



# Chicago Metropolitan Agency for Planning

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## Chicago Metropolitan Agency for Planning

### Annotated Agenda

Wednesday, January 9, 2013--9:30 a.m.

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

- 1.0 Call to Order and Introductions** 9:30 a.m.  
Mayor Gerald R. Bennett, Board Chair
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes –November 11, 2012**  
ACTION REQUESTED: Approval
- 4.0 Executive Director’s Report**  
4.1 LTA Program update  
4.2 GO TO 2040 Implementation Report  
4.3 Other Announcements
- 5.0 Annual Financial Report for the Year Ended June 30, 2012**  
The auditors from Sikich, LLP will present the annual financial report and management letter.  
ACTION REQUESTED: Acceptance
- 6.0 Procurements and Contract Approvals**  
6.1 Resolution authorizing an Intergovernmental Agreement with Cook County Assessor’s Office for 2011 assessment data  
6.2 Contract Approval for Water Resources Engineering Technical Support  
6.3 Contract Award for Assistance with DuPage Water Commission LTA Project  
ACTION REQUESTED: Approval
- 7.0 Committee Reports**  
The chair of the Regional Coordinating Committee will provide an update on the meetings held prior to the board meeting. Written summaries of

the working committees and the Citizens' Advisory Committee will also be provided.

ACTION REQUESTED: Informational

#### **8.0 Public Participation Plan**

In conjunction with the Citizens' Advisory Committee, staff has updated the Public Participation Plan as part of our federal transportation requirements. The Plan has been approved by the Transportation Committee and was released for public comment. Staff is seeking approval of the Plan.

ACTION REQUESTED: Approval

#### **9.0 Nominating Procedures**

As requested by the Board, the previous Nominating Committee met and discussed options for a potential rotational policy for future membership of the Executive Committee. The Committee is recommending a change to the process for future Nominating Committees for the Board's consideration.

ACTION REQUESTED: Adoption of this process for the Nominating Committee

#### **10.0 Performance-Based Evaluation Criteria and Transportation Funding**

In October 2012, the Board and MPO Policy Committee approved next steps to move this issue forward, which included a.) sending a letter to IDOT requesting they form a technical advisory group for implementing performance-based funding, and b.) requesting that CMAP initiate a regional process for developing the agency's internal prioritization and selection methodology to evaluate candidate projects. Staff will update the Board on the response thus far and discuss the need to pursue other strategies, if necessary.

ACTION REQUESTED: Discussion and direction to staff

#### **11.0 CMAP's State Legislative Framework and Agenda**

Using GO TO 2040 as a guide, the State Legislative Framework highlights policy priorities for CMAP during the 2013 legislative session. Generally speaking, CMAP is most interested in issues with a regional or statewide impact or those that could serve as precursors to broader, more comprehensive legislation. The document includes priority issues and legislative principles based on GO TO 2040's recommendations. Staff will also present a State Legislative Agenda, which contains a short list of major agency legislative priorities for 2013.

ACTION REQUESTED: Approval

## **12.0 Fiscal Year 2014 Unified Work Program (UWP) Process**

The UWP lists the planning projects that CMAP and other agencies undertake each year to enhance transportation in northeastern Illinois and to fulfill federal planning regulations. Staff will update the Board on the process for developing next year's UWP.

**ACTION REQUESTED:** Informational

## **13.0 Potential GO TO 2040 Amendment: Circle Interchange**

IDOT has requested that CMAP amend GO TO 2040 to include the proposed **Circle Interchange improvements** as a fiscally constrained major capital project. The Circle Interchange project is estimated to cost \$410 million. Currently, only the planning and design phases (\$24 million) are included in IDOT's 2013-2018 Multiyear Highway Program and the region's Transportation Improvement Program. The project is not included in GO TO 2040. CMAP will present the results of this evaluation to the CMAP Board and MPO Policy Committee in March, and at that point a decision should be made about whether or not to amend the region's plan to add this project. Prior to this recommendation, staff has concerns about the process that will be presented.

**ACTION REQUESTED:** Discussion

## **14.0 Proposed CMAP and RTA Merger**

At the previous meeting, the Board heard a presentation from the RTA on its core functions and discussed the proposal from Metropolis Strategies that seeks to consolidate the regional financial and oversight function of RTA with the existing functions of CMAP. The Board will continue this discussion and outline potential next steps to move the discussion forward if that is the intention of the Board.

**ACTION REQUESTED:** Discussion

## **15.0 Other Business**

## **16.0 Public Comment**

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion. It should be noted that the exact time for the public comment period will immediately follow the last item on the agenda.

## **17.0 Executive Director Performance Review**

(The Board will adjourn to a closed session for the purpose of discussing the executive director's annual performance review.)

**ACTION REQUESTED:** Approval

**18.0 Next Meeting**

The Board meets next on February 13, 2013.

**19.0 Adjournment**

**Chicago Metropolitan Agency for Planning Board Members:**

\_\_\_ Gerald Bennett, Chair  
\_\_\_ Frank Beal  
\_\_\_ Susan Campbell  
\_\_\_ Roger Claar  
\_\_\_ Michael Gorman  
\_\_\_ Elliott Hartstein

\_\_\_ Al Larson  
\_\_\_ Andrew Madigan  
\_\_\_ Marilyn Michelini  
\_\_\_ Heather Weed Niehoff  
\_\_\_ Raul Raymundo  
\_\_\_ Rick Reinbold

\_\_\_ Rae Rupp Srch  
\_\_\_ Dan Shea  
\_\_\_ Leanne Redden



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**MEMORANDUM**

**To:** CMAP Board and Committees  
**From:** CMAP Staff  
**Date:** January 2, 2013  
**Re:** Local Technical Assistance Program Update

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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, 80 local projects have been initiated. Of these, 20 projects have been completed, 44 are fully underway, and 16 will get actively underway in the near future.

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

ACTION REQUESTED: Discussion.

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## Projects Currently Underway

