members, requesting they examine their voting thresholds and consider a super majority. A motion by President Rodeghier was seconded by Raul Raymundo directing staff to draft a letter on behalf of the CMAP Board suggesting the MPO Policy Committee strongly consider a super majority vote, similar to that of CMAP, related to policy issues for consensus sake. All in favor, the motion carried.

Chairman Bennett also stated that the CMAP Board did not vote in favor of the Illiana amendment at last year's vote and that he anticipates at their October meeting, that the Board may move for an amendment to the Plan Update to exclude the Illiana Expressway from the list of major capital projects. He also reminded the Board that they needed 12 votes for any action.

13.0 Next Meeting

The CMAP Board is scheduled to meet jointly with the MPO Policy Committee on October 8, 2014.

14.0 Closed Session – IOMA Section 2(c)(11)

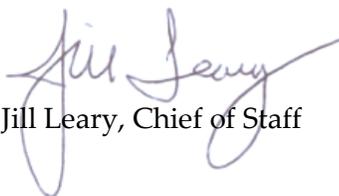
At 10:50 a.m., a motion to adjourn the regular board meeting to an executive session was made by Rae Rupp Srch and seconded by Rita Athas. All in favor, the motion carried.

At the conclusion of the closed session, Chairman Bennett announced that staff had given the Board an update on a matter of litigation and that no action had been taken.

15.0 Adjournment

A motion by Elliott Hartstein was seconded by Andrew Madigan to adjourn the regular meeting at 10:55 a.m. All in favor, the motion carried.

Respectfully submitted,



Jill Leary, Chief of Staff

09-24-2014
/stk



Chicago Metropolitan Agency for Planning

Agenda Item No. 5.0

233 South Wacker Drive
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www.cmap.illinois.gov

MEMORANDUM

To: CMAP Board and MPO Policy Committee

From: CMAP Staff

Date: October 1, 2014

Re: Recommendation to Adopt GO TO 2040 Plan Update

At your October meetings, the CMAP Board and the MPO Policy Committee will be asked to consider adoption of the GO TO 2040 plan update. Revisions to the full plan update, based on public comments, were discussed at the September meetings of the Board and its committees. Several minor edits were made to the document based on these discussions. These changes include clarifying that the A-2 flyover remains under evaluation as part of the Metra UP West major capital project, updating data on the number of completed CREATE projects, and updating the graph depicting the age of the region's municipal comprehensive plans.

GO TO 2040 was adopted after a four year effort to reach consensus around a series of policies that will guide the region toward a vision of sustainable prosperity through mid-century and beyond. In 2010, the plan's major capital projects were evaluated and selected based on their ability to implement those policies. The fiscally constrained projects remain the same in the final draft plan update. The only exceptions are the three completed projects that have been removed from the fiscal constraint and the two new projects added by amendment in 2013. The final adoption draft can be found on the [plan update website](#). Copies will be available for you at your meeting next week and the final version will be sent to the printer following the plan's adoption.

Additionally, two other technical components of the GO TO 2040 plan update require consideration as part of the plan's adoption: an updated Transportation Improvement Program (TIP) and the conformity determination. A full update to the TIP and associated documentation was undertaken in the spring. The TIP implements the transportation recommendations of the GO TO 2040 plan update, and provides accountability for the use of federal transportation dollars in the region. The documentation can be found on the [TIP website](#).

The air quality impacts of transportation projects in GO TO 2040 and the Federal Fiscal Year (FFY) 2014-2019 TIP were evaluated through a conformity analysis. This analysis found that

The GO TO 2040 plan update and the FFY 2014-2019 TIP meets all applicable requirements for conformity to the State Implementation Plan (SIP) and applicable provisions of the Clean Air Act. The documentation is available on the [plan update website](#).

Concurrent with the GO TO 2040 public outreach, a formal comment period on the TIP and conformity analysis was held from June 13 to August 1. No comments were received on either the FFY 2014-2019 TIP or conformity analysis. There were inquiries and discussions about various TIP projects that staff responded to at the public hearing meetings. The TIP Document was updated to further detail the sub-allocation process for federal transit funds. The language on environmental justice was revised to clarify the analyses completed.

ACTION REQUESTED: Adoption of the FFY 2014-2019 TIP, the conformity determination, and the full GO TO 2040 Regional Comprehensive Plan update by the CMAP Board and the MPO Policy Committee.

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Chicago Metropolitan Agency for Planning

Agenda Item No. 6.1

233 South Wacker Drive
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MEMORANDUM

To: CMAP Board and Committees
From: CMAP Staff
Date: October 1, 2014
Re: Local Technical Assistance Program Update

The CMAP Board and committees receive regular updates on the projects being undertaken through the Local Technical Assistance (LTA) program, including those receiving staff assistance and grants. To date, 140 local projects have been initiated. Of these, 87 projects have been completed, 48 are fully underway, and 5 will get actively underway in the near future. Projects that appear in this document for the first time, or that were recently completed, are noted and highlighted in italics.

Further detail on LTA project status can be found on the attached project status table. This month's report also includes implementation progress on selected completed projects.