Project	CMAP lead	Timeline	Assistance type	Status and notes
Addison comprehensive plan (see <a href="#">project website</a> )	Sam Shenbaga	July 2011 – Jan. 2013	Staff assistance	Underway. Plan presented to Planning and Zoning Committee on December 10. Committee unanimously supported Plan recommendations. Plan to be formally adopted at January 7 Village Board meeting.
Algonquin downtown plan (see <a href="#">project website</a> )	Jack Pflingston	Feb. 2012- Mar. 2013	Grant funds	Underway. The final draft recommendations for the plan will be presented to the Steering Committee when it convenes January 24. Approval of the final plan is expected in February or March.
Alsip comprehensive plan (see <a href="#">project website</a> )	Sam Shenbaga	Jan. 2012 - Mar. 2013	Staff assistance	Underway. Plan recommendations presented to Project Steering Committee on December 13. Steering Committee unanimously approved all recommendations in Plan. Plan recommendations to be presented to general public at Public Open House on February 13 to be held at Park District facility. Comments received from Pace and RTA on Plan recommendations. Writing a grant proposal in coordination with Village to hire a professional planner to lead Plan implementation.
Antioch greenway plan (see <a href="#">project website</a> )	Shafaq Choudry	Apr. 2012- June 2013	Staff assistance	Underway. Kickoff meeting with steering committee and Village Board meetings took place in August. Existing Conditions Report and mapping are in draft form. The first public workshop took place October followed by a high school focus group in November. Existing Conditions Report submitted and reviewed by steering committee in December. Collected over 160 responses from the community on the MetroQuest website.
Berwyn zoning revisions	Kristin Ihnchak	Dec. 2012 - Sept. 2013	Staff and consultant assistance	Underway. Camiros has been selected to assist CMAP staff during the project.
Big Rock comprehensive plan	Trevor Dick	Feb. 2013 – Jan. 2014	Staff assistance	CMAP staff is currently working with County and Village staff to finalize the scope of work. The goal is to have a MOU and Scope of Work approved by the Village Board at their January 8 Board meeting.
Bronzeville Alliance Retail corridor study, phase 2 (see <a href="#">project website</a> )	Sef Okoth	Phase 2: Nov. 2011 – Jan. 2013	Staff assistance	Underway. Staff completed initial draft of the plan which is now being reviewed internally. The Steering Committee met with City Department of Housing and Economic Development to discuss the proposed plan recommendations and to strategize on meetings to brief the Aldermen. A public meeting is being planned for January to present the draft plan.
Bronzeville national heritage area feasibility study (see <a href="#">project website</a> )	Sef Okoth	July 2012 - June 2013	Staff assistance	Underway. Staff continues to conduct research and outreach for the feasibility study.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Centers for New Horizons local food survey	Sef Okoth	Nov. 2012 – June 2013	Staff assistance	Underway. Project scoping was finalized and a project kick-off meeting was held on November 29 at CMAP. Staff completed drafting the survey which is currently being reviewed by the City. Draft MOU and the scope of work were sent to the Centers for New Horizons (CNH) and Chicago State University’s Neighborhood Assistance Center (NAC) and is currently being reviewed.
Chicago “Green and Healthy Neighborhood” plan for Englewood, Woodlawn, and Washington Park (see <a href="#">project website</a> )	Jason Navota	Mar. 2011 – Mar. 2013	Staff assistance	Underway. Second phase planning and outreach is complete and third phase zone planning and land use policy development and drafting of plan chapters is underway. CMAP intends to convey draft chapters to City of Chicago Department of Housing and Economic Development by early 2013, with draft plan and all concept illustrations complete in first quarter of 2013, and a final public open house in late March 2013.
Chicago Housing Authority LeClaire Courts redevelopment	Sef Okoth	Aug. 2012- July 2013	Consultant assistance	Underway. Consultants are finalizing the Existing Conditions Report. Market analysis and assessment of transportation improvements are still underway. CHA sent out an introductory letter and project summary to the aldermen in the affected wards. The consultant (URS) has requested for meetings with the Aldermen to brief them on the project and get their input.
Chinatown neighborhood plan	Stephen Ostrander	Jan. 2013 – Dec. 2013	Staff assistance	This project involves the preparation of a neighborhood plan to shape the future of Chicago’s Chinatown. Final scoping of the project continues, with full initiation of project in January.
Des Plaines neighborhood plan	Pete Saunders	TBD	Consultant assistance	Project scoping underway. RFP will be released in early 2013 for a CPTED-focused neighborhood plan in the Apache Park neighborhood.
Downers Grove bicycle and pedestrian plan	Jack Pffingston	Mar. 2012 – Jan. 2013	Grant funds	Underway. Draft Plan was received in mid-December; currently under review by CMAP, Metra, other interested parties and stakeholders. Final draft plan expected by mid-January.
DuPage County unincorporated areas plan	Jack Pffingston	Oct. 2012- Sept. 2013	Consultant assistance	Underway. Data collection underway and nearing completion; meetings with affected municipalities began in mid-late December and are nearly complete. Existing Conditions report expected in early-mid February.
Elburn comprehensive plan	Jack Pffingston	Apr. 2012 - Feb. 2013	Grant funds	Underway. Draft plan and recommendations released in early December; currently under review. Steering Committee will meet January 16 to consider draft, with final plan expected in February.
Elgin Dundee Avenue corridor study	Pete Saunders	TBD	Staff assistance and small grant	Project scoping is underway. Kickoff meeting with ULI taking place in early January. ULI is seeking panel members for the project. Date of the two-day TAP panel is to be determined.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Elgin sidewalk gap and transit stop study	Lindsay Bayley	June 2012-Apr. 2013	Grant funds	Underway. Processing input received from November's Public Workshop. Detailed existing conditions maps created for the city, which was divided into 14 sections for legibility. Steering Committee meeting planned for January.
Elmwood Park comprehensive plan (see <a href="#">project website</a> )	Nicole Woods	June 2011-Feb. 2013	Staff assistance	Underway. Steering committee and Village Trustees received a draft copy of the comprehensive plan in late November. Steering committee and Trustees are reviewing the comprehensive plan and submitting comments. Public open house is slated for early 2013.
Evanston bicycle plan	Jack Pfingston	May 2013-Feb. 2014	Grant funds	Scoping of this project is underway. Initial scoping meeting with the City took place December 20. The City will be choosing a consultant for the project and expects to release an RFP by early March.
Fox Lake bicycle plan	Jack Pfingston	July 2012-Mar. 2013	Grant funds	Underway. Steering committee met December 19 to consider draft interim framework plan; will meet again in mid-late January to consider final draft plan.
Glen Ellyn downtown streetscape and parking study (see <a href="#">project website</a> )	Lindsay Bayley	July 2012-June 2013	Grant funds	Underway. Consultant team is preparing plans and documents for Steering Committee to review; next meeting planned for January. To date, nearly 60 responses to the online survey have been received.
Hinsdale parking study	Lindsay Bayley	Nov. 2012-June 2013	Staff assistance	Underway. Kick-off meeting held on November 27, parking survey data collection underway. Formation of steering committee underway.
Hoffman Estates workforce development project	Annie Byrne	Jan.-Nov. 2013	Staff assistance	Scoping of the project is ongoing. CMAP will discuss project scope with the project steering committee on January 16 and begin work shortly thereafter.
IDNR water loss evaluation project	Tim Loftus	Feb.-Dec. 2013	Staff assistance	Project scoping is underway, and a meeting with partner organizations to discuss scope is scheduled for January 9.
Kane County local food project	Jessica Simoncelli	Sept. 2012-Mar. 2013	Staff assistance	Underway. Kickoff meeting held in early November, and a December 12 meeting began to determine site criteria for local food production.
Kane County transit plan implementation	Trevor Dick	July 2012-June 2013	Staff assistance	Underway. CMAP staff is currently compiling an analysis report that will be brought back to the Oversight Steering Committee (OSC) in January/February for review and discussion.
Kane County / Carpentersville <i>Homes for a Changing Region</i> project	Drew Williams-Clark	Feb.-Dec. 2013	Staff assistance	Project partners met with CMAP staff, MPC, MMC and Kane County on December 12 to discuss scope, MOU and resolutions. Resolutions are anticipated for approval by end of February. Staff also anticipate a kickoff meeting in February.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Lake County sustainability plan (see <a href="#">project website</a> )	Kristin Ihnchak	Mar. 2012 - Mar. 2013	Staff assistance	Underway. Plan recommendations are being drafted, with a target for staff review by the end of December. Delta Institute and Openlands are both on contract to assist with some plan elements.
Lakemoor comprehensive plan (see <a href="#">project website</a> )	Nora Beck	Nov. 2011 – Jan. 2013	Staff assistance	Underway. A Public Open House on the Draft Plan was held on November 13 with 30 people in attendance. Plan expected to enter formal adoption process by early January.
Lansing comprehensive plan	Sam Shenbaga	Oct. 2012- Sept. 2013	Consultant assistance	Underway. Houseal Lavigne Associates selected as project consultant. Steering Committee project kick-off meeting held at Village Hall on December 10. Stakeholder interviews being scheduled and to be conducted in January. GIS information received by consultant from SSMMA.
Liberty Prairie Conservancy local food system plan (see <a href="#">project website</a> )	Jessica Simoncelli	Aug. 2011 – Jan. 2013	Staff assistance	Underway. Drafts of the Liberty Prairie Reserve Master Plan and the Lake County Sustainable Food Systems Report are being reviewed internally and by steering committees, with discussion to be held at December 18 meetings. Afterwards, final edits and layout will occur.
Lynwood comprehensive plan	Samantha Robinson	Oct. 2012 – Sept. 2013	Consultant assistance	Underway. Houseal Lavigne Associates selected as project consultant. Consultant presented scope of work to the Mayor and Village Board members on December 5. Coordinating with Mayor to create a steering committee, which is expected to meet in January. Village is gathering copies of most current comprehensive plan and zoning ordinance for consultant. Consultant is coordinating with Cook County to access GIS data for mapping purposes.
Maywood economic development strategy	Nicole Woods	Dec. 2012- Aug. 2013	Staff assistance	Underway. Project was refined in late 2012, to focus specifically on retail and house markets. Staff is currently conducting the retail market study which includes identifying market area boundaries, sales, and retail gap assessments.
Metropolitan Mayors Caucus immigrant integration toolkit	Erin Aleman	Jan. 2013 – May 2013	Staff assistance	Staff developed a preliminary scope and timeline with MMC. Final approval of scope documents expected late January.
Morton Grove industrial areas plan (see <a href="#">project website</a> )	Nicole Woods	Feb. 2012 - June 2013	Staff assistance	Underway. Existing conditions report has undergone internal review and will be sent to Village Staff and Steering Committee in early January. Formal review and discussion of the report is slated for February.
New Lenox corridor plan	Jack Pfingston	Aug. 2012- June 2013	Grant funds	Underway. Existing Conditions Synthesis Report to be released during first week of January; Steering Committee will meet January 11 to consider the draft.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Niles environmental action plan (see <a href="#">project website</a> )	Kristin Ihnchak	May 2012-Feb. 2013	Staff assistance	Underway. Public open house on December 4, with staff department head meetings to follow in December and January for further plan refinement. Public hearing with Village Board is scheduled for February 12.
Niles multimodal transportation plan	Jack Pfingston	TBD	Grant funds	Project scoping and RFP development are underway. RFP release scheduled for January 4.
NorrIDGE zoning revisions	Kristin Ihnchak	TBD	Staff assistance	An initial Zoning Board meeting will be held on December 3 to discuss the general project scope. Based on this discussion, a more specific scope will be drafted for presentation to the Village Board.
Northlake comprehensive plan (see <a href="#">project website</a> )	Trevor Dick	Mar. 2012-Feb. 2013	Staff assistance	Underway. CMAP staff is currently working on the Draft Comprehensive Plan. A draft is expected to be presented to the Steering Committee in January followed by a public open house in January/February 2013.
Northwest Municipal Conference trail access plan	Jack Pfingston	TBD	Consultant assistance	Initial scoping meeting held November 13; currently working on scoping and RFP development.
Northwest Suburban Housing Collaborative <i>Homes for a Changing Region</i> project (see <a href="#">project website</a> )	Drew Williams-Clark	Feb. 2012 – Jan. 2013	Staff assistance	Underway. Report drafts have been reviewed. CMAP staff have begun text editing and graphic design work. Final reports will be printed and presented in February.
Northwest Water Planning Alliance drought mitigation plan	Tim Loftus	Feb.-Dec. 2013	Staff assistance	Preliminary discussions are underway with a scoping meeting scheduled for early January. A steering committee of key NWPA members is being formed to assist with project scoping and guidance.
Oak Lawn 95 <sup>th</sup> Street corridor study	Pete Saunders	Jan.-Dec. 2013	Consultant assistance	Underway. Teska Associates was selected as the consultant for this project. Kickoff with the community will occur in January.
Oak Park water conservation program (see <a href="#">project website</a> )	Nora Beck	Aug. 2011 – Jan. 2013	Staff assistance	Underway. Draft released to public in August. Final draft to be presented to Board for approval in January.
Olympia Fields zoning ordinance update	Drew Williams-Clark	TBD	Consultant assistance	A new RFP is under village staff review. Staff anticipates posting in January.
Oswego economic development plan	Pete Saunders	Mar. 2013 – Jan. 2014	Staff assistance	This project is currently being scoped and is expected to begin in early 2013.
Plainfield downtown transportation plan (see <a href="#">project website</a> )	Pete Saunders	Aug. 2012 – Jun. 2013	Grant funds	Underway. Consultant presented draft transportation concepts for public input at public meeting held on November 14. Continued input and

Project	CMAP lead	Timeline	Assistance type	Status and notes
				feedback is being gathered through the project website. Next public engagement is scheduled for February.
Regional arts and culture toolkit	Stephen Ostrander	Apr. 2012-Feb. 2013	Staff assistance	Underway. Following internal and external review of content strategy, staff and consultant team are proceeding to develop content for the toolkit, with completion expected in February.
Regional climate change adaptation toolkit	Jesse Elam	July 2012-Mar. 2013	Staff assistance	Underway. This toolkit aims to help municipalities understand and adapt to the impacts of climate change in the Chicago region, with a focus on public infrastructure and land. An advisory committee meeting has been rescheduled pending contract execution with the University of Illinois.
Richton Park comprehensive plan	Pete Saunders	Aug. 2012-July 2013	Consultant assistance	Underway. Houseal Lavigne Associates is currently gathering data for the project. First public meeting slated for late January or early February.
Riverside downtown area plan (see <a href="#">project website</a> )	Nora Beck	Feb. 2012-Apr. 2013	Staff assistance	Underway. A recommendations memo was approved by Steering Committee and staff are developing draft plan. A draft is expected to be complete in January.
Round Lake Heights comprehensive plan (see <a href="#">project website</a> )	Jonathan Burch	May 2012-Apr. 2013	Staff assistance	Underway. Conducted a Village-wide visioning meeting on December 4 along with a Latino focus group meeting on December 10. Currently creating recommendations memo.
Seven Generations Ahead sustainability data	Drew Williams-Clark	Nov. 2012-Feb. 2013	Staff assistance	Underway. Staff met with SGA project team in December and have begun data estimations work. SGA will review preliminary findings in January.
SSMMA interchange land use planning	Jessica Simoncelli	July 2012-Sept. 2013	Consultant and staff assistance	Underway. Due to change in consultant leadership, project has been delayed, but will restart in January.
Waukegan subarea plan	Stephen Ostrander	Sept. 2012-Aug. 2013	Staff assistance	Underway. First meeting of project steering committee held. The first of a series of focus groups was completed in December with the rest slated for January, with help of steering committee and other partners in community. Staff also continue preparation of existing conditions report.
Westchester comprehensive plan (see <a href="#">project website</a> )	Samantha Robinson	Nov. 2011 – Mar. 2013	Staff assistance	Underway. Presented draft plan recommendations to Mayor, Village Manager and Steering Committee on November 15. Received market analysis of commercial corridors on December 4. Working on draft comprehensive plan to be completed by mid-January.
Wheeling active transportation plan	Lindsay Bayley	Jan-Nov. 2012	Grant funds	Underway. Minor changes suggested on draft plan. Wheeling Plan Commission will vote to recommend adopting the plan as an amendment to their Comprehensive Plan on December 6. The Village Board will then be expected to vote at their meeting on January 7.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Wicker Park-Bucktown parking study	Lindsay Bayley	TBD	Staff assistance	Project scoping underway. Project kick-off expected in January.

## Completed Projects

Project	CMAP lead	Completion date	Assistance type	Implementation status
Berwyn comprehensive plan (see <a href="#">project website</a> )	Sam Shenbaga	Oct. 2012	Staff assistance	Plan adopted unanimously by City Council on October 23. Project completed. Year-long zoning ordinance revision project initiated.
Blue Island comprehensive plan (see <a href="#">project website</a> )	Sam Shenbaga	June 2012	Staff assistance	Meeting conducted with Planning Director and other staff members. Supported MPC on the City's Illinois Green Infrastructure Grant Application. Working with MPC and the City to write a Chicago Community Trust grant to reduce stormwater runoff in residential areas.
Bronzeville Alliance retail corridor study, phase 1 (see <a href="#">project website</a> )	Sef Okoth	Feb. 2012	Staff assistance	Two ongoing activities are helping to implement the project. The second phase focusing on land use change is underway and is described above. Also, the Chicago Community Trust provided a grant to the Renaissance Collaborative (TRC) in May to directly implement the recommendations of this project. TRC hired an Economic Development Coordinator who is helping to implement the BRI recommendations. The Alliance is currently working on an application for the second round of CCT Grant funding to expand their activities.
Campton Hills comprehensive plan (see <a href="#">project website</a> )	Jason Navota	Aug. 2012	Staff assistance	Final plan approved by Village Board on August 21.
Carpentersville "Old Town" Area Action Plan (see <a href="#">project website</a> )	Trevor Dick	July 2012	Staff assistance	The Village Board unanimously adopted the Plan at their July 10 meeting. An implementation memo is being created and will be reviewed internally. This will be followed by a meeting with Village Staff to discuss next steps.
Developing Communities Project support for CTA Red Line extension (see <a href="#">project website</a> )	Kendra Smith	Nov. 2012	Staff assistance	The Red Line Livability Project community brochure, technical report, webpage and video have been completed and are available at <a href="http://www.cmap.illinois.gov/red-line">www.cmap.illinois.gov/red-line</a> . DCP, CMAP and CTA will utilize materials during future Community Education and Visioning sessions as well as in interaction with elected officials.

Project	CMAP lead	Completion date	Assistance type	Implementation status
Evanston water efficiency program (see <a href="#">project website</a> )	Amy Talbot	Aug. 2012	Staff assistance	Plan accepted by Council in August. Implementation actions started by City and Utility.
Fairmont Neighborhood Plan (see <a href="#">project website</a> )	Trevor Dick	Apr. 2012	Staff assistance	County staff is working to submit a grant to the Chicago Community Trust to conduct an analysis on whether a CDC is feasible in Fairmont.
Hanover Park corridor study (see <a href="#">project website</a> )	Stephen Ostrander	Dec. 2012	Staff assistance and small grant	The report for the ULI Chicago Technical Assistance Panel (studying the Irving Park Road corridor), was released in early December.
<i>Homes for a Changing Region</i> in south Cook (see <a href="#">project website</a> )	Drew Williams-Clark	Dec. 2011	Staff assistance	Three of the four communities covered by the project have follow-up LTA projects. One, the Park Forest sustainability plan, was adopted in May, with a follow-up zoning project beginning in the spring. A comprehensive plan in Lansing is now underway, and a subarea plan in Olympia Fields is being scoped.
<i>Homes for a Changing Region</i> in west Cook (see <a href="#">project website</a> )	Drew Williams-Clark	Apr. 2012	Staff assistance	Phase 2 of this project, which involves supporting a Community Challenge grant to the West Cook County Housing Collaborative in the same communities, was completed in December.
Joliet “Old Prison” redevelopment (see <a href="#">project website</a> )	Pete Saunders	May 2012	Staff assistance and small grant	CMAP is assisting the City of Joliet and Will County Forest Preserve District in developing an Open Space Task Force agreement between City, Openlands, Joliet Park District and Will County Forest Preserve District to work jointly on future recreational use of site.
Lake Zurich comprehensive water resources project	Amy Talbot	Apr. 2012	Staff assistance	Lake Zurich has submitted an application for further LTA assistance to implement the recommendations of this project. This will be reviewed in the coming months.
McHenry County subarea plan	Jack Pflingston	Nov. 2012	Grant funds	The final plan was adopted by the McHenry County Board at their meeting on November 20.
Norridge comprehensive plan (see <a href="#">project website</a> )	Trevor Dick	Oct. 2012	Staff assistance	The Board voted unanimously to adopt the plan on October 24. CMAP is currently working with staff to create a scope of work to review the Village’s zoning ordinance.
Orland Park water conservation ordinance (see <a href="#">project website</a> )	Hala Ahmed	June 2012	Staff assistance	A second meeting to discuss a draft regional water conservation resolution amongst the other five largest communities that purchase water from the Oak Lawn system was held on December 13. The communities will now take a revised version of the resolution through their respective legislative processes. Orland Park is aiming for adoption in January or February.

Project	CMAP lead	Completion date	Assistance type	Implementation status
Park Forest sustainability plan (see <a href="#">project website</a> )	Kristin Ihnchak	May 2012	Staff assistance	Plan was unanimously adopted by the Village Board on May 14. Staff will hold a meeting to discuss the draft implementation memo on December 10. The Chicago Community Trust's grant to Park Forest directly implements the recommendations of this project. Also, a new LTA project involving zoning updates will be initiated in spring 2013.
SSMMA housing investment prioritization (see <a href="#">project website</a> )	Nicole Woods	June 2012	Staff assistance	Tool was approved by the Collaborative and SSMMA in May, 2012. The Collaborative has utilized the tool to assess projects in the various Southland communities, including CDBG communities. Currently, the Collaborative is communicating the results from the tool's assessments to inform communities of the strengths and weaknesses of their projects. The Collaborative is also currently considering refining the tool to tailor it to specific funding sources.
Waukegan planning prioritization report	Stephen Ostrander	July 2012	Staff assistance	CMAP staff presented the recommendations of the planning prioritization report to the Waukegan City Council Meeting of the Whole on July 30. Follow-up subarea plan is underway.
West Cook Housing Collaborative, phase 2: Challenge Grant support	Drew Williams-Clark	Dec. 2012	Staff assistance	The project has been completed and materials have been transmitted to the West Cook Housing Collaborative for the use of the participating communities.



**MEMORANDUM**

**To:** CMAP Board and MPO Policy Committee

**From:** CMAP Staff

**Date:** January 2, 2013

**Re:** Public Participation Plan Update

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In February 2012 CMAP's Citizens' Advisory Committee (CAC) embarked on a project to update CMAP's Public Participation Plan (PPP). CMAP's existing PPP was developed in 2007 and was previously amended in 2010 to comply with federal transportation guidelines. This new update ensures that the PPP meets new federal requirements and better reflects ongoing public engagement efforts as CMAP works to implement GO TO 2040.

The updated PPP will serve two important functions. First, it is important that the public understand CMAP's commitment to public engagement. Second, it is vital that CMAP staff have a relevant tool to help guide outreach efforts. To that end, there were a number of changes that were made to the 2010 PPP. There were a few minor "housekeeping" updates, such as:

- Removal of outdated references to CATS and NIPC (throughout)
- Updated language to reflect MAP-21 legislation (section 1.3)
- GO TO 2040 principles were folded in to the overview section (chapter 2)
- Updated CMAP committee structure (section 2.4)
- Updated MPO members (section 2.5)
- New table describing how the region will address federal public participation requirements for Section 5307 Urbanized Area Formula Grants (appendix A)

The majority of changes to the PPP occur in *Chapter 3: Public Involvement*, specifically section 3.3 *Public Participation Strategy* and section 3.4 *Public Participation Process and Methods*. The changes made in this section describe how CMAP will develop a strategic plan to engage and sustain relationships with the public throughout any planning process.

The draft PPP was presented to the CMAP Transportation Committee in September 2012. The PPP was then released for a 75-day public comment period. During this time CMAP received

three public comments on the draft PPP. The following table documents each comment received and how CMAP has responded. A draft of the final PPP is attached.

**PUBLIC COMMENTS ON THE 2012 PUBLIC PARTICIPATION PLAN UPDATE**

<b>Individual</b>	<b>Comment</b>	<b>CMAP Response</b>
<p>Lorence Brown, Chairman, Marengo GW Protection Technical Advisory Committee</p>	<p>“One thing that caught my eye in the 2012 Public Participation Plan I would like to see a CMAP acknowledgement that they included 11 counties (not just their regular 7) when they did the Water 2040 project. And in keeping with this expanded cooperative Planning opportunity, CMAP needs to include Winnebago (not just Boone in their plans) – even though it would mean working with RMAP (the Rockford Planning Agency).</p>	<p><b>No changes made to PPP.</b></p> <p>While CMAP’s planning area is federally mandated, CMAP will continue to coordinate when necessary with many of its nearby neighbors – counties, cities, and states. CMAP’s Water 2050 work was developed under Illinois Executive Order 2006-1 which defined the study area as the Northeastern Illinois Deep Aquifer.</p>
<p>Gwen Rice, Executive Director, Developing Communities Project</p>	<p>“I have reviewed the PPP and it seems quite sound, However, I wasn’t clear as to how the community representatives are chosen to serve on the CAC? And, what is the mechanism for the public to be represented at policy making and/or advisory levels?”</p>	<p><b>The following text was added to section 2.4 CMAP’s Committee Structure on page 7.</b></p> <p><i>CMAP committees meet regularly at CMAP. Details on committee membership and how to get involved can be found at <a href="http://www.cmap.illinois.gov/board-and-committees">www.cmap.illinois.gov/board-and-committees</a></i></p>
<p>Regional Transportation Authority</p>	<p>Text missing regarding the second requirement for Section 5307 funds.</p>	<p><b>Missing text was added to Appendix A: Federal Regulations, page 16.</b></p>

**ACTION REQUESTED:** Recommendation of approval

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# Public Participation Plan

2013

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## **1. Introduction**

The Chicago Metropolitan Agency for Planning (CMAP) is the official regional planning organization for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. CMAP developed and now guides the implementation of GO TO 2040, metropolitan Chicago's first comprehensive regional plan in more than 100 years. To address anticipated population growth of more than 2 million residents, GO TO 2040 establishes coordinated strategies that help the region's 284 communities address transportation, housing, economic development, open space, the environment, and other quality-of-life issues.

CMAP recognizes that public participation is a key component in effective planning. If northeastern Illinois is to realize its growth potential in the 21st Century, it is essential that the residents of the region have a voice in how the region's plans are formulated.

This document is a public participation plan that will serve as a guide to CMAP to help inform the planning process. In addition, it is hoped that through this guide CMAP will both increase public awareness and participation, as well as broaden the range of voices and views in the planning process. The plan explains how CMAP operates, establishes core values for public participation, and outlines strategies for increasing public information and participation in the planning process.

A Citizens' Advisory Committee that will assist in the implementation of this plan meets regularly and invites anyone with an interest in regional planning to participate in their meetings and activities.

### **1.1 Purpose of Plan**

This plan seeks to develop a proactive public participation process in northeastern Illinois that provides complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing and implementing regional plans and capital programs.

### **1.2 Summary of Federal Regulations**

Federal law requires all metropolitan areas with populations greater than 50,000 people to designate a Metropolitan Planning Organization (MPO) to develop transportation plans for the region. It also requires that a Public Participation Plan be created that affords the public a reasonable opportunity to participate in and comment on transportation plans. This plan is



intended to fulfill those requirements. Specifically, this Public Participation Plan satisfies the region's Program of Projects public participation requirements of Title 23 and Title 49, U.S. Code Section 5307 (b)(1) through (7).

However, transportation planning is just one component of CMAP's mission. As CMAP integrates transportation and land use planning into a comprehensive process, the agency intends to conform not only to federal transportation guidelines, but also to guidelines from other local, state, and federal agencies whose interests coincide with any of the seven CMAP focus areas described in Section 2.3.