ACTION REQUESTED: Discussion

Projects Currently Underway

Project	CMAP lead	Timeline	Assistance type	Status and notes
Algonquin-Carpentersville Fox River corridor plan	Brian Daly	May 2014-Aug. 2015	Staff assistance	Research and key person interviews for Existing Conditions Report are underway. In September, CMAP hosted an outreach activity at Algonquin's "It's Our River Day" event and the Friends of the Fox River led CMAP staff and the Steering Committee on a tour of the river.
Arlington Heights bicycle-pedestrian plan	John O'Neal	May 2014-Apr. 2015	Staff assistance	MetroQuest survey will be available online in October and November. Key stakeholder interviews (Village staff) and focus group meeting (AH Bicycle Club) held. Additional interviews and focus group meetings being organized through Village staff. Work on existing conditions report is underway.
Barrington area bikeway feasibility study	Jack Pffingston	June 2014-June 2015	Consultant assistance	Data collection underway. First meeting of the Steering Committee took place September 29.
Bensenville comprehensive plan (see website)	Sam Shenbaga	Mar. 2013-Nov. 2014	Staff assistance	Public open house held on September 11 with 60+ attendees. Final plan to be submitted for Steering Committee review in early October. Public Hearing tentatively scheduled for October 28.
Berwyn capital improvements plan	Bob Dean	Mar.-Oct. 2014	Staff assistance	The Steering Committee met on September 15 to develop initial project prioritization recommendations. A draft CIP has been produced and is currently under review by the City.
Berwyn parking study (see website)	Lindsay Bayley	Nov. 2013-June 2015	Staff assistance	Staff continue to work on Existing Conditions Report.
Berwyn zoning revisions (see website)	Kristin Ihnchak	Jan. 2013-May 2015	Staff and consultant assistance	CMAP staff is creating a first draft of the zoning ordinance based on the approved recommendations memo. City/BDC staff are currently reviewing CMAP's draft of the sign ordinance.
Campton Hills zoning and subdivision regulations	Kristin Ihnchak	Jul. 2014-Oct. 2015	Consultant assistance	Camiros held stakeholder interviews on September 16 and is moving forward with assessment of existing conditions.
Carol Stream comprehensive plan (see website)	Nicole Woods	Feb. 2014-Apr. 2015	Staff assistance	CMAP staff collected additional economic data and other supplemental information for the existing conditions report. Staff is currently completing the text, maps, and other infographics for the report. Report is anticipated to be completed in the fall.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Chicago Pilsen-Little Village neighborhood plan (see website)	Evy Zwiebach	Dec. 2013-Mar. 2015	Staff assistance	CMAP and DPD are preparing for the next set of public workshops, which will focus on housing and are scheduled for the fall.
Chicago West Pullman neighborhood plan	Evy Zwiebach	July 2014-Aug. 2015	Consultant assistance	A consultant was selected and project kick-off is expected in October.
Chicago Heights comprehensive plan (see website)	Kendra Smith	Apr. 2013-Dec. 2014	Staff assistance	Draft plan under internal review.
Chinatown neighborhood plan (see website)	Stephen Ostrander	Apr. 2013-Oct. 2014	Staff assistance	Steering Committee review of draft plan was completed. CMAP staff proceeded with revisions and began planning for open house at Pui Tak Center to present the draft plan's recommendations to the entire Chinatown community, including beginning preparation of an anticipated Executive Summary, to be offered in both English and Chinese.
Cicero comprehensive plan	Jonathan Burch	Apr. 2014-June 2015	Consultant assistance	Existing conditions report underway. Consultant is currently conducting key stakeholder interviews and preparing for upcoming public meetings in October.
Cook County consolidated plan (see website)	Jonathan Burch	Apr. 2013-Nov. 2014	Staff assistance	Draft plan is complete and has been sent to County leadership for review. Staff is starting to plan the formal review and adoption process.
Crete comprehensive plan	Jack Pflingston	May 2014-Aug. 2015	Consultant assistance	Project still on hold while Crete fills the Village Administrator vacancy. Mayor Einhorn anticipates interviewing candidates in October; Steering Committee is being assembled.
Crystal Lake transportation plan	Nora Beck	Mar. 2014-Apr. 2015	Staff assistance	CMAP's online interactive survey to gather more information about the transportation system in Crystal Lake closed on September 30. CMAP staff are currently drafting an existing conditions report.
Dixmoor planning prioritization report	Jessica Gershman	Jan.-Dec. 2014	Staff assistance	Existing conditions and recommendations are being drafted, to be shared with the Village at a business community meeting this fall.
DuPage County / Addison Homes for a Changing Region project	Kendra Smith	Sept. 2013-Jan. 2015	Staff assistance	Municipal recommendations and visualizations are underway.

Project	CMAP lead	Timeline	Assistance type	Status and notes
DuPage County / Hanover Park Homes for a Changing Region project	Drew Williams-Clark	Nov. 2014- Oct. 2015	Consultant assistance	CMAP and the participating communities reviewed proposals. Consultant interviews will take place in October.
DuPage County sustainability plan	Louise Yeung	June 2014- July 2015	Staff assistance	Conducted interviews with key county staff; beginning to draft existing activities report to summarize findings from interviews and research.
Elmwood Park zoning assessment	Kristin Ihnchak	Nov. 2014- Aug. 2015	Staff assistance	The project has been postponed until fall of 2014.
Franklin Park industrial areas plan (see website)	Nicole Woods	Apr. 2013- Nov. 2014	Staff assistance	CMAP updated the draft plan based upon feedback from the Steering Committee and planning commission. CMAP and the Village will host an open house in mid-October to present the draft plan to industrial businesses and the public. In late October, the planning commission will hear results from the open house and consider recommending the plan to be adopted by the Board of Trustees.
<i>Governor's State University green infrastructure plan</i>	<i>Holly Hudson</i>	<i>TBD</i>	<i>Consultant assistance</i>	<i>Newly added to monthly report. Scoping underway.</i>
Harvard comprehensive plan	Liz Panella	May 2014- Nov. 2015	Staff assistance	No update for this month.
Kane County health impact assessment	Stephen Ostrander	July 2014- Mar. 2015	Staff assistance	Project team (CMAP, Kane County, and Carpentersville) held kickoff meeting for the project on September 4, which included a brief training by County staff on the health impact assessment (HIA) process, as well as an initial overview of the Carpentersville intersection that is the focus of the HIA. The team scheduled and began planning for the upcoming HIA stakeholder workshop on October 21 in Carpentersville, to be held at their Public Works facility.
Kane County transit plan implementation (see website)	Trevor Dick	July 2012- Nov. 2014	Staff assistance	County staff has reviewed the draft report. The report has been shared with representatives from Pace, Metra, and the RTA for their review. Feedback has been requested by early October.
Kane County / Geneva Homes for a Changing Region project (see website)	Drew Williams-Clark	July 2013- Oct. 2014	Staff assistance	Presentations of the final draft plan took place in September. Municipal boards will approve the final plan in October.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Lake County Route 53/120 land use plan (see website)	Jason Navota	Nov. 2013- Dec. 2015	Staff and consultant assistance	The land use planning effort is underway. Project team is gathering and assessing data, generating hot and cool spot maps, meeting with corridor municipalities and other stakeholders, and drafting the Existing Conditions Assessment. Public participation effort is scheduled to begin in the fall. The IL Route 53/120 Corridor Plan Land Use Committee met on March 18, May 8, and July 21. Next meeting is anticipated for October 23.
Lake County sustainability plan (see website)	Kristin Ihnchak	Mar. 2012- Oct. 2014	Staff assistance	Review and approval meetings with the Planning, Building, and Zoning Commission are scheduled for September 30 and October 7.
Lake County / Round Lake Homes for a Changing Region project	Stephen Ostrander	July 2014- Oct. 2015	Staff assistance	Project team from CMAP, MPC, and Lake County Community Foundation performed initial modeling and prepared materials for individual meetings with each community (taking place on September 30 and October 1).
Lan-Oak Park District master plan (see website)	Trevor Dick	Oct. 2013- Nov. 2014	Staff assistance	A Draft Master Plan has been sent to the Steering Committee for review. A meeting will be held October 29 for review. The Plan is expected to be adopted by the Park Board of Commissioners in November.
Lyons comprehensive plan (see website)	Jason Navota	July 2013- Dec. 2014	Staff assistance	Draft plan is nearly complete and will be shared with the Village and Steering Committee in October.
Morton Grove industrial areas plan (see website)	Nicole Woods	Feb. 2012- Oct. 2014	Staff assistance	In August, Steering Committee approved the industrial areas plan and recommended it for adoption. CMAP staff is currently finalizing the plan's format and design and preparing it for review by the Board of Trustees in late October.
North Aurora comprehensive plan	Jack Pfingston	Jan. 2014- Mar. 2015	Consultant assistance	Existing conditions draft reviewed by CMAP, North Aurora, & Pace. Steering Committee will meet to discuss existing conditions report in early October.
North Chicago comprehensive plan	Jake Seid	May 2014- Sept. 2015	Staff assistance	Existing conditions report will be prepared by project team in October to coincide with Kretchmer Associates' economic development assessment contract. Report will be reviewed by CMAP and North Chicago staff in November.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Northwest Municipal Conference Des Plaines River trail access plan (see website)	Lindsay Bayley	May 2013-Sept. 2014	Consultant assistance	Newly completed. The NWMC Executive Board approved the final plan at their meeting on September 10.
Olympia Fields subarea plan (see website)	Drew Williams-Clark	Apr. 2013-Nov. 2014	Consultant assistance	The Village Board voted to refer the final plan to the Planning and Zoning Commission for consideration as an amendment to the comprehensive plan.
Openlands local food policy	Jason Navota	Feb. 2013-Sept. 2014	Staff assistance	Newly completed. Scope of work for a Regional Food System Study is final, and an Openlands proposal for funding for the first phase of work has been approved. From an LTA perspective, project is now completed.
Oswego-Montgomery-Yorkville shared services study	Louise Yeung	May 2014-July 2015	Staff assistance	Currently reviewing contractor applications in response to RFP. Scheduling municipal staff workshops to identify potential areas for exploring service sharing.
Park Forest active transportation plan	Lindsay Bayley	Mar. 2014-Feb. 2015	Staff assistance	Draft recommendations memo underway. A poster and community engagement display for the Plan will be available at the Kiwanis Pancake Breakfast on October 4 from 9:00 a.m. to 12:30 p.m. at Rich East High School. CMAP staff will be available to answer questions.
Park Forest zoning revisions (see website)	Kristin Ihnchak	June 2013-June 2015	Staff and consultant assistance	The revised recommendations memo has been approved by staff and the project team is moving forward with drafting the Unified Development Ordinance.
Pingree Grove comprehensive plan	Jack Pfingston	Aug. 2014-Aug. 2015	Consultant Assistance	Project underway. Project kick-off meeting took place September 23, with first meeting of the Steering Committee expected to occur in mid-to-late October.
Prospect Heights comprehensive plan	Jack Pfingston	Aug. 2013-Sept. 2014	Consultant assistance	Newly completed. Plan was adopted on September 8.
Richton Park comprehensive plan (see website)	Kendra Smith	Aug. 2012-Oct. 2014	Consultant assistance	Consultant and Village staff hosted a September 23 Open House and Plan Commission meeting. The final plan will be presented to the Village Board for approval on October 13.
Richton Park zoning revisions	TBD	Oct. 2014-June 2015	Consultant assistance	Following the completion of the comprehensive plan, the consulting firm will update Richton Park's zoning ordinance to be consistent with the newly adopted plan.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Rosemont comprehensive plan (see website)	Sam Shenbaga	Oct. 2013-Jan. 2015	Staff assistance	Work completed by transportation engineer. Transportation recommendations to be presented to staff and Steering Committee in late-October. Draft plan underway.
South Elgin zoning update	Jake Seid	Oct. 2014-May 2016	Staff assistance	Scoping is currently underway.
SSMMA Calumet Green Manufacturing Partnership	Brian Daly	May 2014-Jan. 2015	Staff and consultant assistance	No update this month.
SSMMA Complete Streets plan	Lindsay Bayley	July 2014-Aug. 2015	Staff assistance	Outreach/follow-up to SSMMA community contacts for updated information and data on bicycle and pedestrian planning and programming efforts continues. Discussions around inclusion of the Active Transportation Alliance/CCDPH as partner on the project, through recently-obtained PICH grant, are underway.
Summit comprehensive plan (see website)	Nora Beck	Dec. 2013-Nov. 2014	Staff assistance	CMAP is restructuring this project to be a Planning Priorities Report with a completion date in the fall.
UIC multimodal transportation plan (see website)	Lindsay Bayley	June 2013-Jan. 2015	Staff assistance	Final plan drafting underway. Infrastructure recommendations under review by CDOT staff.
Waukegan subarea plan (see website)	Stephen Ostrander	Oct. 2012-Dec. 2014	Staff assistance	CMAP staff met with Waukegan Mayor Wayne Motley and City staff on September 16 to walk through the entire draft plan. With the Mayor and City staff's review complete, the plan will next be presented to the Waukegan Planning & Zoning Commission on November 13.
West Suburban Chamber of Commerce and Industry cargo-oriented development plan	Evy Zwiebach	June 2014-June 2015	Staff assistance and small contract	Phase 1 of the project, an examination and prioritization of potential cargo-oriented development sites, is underway. CMAP staff presented Phase 1 findings to the project Steering Committee in September.
Westchester zoning ordinance	Kristin Ihnchak	Oct. 2014-Sept. 2015	Consultant assistance	The project team is reviewing consultant responses to the RFP, which was released on August 28.
Winthrop Harbor comprehensive plan	Sam Shenbaga	Sept. 2014-Sept. 2015	Staff assistance	Project kick-off meeting with Steering Committee set for October 14.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Zion comprehensive plan	Nora Beck	Feb. 2014- Mar. 2015	Consultant assistance	Consultant has created a draft community assessment report to summarize the existing conditions in Zion. A public kick off meeting has been scheduled for October 8.