This type of public participation is unprecedented in our region and will require CMAP to create tailor-made programs that are unique to each task we undertake. CMAP will, in effect, be creating an over-arching plan that responds to federal requirements across disciplines (transportation, housing, environment, etc.) and elevates the promise CMAP makes to our residents to partner with them throughout the process.

### **1.3 MAP-21**

Building off the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) legislation, the transportation reauthorization bill Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) continues to support previous federal public participation guidelines. The provisions that were set forth in SAFETEA-LU are as follows (see Appendix A for further details):

- Representatives of users of pedestrian walkways, bicycle transportation facilities, the disabled are specifically added as parties to be provided with the opportunity to participate in the statewide and metropolitan planning processes.
- To enhance the public participation process, the State department of transportation (DOT) and MPO should conduct public meetings at convenient and accessible locations at convenient times; employ visualization techniques to describe plans; and make public information available in an electronically accessible format such as on the Web.
- The MPO is to develop a participation plan in consultation with interested parties that provides reasonable opportunities for all parties to comment.

CMAP intends to use the standards set forth in SAFETEA-LU, now MAP-21, as the basis for its public participation program, expanding on them where necessary to conform to the regulations of other agencies and to better meet the needs of the residents of northeastern Illinois.



## 2. Overview of the Chicago Metropolitan Region

### 2.1 Our Region

Metropolitan Chicago is one of the world's great economic centers. We have abundant natural resources — including a magnificent system of parks, open spaces, trails, and waterways — with access to Lake Michigan for drinking water and recreation.

We have a transportation system that moves people and goods, acting as an engine of jobs and prosperity. And the residents of the region themselves are perhaps our greatest renewable resource, constituting a diverse workforce that fuels economic development. But we cannot take our quality of life for granted in the years to come. Stark new economic and environmental realities require the region and its communities to set priorities carefully.

Residents of our region's seven counties — Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will — aspire to and deserve a high quality of life. The mission of the Chicago Metropolitan Agency for Planning (CMAP) is to help the counties and 284 communities plan together for sustainable prosperity through mid-century and beyond.

#### Meeting Challenges Together

Our ability to respond to past challenges has made the Chicago area a great place to live and work. Meeting these tests head-on — including economic upheavals, social inequities, ecological harm, and even disasters like the Chicago Fire — made us stronger. Avoiding such challenges would have held our region back. Each of us is forever indebted to the foresight of Daniel Burnham and Edward Bennett and to the thousands of civic leaders, business people, and average citizens who helped implement so much of the 1909 *Plan of Chicago*. This region's successes have always resulted from our willingness to set aside what separates us and work together to accomplish broader, shared goals. We need that spirit of community now as much as ever.

#### Building Sustainable Prosperity

Implementing the GO TO 2040 comprehensive regional plan is metropolitan Chicago's best chance to set the stage for economic growth in decades to come. The plan defines carefully coordinated policies to address the fundamental challenges that shape residents' daily lives. After nearly three years of research, public input, and deliberation, GO TO 2040 reflects the collective will of our region's leaders and residents. The region can no longer afford not to plan effectively. As we face new challenges and opportunities together, the GO TO 2040 plan can lead us to prosperity that is sustainable for generations to come.



## **The Urgency of Long-Range Planning**

Most of our region's near-term challenges are the direct result of choices made — or too often deferred — in the past. Urgent challenges have often been an excuse to avoid planning, but they actually reinforce the need to plan more effectively. We need to act now, before today's opportunities become tomorrow's crises.

During decades of rapid but largely uncoordinated expansion, the region grew in patterns that were not sustainable. New homes cropped up in areas that were difficult to reach by automobile and virtually impossible by public transit. Jobs created were often far from the region's residential centers, keeping commuters tied up in traffic and wasting billions of dollars in lost time and fuel. Patterns of development consumed land at a rapid rate, with serious implications for natural resources — including less open space, potential water shortages, and diminished air quality.

Now is our best chance to begin reversing long-range trends like these, which are barriers to the prosperity and livability of this region and its communities.

## **Communities Collaborating for Success**

CMAP was created at a turning point for the region, as the business community, civic leaders, and local elected officials recognized that many of our most pressing issues are best addressed comprehensively and regionally. Wanting to break with "business as usual," our region's decision makers, residents, and other stakeholders have collaborated to formulate a response: GO TO 2040.

While the region is prosperous by many measures, sustaining residents' quality of life depends on our ability to address these problems. GO TO 2040's main purpose is to grow our region's economy by building on its strengths and overcoming its challenges.

The plan articulates policy reforms that are carefully targeted to enhance the region's economy by setting clear priorities, including improved efficiency of investments and transparency of public decision making. Within local control over zoning and land decisions, communities have many opportunities to work both together and independently toward the common goal of sustainable prosperity.

GO TO 2040 calls for investment in existing communities and emphasizes development that is more compact and "livable." By implementing GO TO 2040, residents will have more options for getting around, more options for housing, more jobs nearer to where they live, more parks and open space, more plentiful and cleaner water, healthier air, and better quality of life.



## **GO TO 2040 is about sustainable prosperity**

The GO TO 2040 comprehensive regional plan seeks to maintain and strengthen our region's position as one of the nation's few global economic centers. Prosperity is driven largely by a combination of infrastructure, overall business environment, workforce, and amenities. To remain an attractive place for workers and businesses, our region needs:

- Global connections that link us to international trade and information networks, providing economic opportunities and a broad range of jobs.
- A robust, diverse business community, skilled labor force, and excellent higher education system.
- Modern, well-maintained infrastructure, including transportation, energy, telecommunications, and water.
- A healthy environment with ample open space and parks for recreation.
- Active institutions for arts and culture, along with other amenities for a high overall quality of life.
- Government that is transparent and highly accountable.

## **2.2 The CMAP Area**

The CMAP and MPO Planning Areas both encompass the seven counties in northeastern Illinois: Cook, DuPage, Kane, Kendall, Lake, McHenry and Will. The MPO area also includes Aux Sable Township in Grundy County, which as a result of the 2000 Census, is part of the federally designated urbanized area.

## **2.3 Description of CMAP**

The Regional Planning Act of 2005 created a regional planning board that is now called CMAP. Board members are appointed by the mayor of the City of Chicago and the county chairmen and mayors of each of the seven counties in the region.

General responsibilities of CMAP:

- Develop a regional comprehensive plan that integrates land use and transportation every four years.
- Identify regional priorities and coordinate advocacy on behalf of these priorities.
- Develop and maintain a process of public participation to ensure all interests are part of the regional planning process.



- Plan for the most efficient public and private investments in the northeastern Illinois region.

The CMAP Board’s vision is to provide the framework that will help our region connect its land use to the transportation systems, preserve its environment, and sustain its economic prosperity. The agency must be responsive to the region’s residents, working cooperatively with municipalities and counties that maintain authority for local land-use decisions. To accomplish this, CMAP will:

- Develop a comprehensive framework for the region’s future through long-range regional plans and strategies.
- Provide high-quality information and analysis through coordinated technical assistance to facilitate regional decision-making.
- Build consensus to identify and advocate for regional priorities.

CMAP’s emphasis on comprehensive planning recognizes the interrelationships between various factors, including the impacts they have on each other and collectively on the region. For that reason, the Board and staff have outlined a mission and strategic direction within seven focus areas that include:

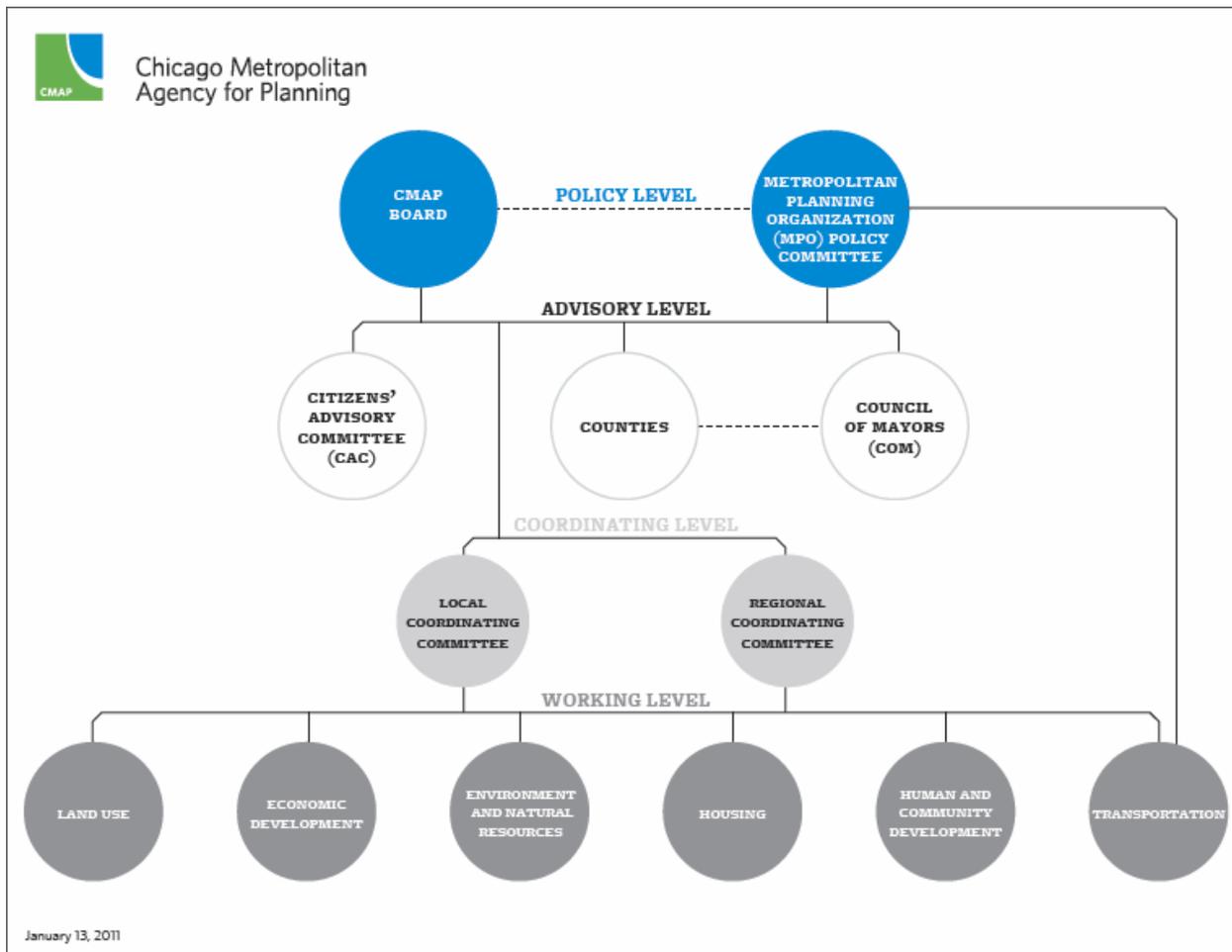
- Research and Analysis — Be the authoritative source for regional data collection, exchange, dissemination, analysis, evaluation, and modeling.
- Land Use — Promote coordinated and sustainable development, redevelopment and preservation within the region through collaborative local, county, and regional land use planning.
- Transportation — Promote a regional transportation system that is safe, efficient, and accessible, while sustaining the region’s vision related to the natural environment, economic and community development, social equity, and public health.
- Economic and Community Development — Enhance economic development and a healthy, balanced regional economy integrated into the global economy through regional coordination, planning and outreach.
- Environment and Natural Resources — Protect and enhance the region’s environmental and ecological health through regional collaboration that actively promotes the adoption of best practices.
- Housing — Include housing as part of an overall comprehensive plan and provide support tools so that projects adhere to the regional framework.



- Human Services — Enhance the regional quality of life by being the objective source of information, expertise and policy perspectives for human services issues (e.g., health care, aging, disability, safety) with a regional scope.

## 2.4 CMAP’s Committee Structure

CMAP committees meet regularly at CMAP. Details on committee membership and how to get involved can be found at [www.cmap.illinois.gov/board-and-committees](http://www.cmap.illinois.gov/board-and-committees)



## 2.5 The MPO and CMAP

The MPO Policy Committee is the federally designated MPO for the northeastern Illinois region. A shared process between the MPO and the CMAP Board will allow for transportation decision making that is consistent with the region’s vision. Additionally, each of the two boards has representation on the other board to ensure communication exists at the policy level. This relationship was formalized in a Memorandum of Understanding between CMAP and the

MPO. This plan is intended to guide the public participation process for both entities. The MPO meets four times a year.

MPO members represent 20 organizations:

- CMAP
- Chicago Transit Authority (CTA)
- City of Chicago Department of Transportation
- Class 1 Railroads
- Council of Mayors
- County governments: Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will
- Federal Highway Administration (FHWA)
- Federal Transit Administration (FTA)
- Illinois Department of Transportation (IDOT)
- Illinois State Toll Highway Authority
- Metra
- Pace
- Private transportation providers
- Regional Transportation Authority (RTA)

The MPO receives direct input from the Council of Mayors Executive Committee, the Transportation Committee, other CMAP committees, and CMAP staff.

The Council of Mayors is an important transportation decision-making body that, in addition to prioritizing projects for federal transportation funds, plays a key role in ensuring that the long-range plan and multi-year program reflect the needs and concerns of citizens throughout the region.

The Council of Mayors encompasses 282 municipalities organized into 11 suburban regional councils plus the City of Chicago. The subregional councils appoint two mayors each to serve on the Council of Mayors Executive Committee, whose chairman serves on the MPO.



## 3. Public Involvement

### 3.1 Foundation for the Practice of Public Participation

To demonstrate its commitment to informing, educating and involving the public, CMAP first reviewed public participation guidelines developed by the International Association for Public Participation (IAP2), federal, state, and regional agencies, and other best practices locally. Based on this research, CMAP designed and developed its own guidelines for northeastern Illinois. The guidelines are defined below.

- The public should have input in decisions about actions that affect their lives.
- Public participation includes the promise that the public's contribution will be considered in the decision-making process.
- The public participation process communicates the interests and considers the needs of all participants.
- The public participation process seeks out and facilitates involvement of those potentially affected by local and regional plans.
- The public participation process provides participants with the information they need to participate in a meaningful way.
- The public participation process communicates to participants how their input influenced the decision.

### 3.2 CMAP's Strategic Direction for Public Participation

Acknowledging our mission to promote comprehensive planning and create livable communities, CMAP will actively engage the public and the agency's planning partners. The CMAP Citizens' Advisory Committee, the Council of Mayors structure, and the CMAP working committees all have a role to play in helping to obtain input from the public and our partners.

The Citizens' Advisory Committee (CAC) is asked to:

- Promote public awareness of CMAP plans and programs, encouraging participation by citizens and other interested parties.
- Provide advisory input to the CMAP Board on proposed regional plans and policies.
- Provide the CMAP Board with guidance that conveys residents' perspectives.
- Make recommendations regarding the CMAP Public Participation Plan.
- Provide feedback regarding the effectiveness of CMAP outreach and engagement strategies.



- Assist in dissemination of public information and related materials.

### **3.3 Public Participation Strategy**

Before CMAP begins any public engagement process, staff will work to develop a strategy document outlining the target audience and the steps that are needed to achieve the project goals. This document must identify targets for public participation and include an anticipated timeline of events. Second, this document will include potential outreach activities designed such that they facilitate public participation and gather feedback from the public in a meaningful way.

CMAP has two tools to assist in this process: a **stakeholder analysis form** and an **outreach community participation form** (see appendix B and C). The stakeholder analysis form is used to gather key stakeholder contact information and can also be used to identify potential project steering committee members, champions, and others. The community participation form asks for details on past participation efforts, identifies priority audiences, and meeting logistics.

An equally important consideration during the strategy development is to better understand local community dynamics. Research gathered through the stakeholder analysis form and the outreach community participation form alongside, newspaper articles, meeting minutes, etc., can help uncover hot-button issues and priorities before the public process begins. Having a complete picture of community dynamics will help in determining who the best “messenger” is to work with the community.

When considering what should be included in an outreach strategy, there are three principles that are critical to the public participation process: outreach, engage, and sustain. Each principle will be considered in the public participation strategy development. Each step is as integral to the planning process as the other, and all are described in greater detail below.

#### **Outreach**

In this public participation plan, outreach is defined as the task of identifying and providing notice to participants across multiple demographic sectors. The goal of the initial outreach phase is to begin to develop relationships with affected stakeholders in order to increase the number and diversity of people involved in the planning process both regionally – as CMAP works to implement GO TO 2040 – and on local projects CMAP participates in.

Successful outreach can be accomplished through early notification of upcoming planning cycles, as well as providing for adequate time and resources for outreach activities and evaluation of those activities. CMAP staff believes that putting in the time to understand a community before the project begins we can eliminate many barriers at the outset. This step will



put forth a framework for public participation that should be referenced throughout the planning process.

### **Engage**

To engage the public, one must not only inform them, but also educate, listen, gather input, and share in the planning process. The engagement step must focus on the types of activities, events, and tools – like keypad polling technology – which allow the public to provide meaningful input throughout the decision-making process. The outreach strategy should put forth suggested activities and tools that will help achieve the project goals.

Whenever possible, CMAP will design activities that are interactive and foster two-way communication. CMAP will strive to accommodate the needs of traditionally underserved populations, such as low-income, minority, disabled, non-English-speaking, and other groups who have not previously participated in the planning process. To increase the public's understanding of regional and local planning, CMAP is also committed to providing accurate, pertinent, and timely information that conveys policy, program, and technical details in an easy to understand format.

### **Sustain**

The ability to cultivate and nurture relationships built during the public engagement processes is crucial. This step is equally as critical to the outreach and engagement steps. The goal of sustaining the public engagement is to deepen the involvement of stakeholders who ultimately are responsible for the implementation of plan recommendations.

Building relationships begins with a transparent decision-making process. It must be clear how public input has been taken into consideration for the planning process; allowing the participants to understand the importance of their role to the plan. In addition to transparency, CMAP must also continue the public process beyond the planning stage to the implementation.

Finally, at the end of every project CMAP is committed to evaluating public participation activities to better understand what was effective and what wasn't. Understanding lessons learned will assist CMAP in developing more effective public engagement plans the next time around.

## **3.4 Public Participation Process and Methods**

To achieve the principles set forth, CMAP has established the following strategies and initiatives that staff should utilize when conducting public outreach. While every strategy is important, selection of the appropriate combination of tools should be carefully considered



during the strategic outreach plan development. This section is by no means an exhaustive list of options but includes many of the successful initiatives that CMAP has leveraged in the past.

## **Outreach**

Building on past public participation efforts, CMAP already has several specific ways in which we typically begin to reach relevant stakeholders. These efforts allow CMAP to reach the public through elected officials, community leaders, civic and faith-based groups, and other organizations to which they may belong. These efforts include:

### *CMAP Board and Committees*

CMAP Committees make certain that public participation is considered at the policy, advisory, coordinating, working, and staff levels. The Board and Committees are made up of a geographic representation of the region and can help point staff to relevant stakeholders.

### *Elected Officials*

Includes municipal governments, local and county planning commissions, councils of government, municipal associations, and county boards.

### *Planning Professionals*

Through professional membership-based organizations, CMAP collaborates with public and private sector planning professionals across all disciplines (housing, transportation, economic development, etc.).

### *Civic Organizations*

CMAP sustains relationships with many civic organizations both through our committee structure and through relevant local work. Staff will leverage ongoing contact with community leaders and residents who have been participating in meetings across the seven counties.

### *Community Organizations*

Many community-based organizations participate in the CMAP committee structure and CMAP collaborates with organizations to invite participation from groups and communities of interest and identity those who are traditionally uninvolved or under-involved in the planning process.

### *Youth*

Through CMAP's Future Leaders in Planning (FLIP) youth leadership program, CMAP has worked to develop relationships with schools and youth-service organizations to



increase the current participation and develop ongoing networks involving youth in planning.

### *Web and Social Media*

New media allow and encourage participation in online surveys and other forms of interactive dialogue.

### *Interest Groups*

Again, beginning with CMAP committees, monthly CMAP reaches many professional, educational, or other groups that have expressed interest in participating in regional planning. These participants are our initial contacts to deeper engagement within these communities.

When developing initiatives where outreach is appropriate, CMAP staff will provide: resources and staff time dedicated to public participation activities; time for conducting and evaluating those activities; and staff and resources to provide technical assistance to the involved public where appropriate.

For each new initiative where outreach is appropriate, CMAP will develop a contact list and add to the list any members of the public who request to be added. CMAP will update each list frequently and strive to ensure lists include the full range of interested and affected parties. CMAP will protect the privacy of individuals on the lists to encourage the broadest possible participation.

Staff can construct these lists of contacts using various methods, including but not limited to, the following:

- By providing a mailing list sign-up sheet at workshops, community meetings, hearings, and other public events.
- By asking those who attend events which, if any, interest groups are missing.
- By asking our partner agencies and CMAP committee members to provide contact information for interested parties.
- By using other comprehensive or creative means that consider the community structure, languages spoken, local communications preferences, and the locations (such as libraries, churches, schools and other centers) where the community regularly congregates.



## **Engage**

Information programs require the use of appropriate communication tools and will be tailored to accommodate the public's familiarity with the subject and means of access. These can include publications, fact sheets, technical summaries, bibliographies, resource guides, and electronic materials.

### *Information Resources & Visualization Tools*

CMAP utilizes a variety of printed and electronic tools to inform the public about its mission and programs. Printed materials include pamphlets, brochures, reports, fact sheets, press releases and media advisories, plans, working papers, mailers, and newsletters.

Electronic tools include websites, online surveys, online photo albums, videos, Facebook, and Twitter.

### *Education*

CMAP hosts workshops, seminars, open houses, public meetings and forums, focus groups, press briefings, and other meetings to educate the public at places easily accessible to interested and affected persons and organizations. For each meeting, a customized set of tools are employed to both localize the planning process and to place local plans into context within the broader regional planning effort.

### *Involvement*

Feedback from the public is essential to creating plans the public will support. Feedback is obtained through surveys and comment forms distributed on-line and through the U.S. Postal Service; at public meetings, workshops, forums, and open houses; from focus groups and advisory committees; and from other organizations that partner with CMAP in the planning process.

## **Sustain**

CMAP strives to continually inform, educate and involve the public throughout the planning process. In measuring our work, CMAP also intends to continually evaluate what we have done and share those evaluations with the public.

### *Why CMAP measures:*

To ensure resident's concerns and issues are directly considered in the alternatives developed and provide feedback on how the public influenced the decision.