Selected Projects with Active Implementation*

* This list only includes projects with significant implementation actions in the past quarter. A full list of completed projects is available at www.cmap.illinois.gov/ta.

Project	CMAP lead	Completion date	Assistance type	Recent implementation progress (updated quarterly)
Elmwood Park comprehensive plan (see website)	Nicole Woods	Apr. 2013	Staff assistance	Elmwood Park continues to implement recommendations from the comprehensive plan. The Drop-Off Center, which is a new public development near the train station, is 95% completed. The center supports the plan's recommendation for pedestrian, bicycle, and train station enhancements. The Village also continues to make progress redeveloping the commercial nodes at Harlem and North Avenues and Grand and Harlem Avenues. In addition, the Village is developing a shared parking facility for Restaurant Row and completing the major infrastructure improvements as part of Phase I of the Flood Mitigation Project. Finally, the Village is preparing for a zoning review led by CMAP staff.
Hanover Park corridor study (see website)	Stephen Ostrander	Dec. 2012	Staff assistance and small grant	The Village passed an ordinance regarding zoning and other regulations on payday lending, car title loans, and general sales dealers, including pawnbrokers, cash for gold (or other precious metals, gems, or jewelry), or other dealers in secondhand articles and establishing a moratorium on any such new businesses or the relocation of any such existing businesses. The Village began a new Implementation Partnership project with IFF, evaluating options and feasibility for development in focus area of 2012 Village Center & TOD Plan (located outside of Irving Park Road corridor, but central to Village's overall economic development goals). The Village also is moving forward with working with CMAP, MPC, and the

Project	CMAP lead	Completion date	Assistance type	Recent implementation progress (updated quarterly)
				Metropolitan Mayors Caucus as part of the new, consultant-led <i>Homes for a Changing Region</i> project, along with Glendale Heights and West Chicago (see above).
Kane County Homes for a Changing Region (Carpentersville Homes)	Jonathan Burch	June 2014	Staff assistance	CMAP forwarded information around the recently released IHDA Blight Reduction Program to the communities and Kane County to gauge interest in a joint application. East Dundee continues to seek approval for a façade improvement program. Carpentersville is revising its website to include fair housing discrimination information. West Dundee is developing a new downtown plan and Elgin is drafting its comprehensive plan. CMAP has offered to review both of these documents.
Niles environmental action plan (see website)	Kristin Ihnchak	Feb. 2013	Staff assistance	Niles is working with Pace to plan for the implementation of arterial rapid transit along Milwaukee Avenue and assess its Free Bus system. Niles is in the process of updating their zoning ordinance; CMAP staff will provide feedback as needed on how to translate related EAP recommendations to effective regulations. CMAP staff will continue to forward relevant grant opportunities.
Red Line livability project (see website)	Kendra Smith	Nov. 2012	Staff assistance	DCP has established 6 community working groups (PODS) of residents and stakeholders at key Roseland intersections/neighborhood priority areas (including intersections of proposed Red Line stations) to interact with RTA and City of Chicago and advocate for community inclusion and education surrounding transportation and policy issues related to the proposed extension.
Regional arts and culture toolkit (see website)	Stephen Ostrander	June 2013	Staff assistance	The Arts and Culture Toolkit was referenced in several applications to the recent Call for Projects for the LTA program; most applications sought CMAP assistance to apply the steps and approaches detailed in the Toolkit.
Round Lake Heights comprehensive plan (see website)	Jonathan Burch	Oct. 2013	Staff assistance	The Village approved the resolution for assistance as part of a Homes project with surrounding communities. Staff will be attending an October board meeting to discuss implementation in greater depth.