***What CMAP measures:***

The number of meetings conducted, demographics of attendees, media coverage, the type and quantity of materials presented, translation of materials, website hits, the number of public comments, how those comments changed the plans, how public concerns and preferences were addressed, and whether the public understood the information.

***When CMAP measures:***

Following every public outreach event and at the end of every project – big or small.

***Feedback CMAP provides:***

Meeting reports, public comment and response reports, analyses on the impact of public response, and an Internet-based public comment database.

## **4. Conclusion**

Northeastern Illinois is a highly diverse region featuring large urban, suburban, ex-urban and rural areas, numerous socio-economic layers, and a multitude of language and ethnic minorities.

While diversity gives the region its unique flavor, the interests of the various publics are often competing. CMAP's job is to engage those competing interests in a dialog that results in comprehensive plans that promote the overall well-being of the entire region.

CMAP is committed to a public participation process that involves residents in every step of the planning process – from concept to final construction. Along the way, CMAP will provide the information the public needs to make enlightened decisions, afford opportunities for the public to evaluate and respond to that information, and take the public's response into consideration before finalizing any plans.

There are opportunities for public participation throughout the planning process. This plan is meant to articulate how those opportunities can be facilitated.



## Appendices

### Appendix A: Federal Regulations

This appendix contains the pertinent section of the final rule on Metropolitan Transportation Planning as published in the February 14, 2007 Federal Register.

*Under Section 450.316:*

*Section 450.316: Interested parties, participation, and consultation.*

*(a) The MPO shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.*

*(1) The participation plan shall be developed by the MPO in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:*

*(i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including but not limited to a reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;*

*(ii) Providing timely notice and reasonable access to information about transportation issues and processes;*

*(iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;*

*(iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;*

*(v) Holding any public meetings at convenient and accessible locations and times;*

*(vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;*

*(vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;*



*(viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts;*

*(ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and*

*(x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.*

*(2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.*

*(3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.*

*(b) In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, metropolitan transportation plans and TIPs shall be developed with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:*

*(1) Recipients of assistance under title 49 U.S.C. Chapter 53;*

*(2) Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and*

*(3) Recipients of assistance under 23 U.S.C. 204.*

*(c) When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.*



*(d) When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.*

*(e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under Sec. 450.314.*

*Under Title 49 U.S. Code Section 5307 Urbanized Area Formula Grants*

*(b) Program of Projects. --Each recipient of a grant shall--*

*(1) make available to the public information on amounts available to the recipient under this section;*

*(2) develop, in consultation with interested parties, including private transportation providers, a proposed program of projects for activities to be financed;*

*(3) publish a proposed program of projects in a way that affected individuals, private transportation providers, and local elected officials have the opportunity to examine the proposed program and submit comments on the proposed program and the performance of the recipient;*

*(4) provide an opportunity for a public hearing in which to obtain the views of individuals on the proposed program of projects;*

*(5) ensure that the proposed program of projects provides for the coordination of public transportation services assisted under section 5336 of this title with transportation services assisted from other United States Government sources;*

*(6) consider comments and views received, especially those of private transportation providers, in preparing the final program of projects; and*

*(7) make the final program of projects available to the public.*

The following table outlines how the region will address these public participation requirements for Section 5307 Urbanized Area Formula Grants.



## PUBLIC PARTICIPATION REQUIREMENTS §5307

<b>49 USC § 5307(b)(1)</b> — make available to the public information on amounts available to the recipient under this section	
RTA & Service Boards	<ul style="list-style-type: none"> <li>▪ Publish the funding marks for the Service Boards with regard to § 5307 funds</li> </ul>
CMAP	<ul style="list-style-type: none"> <li>▪ Publish MPO Policy Committee agendas and minutes that include the approval of resolutions dividing the § 5307 funds between IL, IN and WI and between CTA, Metra and Pace</li> </ul>
<b>49 USC § 5307(b)(2)</b> — develop, in consultation with interested parties, including private transportation providers, a proposed program of projects for activities to be financed	
RTA & Service Boards	<ul style="list-style-type: none"> <li>▪ RTA will make presentations to RTA's Citizens' Advisory Board, CMAP's Citizens' Advisory Committee and Transportation Committee, and the MPO Policy Committee</li> <li>▪ Publish information related to the capital program development process on the RTA website</li> </ul>
CMAP	<ul style="list-style-type: none"> <li>▪ N/A</li> </ul>
<b>49 USC § 5307(b)(3)</b> — publish a proposed program of projects in a way that affected individuals, private transportation providers, and local elected officials have the opportunity to examine the proposed program and submit comments on the proposed program and the performance of the recipient.	
RTA & Service Boards	<ul style="list-style-type: none"> <li>▪ Publish the proposed RTA and Service Boards' budgets, two-year financial plans and five-year capital programs</li> <li>▪ Develop handouts on proposed budgets, two-year financial plans and five-year capital programs for distribution at public hearings</li> <li>▪ Provide for the submission of comments at public hearings on the RTA and Service Boards' budgets, two-year financial plans, and five-year capital programs</li> </ul>
CMAP	<ul style="list-style-type: none"> <li>▪ Publish the region's proposed Transportation Improvement Program (TIP) which includes all transit capital projects with federal funding</li> </ul>
<b>49 USC § 5307(b)(4)</b> — provide an opportunity for a public hearing in which to obtain the views of individuals on the proposed program of projects	
RTA & Service Boards	<ul style="list-style-type: none"> <li>▪ Hold public hearings on the RTA and Service Boards' budgets, five-year capital programs and two-year financial plans</li> </ul>
CMAP	<ul style="list-style-type: none"> <li>▪ N/A</li> </ul>
<b>49 USC § 5307(b)(5)</b> — ensure that the proposed program of projects provides for the coordination of public transportation services assisted under section 5336 of this title with transportation services assisted from other United States Government sources	
RTA & Service Boards	<ul style="list-style-type: none"> <li>▪ In addition to all of the above, make presentations to the RTA's and the Service Board's ADA Advisory Committees and to CMAP's Human &amp; Community Development Committee</li> </ul>
CMAP	<ul style="list-style-type: none"> <li>▪ N/A</li> </ul>
<b>49 USC § 5307(b)(6)</b> — consider comments and views received, especially those of private transportation providers, in preparing the final program of projects	
RTA & Service Boards	<ul style="list-style-type: none"> <li>▪ RTA Board receives and considers comments received via public hearings on the proposed budgets, two-year financial plans and five-year capital programs</li> </ul>
CMAP	<ul style="list-style-type: none"> <li>▪ Approve the TIP through CMAP's Transportation Committee and MPO Policy Committee, both of which include private transportation providers</li> </ul>
<b>49 USC § 5307(b)(7)</b> — make the final program of projects available to the public	
RTA & Service Boards	<ul style="list-style-type: none"> <li>▪ Post the RTA and Service Boards' final budgets, two-year financial plans and five-year capital programs on the RTA website</li> </ul>
CMAP	<ul style="list-style-type: none"> <li>▪ Publish the final TIP and annual obligation reports</li> </ul>



## Appendix B: Community Participation Form



Chicago Metropolitan  
Agency for Planning

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606

312 454 0400  
www.cmap.illinois.gov

### Public Participation Questionnaire

The following questions will assist the Chicago Metropolitan Agency for Planning (CMAP) in understanding community dynamics and past public engagement efforts. This information will be used to develop a customized public participation strategy for this project. Ideally this form will be completed during a discussion with local staff to ensure staff has a complete understanding of each answer.

Community: \_\_\_\_\_

Address: \_\_\_\_\_

Primary contact  
(including title): \_\_\_\_\_

Email: \_\_\_\_\_

Phone: \_\_\_\_\_

Website: \_\_\_\_\_

#### General Questions

1. What are some examples of community participation that have occurred to date and relate to this project (and how was such feedback incorporated into your planning activities)?
2. Please describe a typical public meeting in your community. Have there been any successful approaches or challenges to engaging community residents?
3. Please describe your priority audience and any specific goals when presenting community plans.
4. What tools do you currently use to engage your community (ex. paper survey, online survey)?
5. Are there any "hot button" topics that tend to galvanize residents and get people to events in your community?
6. Please describe your typical methods for advertising community meetings (ex. newsletters, water bill notices, library bulletin board, social media).
7. Do you have a media contact for press releases?
8. Will we want to distribute materials in languages other than English?
9. Is your community tech-savvy and computer-literate?
10. Should we post event information on your municipal website; if so who is the IT contact person?



**Logistics**

1. Please list three ideal community locations for public meetings:
  - a.
  - b.
  - c.
2. What are the A/V capabilities of these venues?
  - a. Computer
  - b. Projector
  - c. Screen or blank walls to project onto
3. When are the preferred days and times of day to hold a public meeting in your community?
  - a. Weekday evening (circle) – M T W Th F
  - b. Weekend (circle) – Sat / Sun
  - c. Time
    - Morning (9 a.m. – 11 a.m.)
    - Mid-day (11 a.m. – 1 p.m.)
    - Afternoon (1 p.m. – 5 p.m.)
    - Evening (6 p.m. – 9 p.m.)
    - Other (please specify)
4. Are there any scheduled community events in the coming months that we should know about to coordinate public participation efforts?



## Appendix C: Stakeholder Analysis Form



**Chicago Metropolitan  
Agency for Planning**

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606  
312 454 0400  
www.cmap.illinois.gov

**Community Stakeholder Analysis Form**

This form is to be used at the beginning of the public outreach strategy development process to identify key community stakeholders.

**Community:** \_\_\_\_\_

**Project:** \_\_\_\_\_

Identify stakeholders (individual or group)	Directly affected?	Position or what issues are most important?	Potential steering committee member?	Candidate for direct outreach (ex. membership org.)?	Notes about resources	Contact information



# Chicago Metropolitan Agency for Planning

233 South Wacker Drive, Suite 800  
Chicago, IL 60606

312 454 0400  
info@cmaphillinois.gov  
www.cmaphillinois.gov





**MEMORANDUM**

**To:** CMAP Board

**From:** Nominating Committee

**Date:** January 2, 2013

**Re:** Potential Nominating Procedures

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As requested by the Board, the Nominating Committee has evaluated options for a potential rotational policy for membership on the Executive Committee. The Committee is recommending a change to the process for future Nominating Committees for the Board's consideration.

**BACKGROUND**

CMAP's enabling legislation and its bylaws are silent on rotational policies for the Board leadership. The bylaws stipulate a provision for appointing the chairman and two vice chairmen on an annual basis. An Executive Committee is a standing committee of the Board, however it is silent on the membership composition.

Since the inception of the CMAP Board, the Executive Committee has been comprised of six members that are represented by the geographical balance of the Board composition. The geographical balance reflects the fact that the region's population, and therefore the Board structure, is represented by one-third from the City of Chicago, one-third from suburban Cook County, and one-third from the collar counties. The selection of the six member Executive Committee reflects that balance and has two members from each subregional area. It has also been the practice that chairman and the two vice chairmen reflect this balance.

The Board appoints a nominating committee, again reflective of that balance, on an annual basis to make a recommendation to the full Board on the Executive Committee membership and officers. As needed, the Board members in each of the three subregional areas can caucus, either formally or informally, to discuss the appointees to the Executive Committee and make recommendations to reflect those discussions.

Staff contacted other MPOs across the country and each has its own unique policies that govern rotational policies, some formal, others more of a practice to change leadership every year or

two. The staff heard varying comments for and against a formal policy. On one hand the rotational policies allowed for each area of geography to provide its own leadership, and on the other hand a number of executive directors thought that with a one or two year term it is difficult to get someone up to speed in a short timeframe.