###



MEMORANDUM

To: CMAP Board and MPO Policy Committee

From: Bob Dean, Deputy Executive Director for Local Planning

Date: October 1, 2014

Re: Local Technical Assistance (LTA) Project Selection

Attached to this memo is a document that describes staff recommendations for selection of Local Technical Assistance (LTA) projects. This document describes the rationale for the staff recommendations, lists the recommended projects, and provides basic information about project distribution across communities.

The Transportation Committee is being asked to recommend approval at their meeting on October 3, and the Local Coordinating Committee is being asked to recommend approval at their meeting on October 8.

ACTION REQUESTED: Approval of the Local Technical Assistance (LTA) program



Local Technical Assistance (LTA) Program: Recommendations for Project Selection

Following the adoption of GO TO 2040, CMAP established the Local Technical Assistance (LTA) program to direct resources to communities to pursue planning work that helps to implement GO TO 2040. During the most recent call for projects, which ended on June 26, CMAP received 104 applications for assistance. Further information on applications received is available at: <http://www.cmap.illinois.gov/programs-and-resources/lta/call-for-projects>.

The CMAP Board and MPO Policy Committee will be asked to approve the staff recommendations for the LTA program at their joint meeting on October 8. Prior to the Board and MPO Policy Committee meeting, the Local Coordinating Committee will be asked to recommend approval by these groups. The Transportation Committee will also be asked to recommend approval at their meeting on October 3.

The purpose of this memo is to present CMAP staff recommendations for the treatment of each application received. It is divided into four sections:

- Staff recommendations for projects to be undertaken through the LTA program.
- Basic statistics concerning the projects recommended for selection.
- Evaluation process.
- Full lists of projects that are recommended and not recommended.

LTA recommendations

In total, 25 new projects are recommended to be pursued through the LTA program. These projects were selected by applying CMAP's selection criteria: alignment of the project with the recommendations of GO TO 2040; local need for assistance; feasibility and ability to implement; collaboration with other groups, including neighboring governments and nongovernmental groups; input from relevant Counties and Councils of Government (COGs); and geographic balance.

Additionally, as CMAP has completed LTA projects, the implementation of completed projects has become an increasing priority. Several of the applications received help to implement projects that had been previously undertaken through the LTA program; many of these projects are recommended for selection.

For organizational purposes, recommended projects are presented below in groups.

Regional infrastructure projects

Several applications this year related to regional transportation infrastructure priorities. Two of these covered the entire metropolitan area. One application, submitted jointly by all seven of

the region's Counties, involves a *regional truck permitting plan*. This project will be scoped and managed by CMAP, but external funding will be needed to develop the actual plan. Another regional project, submitted by the *Chicago Metro Metal Consortium*, a coalition of Counties, manufacturing industry representatives, economic developers, and others, will help this group to review and evaluate the impact of potential infrastructure investments on the region's metal manufacturing cluster.

Two other large-scale projects focused on the O'Hare area. A multijurisdictional application led by *Franklin Park* will improve truck access in an 11-community area in west Cook, northwest Cook, and DuPage Counties, addressing issues such as disconnected truck routes, poor roadway conditions, and congestion. Multijurisdictional transportation planning was also the focus of a project submitted by *DuPage County* which will address bicycle and pedestrian improvements in coordination with the new Elgin O'Hare Western Access facility. A number of municipalities are involved in both of these multijurisdictional projects.

County-level economic development

Two countywide projects are recommended for selection, both with focuses on economic development. *Kendall County* requested a study of the market for industrial development across the county, which includes assessing transportation infrastructure needs. *McHenry County* is participating in a multi-county Comprehensive Economic Development Strategy (CEDS) in coordination with the Rockford region; CMAP was asked to assist with the McHenry County portion of this multijurisdictional project. Both of these projects were also submitted in 2013 and made improvements to their 2014 submittals, including incorporating transportation as a central element.

Planning priorities reports

Planning priorities reports are a relatively new type of LTA project; three of them were done during the first several years of the program. These reports involve interviews with numerous local stakeholders, review of past planning work, and examination of current demographic, economic, transportation, and other conditions. Based on this information, planning priorities reports then recommend what sort of assistance a community needs. This may be a comprehensive plan, zoning ordinance update, corridor plan, or similar planning product; or it may be a training series for elected officials, a shift in departmental responsibilities, a new business development program, or many other options. Planning priorities reports are ideally suited for communities with limited staff or new administrations, and they can be useful in both identifying planning priorities for a community and confirming local commitment to a future full-scale planning process.

Four planning priorities reports are recommended this year. Two, in *Calumet Park* and *Steger*, are in communities with few professional staff but significant planning needs. Another, in *Fox Lake*, will be designed to help a new village administrator strategically implement a recent comprehensive plan. The fourth report will be conducted for the *Endeleo Institute*, a nonprofit organization on Chicago's south side, and will examine planning opportunities along 95th Street near the Red Line station.

Capital Improvement Programs (CIPs)

Two communities requested assistance with developing Capital Improvement Programs (CIPs), which are multi-year infrastructure investment programs. Both of these applications, from *Blue Island* and *Richton Park*, are recommended to be selected. In both of these communities, the CIPs will be used to help implement recently-completed comprehensive plans. CIPs are becoming an increasing area of emphasis for the LTA program, as they can be effective links between planning and infrastructure investment.

Zoning and regulatory process improvements

Like CIPs, updates to zoning ordinances, subdivision regulations, and development review processes are important methods to implement past plans. Several projects in these categories are recommended this year. Full zoning rewrites are recommended in *Bensenville* and *Villa Park*, and a downtown-focused zoning revision is recommended in *Huntley*. In *South Elgin*, the community requested zoning training for elected officials; this request will be linked with the ongoing development of the Unified Development Ordinance which CMAP selected for assistance in 2013. Finally, *Lemont* requested assistance with reviewing and suggesting changes to their development approval process. This is the first project of its type to be recommended for selection through the LTA program, but may be a more common project type in the future.

Comprehensive and subarea plans

Finally, a number of comprehensive and subarea plans, which are familiar LTA project types, are recommended for selection. Comprehensive plans in three communities – *Brookfield*, *Roselle*, and *South Holland* – are recommended; these all demonstrated a high level of local commitment and good consistency with GO TO 2040.

Three neighborhood-level plans in the City of Chicago are recommended. One of these, for a transportation plan to support the proposed *Pullman National Historical Park*, was submitted by the National Parks and Conservation Association and will be conducted in partnership with the City's historic preservation division. Another is a *neighborhood plan* for several neighborhoods on Chicago's northwest side which will focus primarily on transportation and stormwater management. This project was inspired by applications from two applicants – the Center for Neighborhood Technology and the North River Commission – that covered a similar geography, and Chicago DPD and Chicago DOT will both be involved in the plan. The final project will support the *Chicago Neighborhoods 2014* strategic planning effort of Chicago DPD, and will consist of a corridor or subarea plan in one focal point in the City.