#### **NOMINATING COMMITTEE'S RECOMMENDATION**

The Committee agreed that past practice has allowed for the necessary flexibility for changes if necessary, while not forcing change if it isn't needed. It has also provided a great deal of stability and structure in the leadership and oversight of the agency. Therefore, the Nominating Committee is recommending that the Board not pursue a formal rotational policy and instead change the process slightly for the direction of future Nominating Committees.

When the Chairman appoints the Nominating Committee, staff will work with the Committee members to contact all Board members to gauge their interest on either staying on the Executive Committee or becoming a member of the Executive Committee. Next, the Nominating Committee members will convene their respective subregional caucus to discuss and determine what the recommendation will be for their subregion. With this information, the Nominating Committee will convene and make a recommendation for the full Board's consideration.

At its meeting, the Board should consider making this process change in the next nominating cycle.

**ACTION REQUESTED:** Adoption of this process for the Nominating Committee

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**MEMORANDUM**

**To:** CMAP Board

**From:** CMAP Staff

**Date:** January 2, 2013

**Re:** State Legislative Update

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**LAME DUCK UPDATE**

The legislators are scheduled to return to Springfield for a “lame duck” session in January. As of the publication of this memo scheduled dates are January 6, 2013 for the Illinois House and January 3 for the Illinois Senate. Newly elected legislators will be sworn in on January 9. House and Senate calendars for the 98<sup>th</sup> General Assembly are available at [www.ilga.gov](http://www.ilga.gov). Staff will provide a verbal update at the board meeting.

**VETO SESSION SUMMARY**

A number of issues were expected to be back on the table, such as gaming, pension reform, state debt payments, medical marijuana, and civil unions. However, legislators determined that many of these issues may need to be put off until after the “lame duck” session or until the new Assembly is seated, although they still could be considered in the early January session. The following are the notable accomplishments from the 2012 Veto Session.

**Abandoned Property Fund (SB 16)**

This legislation would require mortgage institutions to pay foreclosure filing fees to raise approximately \$41 million in revenues for two new Illinois Housing Development Agency programs: the Foreclosure Prevention Program, which would provide in-person housing counseling throughout the state by non-profits, and a grant program for municipalities coping with abandoned residential properties. Approximately \$13 million of the raised revenues would be deposited into the Foreclosure Prevention Fund, to be distributed throughout the state for housing counseling. The bill defines “abandoned property” and provides for expedited foreclosure proceedings. Status: Sent to the Governor

**CPS School Closure Extension (SB 547)**

This legislation gives Chicago Public Schools a four-month extension to decide which schools to close. Status: Public Act [97-1133](#).

**IDNR Sustainability Package (SB 1566)**

This legislation increases the current \$99 license plate renewal fee by \$2. The increased revenue will be used to fund the Illinois Department of Natural Resources (IDNR), particularly capital construction at state parks. IDNR estimates that increased annual revenues to the department will be approximately \$32 million. Status: Public Act [97-1136](#).

**Candidate Petition Filing Deadline (SB 3338)**

This legislation changed the last day for filing a candidate petition to December 26 from December 24. It requires municipal offices to be open on Christmas Eve. In addition, the bill contains language that allows the Governor to issue an order for the special election to replace Congressman Jesse Jackson, Jr. (House District 2) to coincide with the consolidated local elections in April 2013. Status: Public Act [97-1134](#).

**OTHER LEGISLATION****Tax Liability and Transparency (SB 282)**

This legislation would require certain publicly traded corporations that do business in the state to disclose their income tax liability. It would also require this information to be made publicly available through the Secretary of State in an on-line, searchable format. Status: Referred to House Rules Committee, deadline extended to January 8, 2013.

**Immigrant Drivers' Licenses (SB 957)**

This legislation would allow the Secretary of State to issue driver's licenses to illegal immigrants who have resided in the state for a more than a year, are ineligible to obtain a Social Security number, and are unable to present documentation issued by the U.S. Citizenship and Immigration Services. Status: Assigned to House Transportation: Vehicles & Safety Committee; deadline extended to January 8, 2013.

**ACTION REQUESTED:** Informational

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## MEMORANDUM

**To:** CMAP Board  
**From:** CMAP Staff  
**Date:** January 2, 2013  
**Re:** 2013 State Agenda and Revised State Legislative Framework

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Last year, the CMAP Board approved a State Legislative Framework document to help shape our response to legislation or other state policy. CMAP created this document as a guideline to the Governor and his staff, legislators and their staffs, and CMAP partners for reference when developing and considering legislation that impacts northeastern Illinois. Staff has revised the State Legislative Framework to reflect progress made over the last year based on CMAP activities.

The 2013 State Agenda is developed in advance of the 98<sup>th</sup> Session of the Illinois General Assembly and serves as a guide for us on what we should actively pursue. The agenda is based on the adopted GO TO 2040 Plan. This document also serves as a guideline to legislators or groups developing and considering legislation that impact CMAP's work. The agenda does not indicate positions on specific legislation, it identifies general issues of interest to CMAP, which have historically been addressed by the General Assembly. Many other issues arise during the legislative session that are not listed in the Agenda and will be addressed using the 2013 State Legislative Framework. We will always communicate with legislators and staff regarding CMAP positions on specific bills throughout the legislation session. For this calendar year, staff is recommending the following priorities be pursued as appropriate with the Governor, Illinois General Assembly, relevant state agencies, and key partners. Based on your feedback and direction at the Board meeting, we will outline a strategy to accomplish these priorities.

**ACTION REQUESTED:** Approval of the State Legislative Framework and Agenda

###





During the 98th session of the Illinois General Assembly, the Chicago Metropolitan Agency for Planning (CMAP) is pursuing the following priorities as appropriate with our regional legislative delegation, relevant state agencies, the Governor and his staff, and CMAP partners. The agenda was based on the adopted GO TO 2040 plan, current priorities of the Governor and the General Assembly, and discussions with key leadership and CMAP partners. Additionally, many issues arise during the legislative session that are not listed below and will be addressed using the State Legislative Framework document.

## CMAP Funding

To fulfill the legislative mandate that created CMAP, in 2007 the Illinois General Assembly established the Comprehensive Regional Planning Fund (CRPF), which supported effective planning in urban and rural areas of the state. In addition to supporting CMAP's important non-transportation work -- such as planning and policy development for housing, water, natural resources, economic development, and more -- the fund provided an essential match of our agency's federal transportation planning dollars. CMAP received funding from the CRPF for two fiscal years, 2008 and 2009.

For the past several years, the state's fiscal difficulties have resulted in deep budget cuts that included suspension of appropriations for the CRPF. In FY11, the General Assembly took the additional steps of "sweeping" the CRPF (i.e., transferring these dollars to the General Revenue Fund) and passing legislation to dissolve the fund. For the past four years, the Illinois Department of Transportation has provided replacement funds for the CRPF. Dissolving the fund was a critical setback in the state's commitment to effective planning across Illinois. This issue needs to be addressed to ensure that CMAP has a stable, dedicated funding source to effectively implement the comprehensive vision of GO TO 2040. **CMAP supports efforts to diversify its funding support from the State to secure stable dedicated non-transportation funding in addition to a \$6 million appropriation under Metropolitan Planning and Research in the IDOT FY14 budget for statewide metropolitan planning organizations (MPOs).**

## State Fiscal Health and Tax Policies

CMAP closely monitors state fiscal policies because the Chicago region's ability to implement GO TO 2040 is significantly shaped by the fiscal and tax policies decisions made at the state level. GO TO 2040 emphasizes the importance of clear investment priorities to support our workforce, our communities, and our infrastructure. These investments are vital for northeastern Illinois to remain economically competitive in the 21st Century. The State's ability to make these investments will be increasingly affected by rising pension obligations, Medicaid costs, debt service payments, non-transparent budgeting, and a shrinking tax base. In Illinois, sales and income tax rates (inclusive of the personal property replacement tax rate) remain relatively high, while the overall tax base remains increasingly narrow. CMAP's Regional Tax Policy Task Force's advisory report recommended broadening the state's tax bases to align with the changing economy and demographics, for example adding more services to the tax base. It is vital for the State of Illinois to regain its fiscal footing. **CMAP supports comprehensive reforms to the State's pension program that will help close budget deficits, maintain essential services, and restore fiscal responsibility. In addition, CMAP will support legislative initiatives that broaden the sales and income tax bases to keep rates low and the state economically competitive.**

## Transportation Investments and Revenues

Investments in transportation infrastructure continue to be crowded out by increasing pension payments and other debt obligations. The lack of priorities or criteria for selecting capital projects in a time of diminishing resources deteriorates our transportation network, a core factor to economic competitiveness. Oftentimes a capital bill is developed without the identification of new revenues. There are numerous transportation needs in northeastern Illinois that cannot be entirely funded by existing revenue streams, i.e., motor fuel tax and tolls. The Illinois General Assembly should increase the MFT and encourage innovative financing options, such as congestion pricing and value-capture. **CMAP will support legislation to increase the existing 19 cents per gallon gasoline tax and index the tax to inflation, of which a portion of these proceeds should be devoted to transit. Additionally, CMAP will support legislation that enables the creation of value-capture districts, to allow increased regionwide flexibility to finance all modes of transportation.**

## Performance-based Transportation Funding

GO TO 2040 recommends that transportation funding decisions be based on transparent evaluation criteria, utilizing performance measures developed by the State, MPOs and the region's transportation stakeholders. Since the implementation of GO TO 2040, CMAP staff has engaged state, regional, and local partners in a multiple conversations about the benefits of a more transparent process for allocating scarce capital dollars. Furthermore, the recently-passed federal transportation reauthorization bill, Moving Ahead for Progress in the 21st Century (MAP-21), signals a new federal emphasis on outcome-based performance measurement. **CMAP supports an initiative that urges the formation of a technical advisory group for implementing performance-based funding for transportation.**

## State/Regional Water Planning and Management

Water 2050 noted something that has become all too apparent with the drought of 2012--even in a state blessed with an abundance of water, shortages are a real concern. Now more than ever, the State of Illinois and the Chicago metropolitan region are vulnerable to drought, shortage, and conflicts between water users. Much needs to be done to maintain sustainable water supply for the region, and the State, however, this cannot be accomplished without new, sustainable funding for water supply planning and management. In 2006, the State provided funding for state and regional water planning. This funding depleted steadily as the Illinois Department of Natural Resources (IDNR) continued to adjust to budget reductions due to limited state revenues. **CMAP supports increasing funding to IDNR with new revenues that will support state and regional water resources planning, with a portion to be directed to the 11-county CMAP water planning area.**

## Transparency and Accountability

Government budgets are increasingly complex and citizens have the right to know how their tax dollars are being spent, especially in tough fiscal times. Data and information sharing through transparent and open governments improves efficiency and accountability. GO TO 2040 asserts that data which does not jeopardize personal privacy or public safety should be made available in a functional format, online and disseminated in a timely fashion. Most issues in today's policy and planning environment are fundamentally data-driven and cross-jurisdictional, and it is incumbent on all levels of government to engage in robust data sharing. As a public agency, CMAP relies on other agencies' data to complete its own work in planning and transportation programming. In addition to providing this data, governments should share how decisions are being made. The process by which data are selected and used to establish policies, prioritize projects, and administer funding is important to understanding how government operates and will help policy makers at all levels of government make better and more informed decisions. **CMAP supports legislation that facilitates more data and information sharing, especially at the budget and appropriations level, and requires agencies to report and make public agency program outcomes and results.**

## Contacts

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## About CMAP

The Chicago Metropolitan Agency for Planning (CMAP) is the official regional planning organization for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. CMAP developed and now leads the implementation of GO TO 2040, metropolitan Chicago's first comprehensive regional plan in more than 100 years. To address anticipated population growth of more than 2 million new residents, GO TO 2040 establishes coordinated strategies that help the region's 284 communities address transportation, housing, economic development, open space, the environment, and other quality-of-life issues. See [www.cmap.illinois.gov](http://www.cmap.illinois.gov) for more information.