Two subarea plans in other communities are also recommended: a downtown walkability plan in *Aurora*, CMAP's first project in this municipality; and a plan for the Preston Heights neighborhood in unincorporated *Will County*, which will be similar the Fairmont plan that CMAP conducted during the first year of the LTA program.

Projects that are not recommended

Projects were considered lower priority for LTA assistance for a number of reasons, described in general terms below.

- Priority for assistance was given to communities that had lower incomes or were smaller in size, meaning that more prosperous or larger communities were less likely to receive assistance. Lower-need communities generally had to present an innovative project or one that aligned especially well with a specific CMAP priority in order to be recommended.
- CMAP made a particular effort this year to assess local commitment, including follow-up calls and in some cases site visits. Only projects for which there was enthusiastic support were recommended this year.
- Some projects were good concepts but would benefit from further development by the project sponsor. In some cases, additional multijurisdictional partners would give a project a greater chance of success.
- Applicants that submitted multiple projects had only one project recommended. Also, in general, applicants that already have active, ongoing LTA projects were also not recommended (although there were exceptions to this for multijurisdictional projects).
- Some projects were simply not a good fit for the local technical assistance program, as they did not demonstrate the full support of affected local governments, or did not demonstrate alignment with the recommendations of GO TO 2040.
- In some cases, projects were at a stage that made them not entirely relevant for LTA assistance. A few transportation-related projects appeared to need assistance with facility design and preliminary engineering, rather than the higher-level planning that the LTA program offers.
- Finally, a number of projects beyond the list of 25 recommended in this memo are positive and viable projects, but were beyond available resources this year. CMAP will encourage communities who submitted projects that were just outside resource constraints to resubmit in future years, in some cases with modifications that will improve their chances of selection.

A full list of applicants that are not recommended to receive assistance is included at the end of this document.

Statistics of recommended projects

In the following section, basic statistics are provided for the distribution of projects by geography and community need.

Geographic distribution

In the design of the local technical assistance program, an effort was made to identify projects to be pursued in many different parts of the region. In the following table, the distribution of higher priority projects by geography is summarized. Projects may be reported in multiple geographies, and these are noted below the table.

	Chicago	Cook total	N and NW Cook	W Cook	SW Cook	S Cook	Collar total	DuPage	Kane	Kendall	Lake	McHenry	Will	Total
Selected applicants	4	10	3	3	2	5	14	6	3	1	1	3	3	23
Total applicants	13	29	9	5	4	15	41	17	7	4	6	10	7	76

Notes:

- The two regional projects (CMMC and regional truck permitting) and one project submitted by an ineligible applicant are not shown in this table.
- Four projects are recommended in the City of Chicago, and some of these are co-sponsored by multiple applicants. For simplicity, this is reported in the table above as four selected applicants.

Recommended projects included in multiple geographies are:

- Blue Island CIP (S and SW Cook)
- DuPage County DOT (NW Cook, W Cook, and DuPage)
- Huntley (Kane and McHenry)
- Fox Lake (Lake and McHenry)
- Franklin Park (NW Cook, W Cook, and DuPage)
- Lemont (SW Cook, DuPage, and Will)
- Roselle (NW Cook and DuPage)
- Steger (S Cook and Will)

As the above table shows, recommended projects are relatively well-distributed throughout the region. Two counties – Kendall and Lake – have only one project recommended each. In the case of Kendall, the recommended project was submitted by the County itself, and the other unsuccessful projects were submitted by municipalities that are primarily outside Kendall. In the case of Lake, there were several other good applications from communities in the County, but it should also be noted that the largest single LTA project to date, the IL 53/120 land use plan, is still actively underway and affects many Lake County communities.

In the first several years of the program, the most significant geographic imbalance involved a relatively low level of investment in the City of Chicago. Over the first three years of the LTA program, only 10-15% of resources were devoted to projects in Chicago. In 2014, four of the 23 recommended non-regional projects are located in Chicago, and these are expected to be large projects; it is estimated that about 20-25% of available resources in the 2014 program are devoted to projects in Chicago.

Community need

An important factor in the review process was the need of the community for assistance. The program is meant to prioritize projects in communities that have limited resources and would not have the ability to undertake the project without CMAP’s assistance. Communities were divided into five categories based on these factors, ranging from “very high” to “low” need. Many communities in the “low” and “moderate” need category submitted excellent projects and could still certainly benefit from assistance, but priority was given to communities with lower median incomes and tax bases, as well as to smaller municipalities. The following table and chart summarize the distribution of recommended projects by community need.

	Very high need	High need	Moderately high need	Moderate need	Low need	Total
Selected applicants	5	4	6	5	3	23
Total applicants*	15	10	17	17	17	76

* Regional projects, and one project which was submitted by an ineligible applicant, are not included in these totals.

Regionwide, approximately 28% of the region’s municipalities are classified as “very high” or “high” need communities; applicants in these need categories are recommended to receive nearly 40% of the projects in this year’s LTA program. As in past years, the LTA program is directing resources to higher-need communities, but also provides opportunities for lower-need communities to participate if they submit innovative or multijurisdictional applications.

Evaluation process

To evaluate each project, staff reviewed the applications and other background materials and also scheduled phone calls with each applicant to discuss their ideas. Questions were meant to gauge consistency with GO TO 2040, local commitment, internal and external support, and the project’s overall feasibility. Additional follow-up phone calls and site visits were also conducted in a number of cases.

Applications were also reviewed with a variety of groups in July and August. Each working committee discussed the LTA applications at least once. Special meetings were also held with transit agencies, county planning directors, the City of Chicago, and technical assistance providers. Councils of Government (COGs) and Councils of Mayors (COMs) were encouraged to submit comments via email, and several of them did. Comments and expressions of support from these groups were used in part to determine the recommendations for selection.

Project listing

Recommended:

Sponsor	Project
Chicago Metro Metal Consortium	Infrastructure Investment Prioritization
City of Aurora	Downtown Master Plan*
City of Blue Island	Capital Improvement Program
City of Chicago	Northwest Side Neighborhood Plan**
City of Chicago	Chicago Neighborhoods 2014
City of Chicago	Pullman National Historic Park***
DuPage County DOT	Elgin-O’Hare Bicycle-Pedestrian Plan
Endeleo Institute	Planning Priorities Report
Kendall County	Industrial Market Study
McHenry County	Comprehensive Economic Development Strategy
Village of Bensenville	Zoning Update
Village of Brookfield	Comprehensive Plan

Sponsor	Project
Village of Calumet Park	Planning Priorities Report
Village of Fox Lake	Planning Priorities Report
Village of Franklin Park	Truck Route Subregional Plan
Village of Huntley	Zoning Code Update
Village of Lemont	Analysis of Development Review Process
Village of Richton Park	Capital Improvement Program
Village of Roselle	Comprehensive Plan
Village of South Elgin	Elected Official Zoning Training
Village of South Holland	Comprehensive Plan
Village of Steger	Planning Priorities Report
Village of Villa Park	Zoning Code Update
Will County	Preston Heights Neighborhood Plan
regional application submitted by all Counties	Regional Truck Permitting Plan

* This project will also address elements of Aurora’s application for a downtown arts district by incorporating arts-based placemaking into the downtown plan.

** This project consists of elements of applications submitted the Center for Neighborhood Technology and the North River Commission, and will involve both Chicago DPD and Chicago DOT.

*** This project was initially submitted by the National Parks Conservation Association.

Not recommended:

Please note that the below table lists some projects which are recommended for inclusion in the program after some re-scoping by CMAP and the project sponsor. These are noted where relevant. For communities that submitted some requests that are recommended and some that are not recommended, this fact is noted as well.

Sponsor	Project
Blue Island Park District	Parks Master Plan
Bridgeport Business Association	Halsted Street Vision Plan
Center for Neighborhood Technology	Rain Ready – Chatham; Rain Ready – Midlothian (a similar application is included in the northwest side neighborhood plan in Chicago, which is recommended)
Chicago Department of Transportation	Sidewalk Pedestrian Level of Service; Truck Planning Study; Livable Streets Master Plan
City of Aurora	Sustainability Plan Update (a Downtown Master Plan is recommended)
City of Berwyn	Stormwater Management Plan
City of Blue Island	Development Review Process (a CIP is recommended)
City of Chicago Heights	Zoning Update
City of Des Plaines	Comprehensive Plan and Zoning Ordinance
City of Elmhurst	Sustainability Plan
City of Harvey	Comprehensive Plan
City of Joliet	Zoning Code Update
City of Warrenville	Comprehensive Plan

Sponsor	Project
City of Woodstock	Route 47 Corridor Plan
Cook County Department of Planning and Development	Unincorporated Areas Comprehensive Plan
DuPage County Health Department	Health Plan
Far South Community Development Corporation	Roseland Culture and Arts Plan
Forest Preserve District of DuPage County	Feasibility Study – West Branch DuPage River Trail
Forest Preserve District of Will County	Will County Bikeway Plan
Fox River Study Group	Community Specific Plans
Kane County	Health Chapter – Comprehensive Plan; Health Impact Assessment – Priority Transit Network
Lake County	Robert McClory Bike Path Greenway Corridor Enhancement Plan
Mary Ann Kaufman	Future Landscapes for Achievable Planning
McHenry County	Agricultural Resource Guide
McHenry County Convention and Visitors Bureau	Wayfinding Signage Master Plan
Northwest Municipal Conference	Bike Share Feasibility Study
Rogers Park Business Alliance	Clark Street Corridor; Sheridan Road Streetscape and Parking Plan
South Loop Neighbors and Greater South Loop Association	Pre-development Support
South Shore Planning and Preservation Coalition	South Shore Visioning Plan; Marketing Strategy
South Suburban Mayors and Managers Association	Chicago Road Corridor Plan; Comprehensive Retail Development Strategy; Tax Impact Assessment
Sustainable Englewood Initiatives	Englewood Line
Village of Bull Valley	Green Infrastructure and Commercial Development Plan; Strategic Action Plan
Village of Calumet Park	Comprehensive Plan; Zoning Code Update (a Planning Priorities Report is recommended)
Village of Cary	Zoning Ordinance Update
Village of Clarendon Hills	Southside Comprehensive Plan
Village of Fox Lake	Development Review Process and Zoning Code Update; Parks and Recreation Master Plan (a Planning Priorities Report is recommended)
Village of Glen Ellyn	Zoning Code Update
Village of Grayslake	Bicycle and Pedestrian Plan
Village of Gurnee	Comprehensive Plan
Village of Lake Zurich	Comprehensive Plan
Village of Lakemoor	Town Center Plan
Village of Lemont	State Street Corridor Plan; Subarea Plans; Water Supply Plan (Analysis of Development Review Process is recommended)
Village of Matteson	Comprehensive Plan; Zoning Ordinance Update
Village of Mokena	Comprehensive Traffic and Transportation Plan
Village of Montgomery	Comprehensive Plan Implementation / Zoning
Village of Niles	Comprehensive Arts and Culture Plan
Village of Northbrook	Bicycle and Pedestrian Plan

Sponsor	Project
Village of Oak Park	Zoning Update
Village of Oakwood Hills	Comprehensive Plan and Zoning Revisions
Village of Olympia Fields	Zoning Ordinance Update
Village of Palos Park	Zoning Code Update
Village of Richmond	Comprehensive Plan
Village of Richton Park	Comprehensive Stormwater Management Plan; Richton Park and Matteson Fire Service Consolidation Plan (a CIP is recommended)
Village of Riverdale	Zoning Code Update
Village of Sauk Village	Comprehensive Plan
Village of Schaumburg	Comprehensive Plan Update; Green Action Plan Update
Village of South Chicago Heights	Zoning Update
Village of South Holland	Interstate Zoning District (a Comprehensive Plan is recommended)
Village of Steger	Comprehensive Plan (a Planning Priorities Report is recommended)
Village of Wayne	Zoning Update
Village of Willowbrook	Subarea Comprehensive Plan
Village of Winfield	Zoning Code Update
Will County	Local Food Plan
Woodlawn Consortium	Broadband Study

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**MEMORANDUM**

To: CMAP Board and MPO Policy Committee

From: CMAP Staff

Date: October 1, 2014

Re: Draft changes to *CMAQ Programming and Management Policies*

The *CMAQ Programming and Management Policies (Policies)* set out basic guidance for the CMAQ program and were last approved by the CMAP Board and MPO Policy Committee in 2012. Over the past year, CMAP has been reviewing various aspects of the program, during which time staff have had extensive discussions with the Project Selection Committee (PSC). At its June, July, and August 2014 meetings, the PSC considered draft changes to the *Policies*. Comments received at those meetings and in individual discussions with stakeholders have been addressed in the present draft. The draft *Policies* are being presented to the CMAP Board and MPO Policy Committee for approval, as recommended by the Transportation Committee at its September meeting.

The most significant changes to the 2012 *Policies* are as follows:

- Project readiness requirements have been clarified to indicate that design approval, submission of a final Project Development Report (PDR), or submission of a preliminary PDR (if IDOT indicates that cost and scope are adequately defined) will be taken to show that Phase I Engineering is substantially complete.
- Bicycle projects are now required to be identified in a state, local, regional, or subregional plan. Other types of projects are not required to be found in planning documents.
- The *Policies* now provide guidance on how to score projects, indicating that scoring will take into account the cost-effectiveness of emissions reduction, transportation impact, and regional priorities.
- The portion of engineering costs for transit projects that is eligible for CMAQ funding has been revised from 50% to 70%.

- Policies related to match have been clarified, including the use of soft match and the match percentage allowed for private entities proposing to use CMAQ funds for purchase of lower-emitting vehicles or engines. References to 100% CMAQ funding have been eliminated based on current federal law.
- The class of “extraordinary” projects has been eliminated as an option for meeting the annual obligation goal.
- Additional detail on semi-annual update requirements has been provided.

These changes have been highlighted in the current draft of the Policies, attached below. Numerous other small edits and text reorganizations make it impractical to show tracked changes. However, a document with tracked changes is available for review on the Project Selection Committee website.

ACTION REQUESTED: Approve the updated CMAQ Programming and Management Policies

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CMAQ PROGRAMMING AND MANAGEMENT POLICIES

DRAFT UPDATE

A: Programming of CMAQ Funds for New Projects

1) APPLICATION MATERIALS AND REQUIREMENTS

- a) The applicant is solely responsible for application completeness.
- b) Applications submitted without the following will be rejected:
 - i) Complete project financing & CMAQ funding request section;
 - ii) Input Module Worksheets for traffic flow improvement projects only;
 - iii) Pedestrian/Parking Deck Supplements, if applicable;
 - iv) Sign-off by the applicable Planning Liaison (PL), for municipal agency sponsors only (see section A:1e)).
- c) Applications must meet the following screening criteria:
 - i) For projects requiring Phase 1 Engineering, that phase must be substantially complete. Projects for which design approval has been received by the date indicated in the application materials meet this requirement. This requirement may also be met by IDOT certifying that a final Project Development Report has been submitted for signatures by the date indicated in the application materials or that a preliminary Project Development Report has been received by the same date with an accurate cost and clear scope established.
 - ii) For transit projects that require engineering, the sponsor must demonstrate that sufficient work has been completed to establish accurate cost information and a clear scope.
 - iii) Bicycle facility projects must be featured in at least one formally adopted or approved bike plan, comprehensive plan, or other plan by a local government, subregional council, CMAP, or the State of Illinois.

- iv) Milestone schedules must be realistic and consistent with project phase accomplishment goals. Each project phase will have the federal fiscal year in which it is programmed, plus two additional years (three years total) in which to meet the phase accomplishment goal.
- v) All projects must have an air quality benefit. Projects without air quality benefits are not eligible and will not be scored on any other criteria.
- d) If an application is missing other information, only one attempt will be made to collect that information (notice will be via a “read receipt” e-mail). The deadline for submission of missing information is 30 days from the date of the emailed notification from CMAP. If the sponsor does not respond by the deadline, the application will be rejected.
- e) Project applications submitted by municipal agencies (villages, cities, counties, park districts, school districts, forest preserve districts, townships, etc.) are required to be reviewed by their Council of Mayors PL.
 - i) The individual PLs are responsible for reviewing applications and advising the sponsor of missing information.
 - ii) The PL sign-off is incorporated into the application form.
 - iii) The deadline for submission for PL review is two weeks in advance of the deadline for submission to CMAP. The deadline for submitting applications to the PLs will be included in the CMAQ program development schedule.

2) EVALUATION CRITERIA, SCORING, AND PROJECT SELECTION

- a) Projects will be scored based on the criteria and weighting system stipulated in application materials posted on the CMAP website prior to the call for projects.
- b) Project applications will be initially evaluated on the cost effectiveness of emission reduction basis with projects ranked within each project eligibility category. Secondly projects will be evaluated and scored on other criteria including measures related to transportation impacts and regional priorities. Raw data for each criterion will be available for inspection.
- c) Input from the four modal focus groups (Bicycle and Pedestrian Task Force, Regional Transportation Operations Coalition, Direct Emissions Reduction Focus Group and the Transit Focus Group) or other CMAP committees will be solicited during development of the draft program. Focus group input on a project or group of projects will be a qualitative description of challenges and benefits not captured by the scoring. Project

scoring will not be adjusted. Focus group deliberations will be documented and made available to the Project Selection Committee.

- d) Project scores and focus group input -- together with regional equity, project readiness, sponsor capacity, project mix, and other factors -- will be used to develop a recommended program for Project Selection Committee consideration. Reasons for elevating a low scoring project or projects and/or not funding a high scoring project or projects will be documented.

3) PROGRAMMING THE FUNDS

- a) The CMAQ program mark for a given federal fiscal year will be the State's federal apportionment adjusted by the Project Selection Committee to account for programming balances.
- b) Phase I engineering will be the responsibility of the project sponsor to complete without CMAQ funding.
 - i) A sponsor can request funding for phase I engineering based on financial hardship.
 - (1) When funds for Phase I Engineering are awarded based on hardship, CMAQ funding for future phases is dependent on successful competition in a future CMAQ program cycle.
 - (2) All remaining eligible phases will be programmed at a maximum level of 80% federal funding.
- c) Phase II engineering, right-of-way acquisition (ROW), construction and implementation are eligible for CMAQ funding at 80% federal participation, with the following exceptions:
 - i) For transit proposals where phase I and phase II engineering are not clearly defined, 70% of the engineering costs will be eligible for CMAQ funding at an 80% federal participation rate with all of the costs of the remaining phases eligible for up to 80% federal participation.
 - ii) For signal interconnect projects, phase II engineering costs will not be eligible for CMAQ funding.
 - iii) For proposals involving private corporations in which an entire vehicle or engine is being purchased to replace a higher-emitting vehicle or engine, the funding levels will be addressed on a case-by-case basis up to a maximum 65% federal share. For proposals involving private corporations in which only the cost difference between a lower-emitting version of a vehicle/engine and a conventional one is being funded, an 80% federal share is acceptable.

- iv) Projects which qualify for a higher federal participation rate under federal guidelines will be considered on a case by case basis.
- d) Soft match, including Transportation Development Credits, will be considered on a case-by-case basis. Federal requirements may restrict the situations in which soft match can be used, and IDOT policies must be followed. Sponsors must identify on the application form if soft match is requested.
- e) Proposals that are not selected for funding but are shown to have air quality benefits will be included in a “Vetted” project list that can be used to help meet the annual obligation goal described in further details under section B:4).
- f) All sponsors will be required to attend a project initiation meeting. The meeting will include distribution of necessary forms and information needed to initiate the project(s) and review of general project schedules and deadlines. Unless specific approval has been granted by CMAP, project consultants may not attend in the stead of project sponsors. Consultants are encouraged to accompany the project sponsors. Failure to attend will subject the project to removal from the program. This decision will be via recommendation of the Project Selection Committee to the Transportation Committee and MPO Policy Committee.

B: Active Program Management of Projects

1) EVERY PHASE OF AN APPROVED PROJECT WILL BE SUBJECT TO AN ACCOMPLISHMENT SUNSET. EACH PHASE WILL HAVE THE FEDERAL FISCAL YEAR IN WHICH IT IS PROGRAMMED PLUS TWO ADDITIONAL YEARS (3 YEARS TOTAL) TO MEET THE ACCOMPLISHMENT GOAL FOR THE PHASE.

- a) For FTA administered projects, accomplishment is FTA grant approval for the phase.
- b) For those projects administered through the Federal Highway Administration, accomplishment is defined as:
 - i) Phase I engineering - design approval
 - ii) Phase II engineering - Pre-final plans submitted to IDOT District 1
 - iii) ROW - ROW certified by IDOT District 1
 - iv) Construction - Has been let for bid
 - v) Implementation - Federal Authorization
- c) If a phase is not accomplished in the year it is programmed plus two years, all remaining unobligated CMAQ funds for the phase and all subsequent phases (regardless of the sunset year of those phases) will be removed from the guaranteed program and the

project will be considered a deferred project. More information on deferred projects is available in section B:4)c)ii).

2) A REVIEW OF THE STATUS FOR ALL PROJECTS WITH PHASES IN THE CURRENT FEDERAL FISCAL YEAR WILL BE CONDUCTED AT LEAST SEMI-ANNUALLY.

- a) Due dates for semi-annual updates will be included in the Project Selection Committee meeting calendar which is approved prior to the start of each calendar year. Updates will generally be requested in late spring (May/June) and fall (October).
- b) CMAP staff or the Project Selection Committee may request additional status updates at any time.
- c) Semi-annual updates will be required for all project phases meeting any of the following conditions. All projects meeting these conditions that fail to provide a semi-annual status update will be subject to removal from the CMAQ program.
 - i) Deferred phases.
 - ii) Phases sunsetting at the end of the current federal fiscal year.
 - iii) Phases programmed in the current federal fiscal year, regardless of sunset date.
- d) Every effort will be made to provide a list of phases requiring status updates and instructions for completing the updates to PLs (for municipal agency sponsored projects) and other project sponsors (service boards, RTA, IDOT, and IEPA) at least three weeks prior to the due date, but a shorter lead time may be needed in some cases.
- e) Status updates may also be requested, or may be submitted without a request, for phases programmed in out years in order to assist with programming decisions for meeting the annual obligation goal.

3) TRANSIT PROJECTS THAT HAVE BEEN OBLIGATED WILL BE REQUIRED TO SUBMIT AN EXPENDITURE UPDATE WITHIN 45 DAYS OF THE END OF EACH CALENDAR QUARTER UNTIL THE PROJECT IS 100% COMPLETE.

4) AN ANNUAL OBLIGATION GOAL WILL BE SET TO ENSURE THE REGION IS SPENDING ITS CMAQ APPORTIONMENT.

- a) The goal will be set prior to the start of the federal fiscal year.
- b) The goal will be based on the anticipated apportionment for the next federal fiscal year and the anticipated unobligated balance.

- c) If the obligation goal cannot be met through implementation of projects incorporated in the CMAQ program through the regular selection process, then other projects (listed below in priority order) that have demonstrated readiness as defined in B:6)b) will be selected for contingency funding to accomplish the goal:
 - i) Out Year – projects programmed in the out years of the program will be moved into the annual element. This can occur at any time if funding is available.
 - ii) Deferred – projects that had their funding removed for failure to meet accomplishment sunset deadlines can have their funding reinstated one phase at a time. This can occur at any time if funding is available.
 - iii) Vetted – includes:
 - (1) Projects that were analyzed in a prior programming cycle and showed an air quality benefit but were not included in the program, or
 - (2) Partially funded CMAQ projects that have other funding for which CMAQ funds can be substituted.
- d) If the actual obligation amount is expected to be within \$5 million of the goal as determined by CMAP staff, then no action to implement other projects will be considered.

5) THE REVIEW PROCESS FOR DETERMINING IF THE OBLIGATION GOAL WILL BE MET, OR IF OTHER PROJECTS NEED TO BE SELECTED WILL BEGIN IN THE SPRING OF THAT FEDERAL FISCAL YEAR.

6) PROJECTS SELECTED FOR CONTINGENCY FUNDING MUST MEET THE FOLLOWING CONDITIONS:

- a) Be ready to obligate within the federal fiscal year.
- b) Demonstrate readiness as defined below.

	Local Projects	CDOT	Transit Capital Projects	Transit Non-Capital or CDOT Projects	IDOT
Phase I Engineering	Locally Executed Local Agency Agreement sent to IDOT Central Office for Execution	Locally Executed IPA sent to IDOT Central Office for Execution	Inclusion in the RTA Program	Submitted draft TEAM/TrAMS application for review	n/a

	Local Projects	CDOT	Transit Capital Projects	Transit Non-Capital or CDOT Projects	IDOT
Phase II Engineering	Locally Executed Local Agency Agreement sent to IDOT Central Office for Execution	Locally Executed IPA sent to IDOT Central Office for Execution	Inclusion in the RTA Program	Submitted draft TEAM/TrAMS application for review	n/a
ROW Acquisition	Locally Executed Local Agency Agreement sent to IDOT Central Office for Execution	Locally Executed IPA sent to IDOT Central Office for Execution	Inclusion in the RTA Program	Submitted draft TEAM/TrAMS application for review	When ROW is included in the IDOT program
Construction	Pre-final Plans at IDOT BLRS for Review	Locally Executed IPA sent to IDOT Central Office for Execution	Inclusion in the RTA Program	Submitted draft TEAM/TrAMS application for review	When Design Approval is achieved or when Construction is included in IDOT program.
Implementation	Case by case basis, in general – locally executed agreement sent to IDOT Central Office for Execution	Case by case basis, in general - Locally Executed IPA sent to IDOT Central Office for Execution	Inclusion in the RTA Program	Submitted draft TEAM/TrAMS application for review	n/a

- c) Construction is the preferred phase for contingency funding.
- d) Vetted projects must meet the following phase funding minimum requirements.
 - i) \$1 million for phase II or ROW acquisition
 - ii) \$5 million for construction
 - (1) A combination bid of connected or related projects which total the above minimums is acceptable.
 - iii) Limits do not apply to out-year or deferred projects

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MEMORANDUM

To: CMAP Board

From: CMAP Staff

Date: October 1, 2014

Re: Support for Metro Chicago Exports

Metro Chicago Exports (MCE) is an unprecedented regional collaboration -- including the leadership of the counties of Cook, DuPage, Kane, Kendall, Lake, McHenry and Will and the City of Chicago through World Business Chicago -- to develop strategies that support small and medium enterprises (SMEs) throughout the region in seizing the expanding global opportunity of exports and strengthen the network of regional service providers. Accelerating exports aligns with multiple regional economic development plans, including GO TO 2040, World Business Chicago's Plan for Economic Growth and Jobs, and Cook County's Partnering for Prosperity, and an initiative to increase manufacturing in the region through the Chicago Metro Metal Consortium.

There are three objectives of MCE:

1. Export Pipelines - the program will identify SMEs with high export potential, prepare individualized market analyses, assist with business plan development, and provide referrals to help streamline export opportunities.
2. Enhancement of Export Ecosystem - the program will cultivate relationships with the supplier network to improve efficient access for SMEs, create and align networks based on industry and market interests, and leverage reach to enhance the success of SME exports.
3. Grant Program - the program will create and implement a small grants program for 35-50 SMEs to increase their export capacity and activity. SMEs can use the \$5,000 grants for needed technical expertise.

MCE's grant program will be a complement to the Illinois State Trade and Export Promotion (ISTEP) grant program offered by the Illinois Office of Trade and Investment. MCE will refine best practices through collaboration with ISTEP to bolster the number of qualified candidates

for both programs. Roundtable discussions indicated that firms would use additional resources beyond ISTEP. It was also noted that the Office of Trade and Investment would benefit from collaboration that builds awareness for exporting generally, as well as their resources.

Direct benefits to firms provided through MCE include:

- SMEs will obtain one-on-one guidance and a roadmap of services specifically tailored to their specific export needs.
- SMEs will have access to individualized market analyses, assistance with business plan development, and referrals to help realize export opportunities.
- SMEs will be connected to export mentors to facilitate best practice exchange and peer learning.
- SMEs will have access to supplier networks cultivated by the Pilot Program to reduce barriers to exporting, created and aligned based on industry and market interests, and leveraged reach to enhance the success of SME exports.
- SME's will receive micro grants (~\$5,000) to be used for a variety of purposes in order to lessen the burden of starting the exporting process.
- Large firms will have outlets to serve as mentors within the local export ecosystem and firms in relevant supply chains.

In addition to funding from federal, state and local sources, private and philanthropic organizations are supporting MCE, such as, JP Morgan Chase, The MacArthur Foundation and Illinois Manufacturing Excellence Center.

It is recommended that the Board authorize \$100,000 to support MCE over a two-year period. The support will be from the CMAP general fund.

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