*Revised December 26, 2012*



The State of Illinois is key to the success of GO TO 2040 implementation. It allocates nearly \$50 billion per year across various program areas and plays a significant role in operating and maintaining the transportation system, promoting economic development, and maintaining and preserving our natural resources. The State's ongoing fiscal crisis, driven by an estimated \$85 billion and growing unfunded pension liability, continues to crowd out many of these investment priorities. Using GO TO 2040 as a guide, this document highlights policy priorities for CMAP during the 2012 legislative session. Generally speaking, CMAP is most interested in issues with a regional or statewide impact or those that could serve as precursors to broader, more comprehensive legislation. The document includes priority issues and legislative principles based on GO TO 2040's recommendations. The principles were developed to guide staff and inform our partners, the Governor, legislators, state agency directors, and others about CMAP's policy positions regarding legislative initiatives being discussed or introduced in the 98<sup>th</sup> General Assembly.

## The Role of CMAP

Many public policy issues transcend local jurisdictions or can be too large an undertaking for any one unit of government. Issues such as economic development, transportation, wastewater management, water supply and improving the quality of life in our region are examples of challenges that require regional cooperation. Regional planning helps coordinate efforts and resources within a metropolitan area and provides local, state and federal governments with a unified vision. As the official regional planning organization for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry and Will, the Chicago Metropolitan Agency for Planning (CMAP) is mandated by state statute to develop and guide the implementation of the region's first comprehensive regional plan, GO TO 2040. The plan was adopted in October 2010 and builds on the region's assets, identifies shortcomings, and recommends actions that will help sustain the region's economic vitality and global competitiveness. CMAP and GO TO 2040 serve an important role by identifying regional interests and impacts regarding actions being taken at various levels of government. CMAP is in a unique position to directly impact and improve the quality of life of more than eight million residents, more than half the state's population. To that end, CMAP is committed to working with the Governor, legislators, local elected officials, agencies and other partners in protecting and enhancing the quality of life for all who live and work in northeastern Illinois.

## CMAP's Legislative Principles

### Pursue Coordinated Investments

Metropolitan regions drive the U.S. economy, but state governments make most of the decisions about how and where to invest our tax dollars. The state all too often spreads those resources around too thinly, which undermines the ability of regions to implement plans – no matter how well-conceived. To harness the economic power of regions like ours, GO TO 2040 recommends that the state return and invest more resources in metropolitan areas and give those areas more authority to decide how to use those funds. Such a regional approach could focus state investments to maximize their economic impact.

#### Legislative Principle

CMAP will support legislative initiatives that foster interjurisdictional collaboration and focus state resources toward metropolitan regions, which will maximize economic returns for the State of Illinois.

## Invest Strategically in Transportation

The future prosperity of Illinois depends on strategic transportation investments, and this requirement is especially pertinent in tough economic times. However, our current investment practice is often predicated on arbitrary formulas rather than economic or performance-based criteria. Illinois, unlike many other states, lacks a transparent, performance-driven approach to programming its transportation. GO TO 2040 emphasizes that the state and other transportation implementers prioritize efforts to maintain and modernize existing assets before expanding the system, and that investments of all types take a multimodal approach, with consideration for all users. Additionally, the state's larger capital funding process is inadequate and occurs too infrequently, averaging about one funding package per decade. Dependable, predictable funding is crucial for complex, long-term transportation projects.

In addition to emphasizing strategic transportation investments, GO TO 2040 recommends increasing transportation funding through several new or expanded sources. The generation of new revenues must be done through efficient, sustainable user fees, which should better reflect the actual costs of maintaining and operating the system. Additionally, user fees should reflect broader social costs of transportation, such as the costs of traffic congestion.

### Legislative Principles

CMAP will support legislative initiatives that establish more robust statewide measures for allocating transportation funds, establish a transparent and accountable process within IDOT to grant metropolitan regions more decision-making authority and flexibility in funding regional priorities.

CMAP will support legislative initiatives that increase and index the existing motor fuel tax to support the transportation system. Additionally, CMAP will support legislation to permit and encourage innovative transportation finance measures that reflect the marginal costs of using the system. Policies such as congestion pricing support more efficient management of existing transportation assets and encourage travelers to make judicious use of our scarce transportation resources.

CMAP will support efforts to include state capital program funding as part of the annual budgetary process, rather than in the form of infrequent state capital program packages. Again, project selection should be based upon performance criteria.

## Increase Commitment to Public Transit

Public transportation is an essential component to the future economic prosperity of our region. The mobility choices provided by transit makes our region attractive for new businesses and residents alike. After decades of underinvestment, our transit system requires substantial funds to return to a good state of repair. The top priority of GO TO 2040 is to maintain and operate the existing transportation system - and transit is no exception. The goal is to move the system toward a "state of good repair," the point at which all transit facilities are in good condition and there is no backlog of capital maintenance. The plan also recommends a limited and conservative approach to expansion of service in the region. GO TO 2040 encourages the state to support transit-oriented development through its transportation, housing and economic development investments. GO TO 2040 also recommends securing new sources of revenue to support transit, including dedicating a portion of the proposed gas tax increase to transit, as well as some portion of future congestion pricing revenues.

### Legislative Principle

CMAP will support legislative initiatives that provide more resources for the maintenance and modernization of our transit system, that encourage innovative transit financing, and that provide for reasonable expansion of the transit system as described in GO TO 2040.

## Create a More Efficient Freight Network

By any measure, our region is the nation's rail and truck freight hub, and the state has a vital role to play in ensuring that we maintain this position. In partnership with the federal government and the region, the state should prioritize the implementation of the CREATE rail improvement program. Truck traffic in the region is also important, and the state can take a leadership role in identifying opportunities for dedicated freight corridors and access improvements to intermodal facilities and terminals. Funding and implementing specific freight improvements must be a priority, but should be accomplished efficiently, equitably and on a metropolitan scale. GO TO 2040 recommends the exploration of a regional freight authority that would prioritize and finance freight infrastructure in the metropolitan area.

### Legislative Principle

CMAP will support legislative initiatives that fund CREATE, efficiently and effectively improve regional truck oriented intermodal and terminal access, and that explore regional or statewide governance solutions to funding and prioritizing freight capital projects.

## Achieve Greater Livability Through Land Use And Housing

Our state has an important role to play in helping communities strive toward the principles of livability – healthy, safe, walkable communities that offer transportation choices for access to schools, jobs, services and basic needs. More coordinated investment among transportation, environmental and housing expenditures can go a long way toward ameliorating some of the unintended consequences that can sometimes occur when policy areas are evaluated separately. Additionally, while housing and land use decisions have traditionally been the purview of individual municipalities, many of the region's communities have realized that they face common problems like foreclosure prevention or prioritizing investments in affordable housing. As a result, they have created structures and organizations to address these problems with shared resources and solutions. However, state funding for housing and land use initiatives is often available only at the municipal level, limiting the ability of these organizations to receive funding and carry out multijurisdictional strategies.

### Legislative Principles

CMAP will support legislative initiatives that align funding across various state agencies for planning, ordinance updates and capital investments that align with GO TO 2040's livability principles.

CMAP supports legislative initiatives that promote reinvestment in existing communities and align with the livability principles of GO TO 2040. Specifically, CMAP supports initiatives and programs that are competitive, offered on a statewide or regional basis, allocate funds based on need, and are based on comprehensive evaluation criteria considering the interconnected focus areas of transportation, housing, the environment and economic development.

CMAP supports legislative initiatives that provide funding or assistance to multijurisdictional organizations seeking to address shared housing and land use problems. This can be achieved through expanding eligibility for existing resources or providing new resources for multijurisdictional organizations.

## Manage and Conserve Water and Energy

The conservation of water and energy is a top priority for GO TO 2040. In the next 30 years, these resources will likely become more constrained, affecting business, government and residents. The energy priorities in GO TO 2040 are focused on meeting needs through demand reduction and for our region to determine a path to increase the use of renewable energy options. For water, implementing conservation and water supply planning recommendations outlined in *Water 2050* are critical to maintaining a sustainable water supply for the region and the State, however, this cannot be accomplished without new, sustainable funding for water supply planning

and management. It is likewise critical that funding for infrastructure itself support sustainability, particularly through a shift toward paying for the full costs of infrastructure through user fees. This is important in drinking water, stormwater, and wastewater systems. Finally, integration of land use and resource planning should play a central role in achieving better conservation. A key component to this is the support of watershed planning and the development of appropriate tools to manage the impact of growth on water resources.

#### **Legislative Principle**

CMAP will support energy and water conservation initiatives that meet our needs, yet reduce demand; establish new, sustainable funding for state/regional water management; incorporate more renewable energy options and technologies; and promote integrated water and land use planning through multi-objective planning.

### **Expand and Improve Parks and Open Space**

The State of Illinois plays an important role in conserving natural areas, promoting access to parks, and providing funding through various grant programs to local governments for acquiring and managing parks and open lands. The state operates and maintains large quantities of open space throughout northeastern Illinois and IDNR has been a leader in land acquisition and helping the region achieve various parks and open lands objectives. A top priority of GO TO 2040 is to expand the green infrastructure network. To do so, CMAP recommends making significant, criteria-based investments in parks and open space. Major benefits will follow from this, including enhanced quality of life and property values, improved public health through the promotion of active lifestyles, and the protection of ecosystem services like biodiversity, water supply, flood storage, and water purification. CMAP and GO TO 2040 recommend that an additional 150,000 acres of land be preserved over the next 30 years through a collaborative, multi-organizational, public-private approach.

#### **Legislative Principles**

CMAP will support legislative initiatives that coordinate open space investment to create a connected green infrastructure network and prioritize preservation of the most important natural areas.

CMAP will support legislative initiatives that increase funding to provide parks and conserve land, that invest in the establishment of new parks and policies that provide green connections through greenway trails.

### **Promote Sustainable Local Foods**

Food — like air, water and shelter — is a basic human need and directly influences the economy, environment, public health and overall quality of life. Hunger and food scarcity continue to be major issues of concern in our region and across the state. The Illinois Department of Human Services (IDHS) and the Illinois State Board of Education (ISBE) administer and/or oversee many of the nutrition and hunger-relief programs that operate in Illinois. Better alignment of government agencies and services across the region and state can enhance program delivery around the needs of individuals and families. In addition, the use of technology and better data and information systems can streamline programs and services and make it easier for residents to apply for and renew for certain services.

#### **Legislative Principle**

CMAP supports legislative initiatives applied statewide or regionally that facilitate sustainable local food production, increase access to safe, fresh, affordable and healthy foods, and improve local food related data, research, training and information sharing.

## Improve Education and Workforce Development

Researchers, business leaders and elected officials agree that the quality of our workforce is one of the most important factors — if not the most important — in strengthening the region’s economy. Like other states, Illinois makes large expenditures toward schools, from pre-kindergarten to community colleges to the university system. The state can help support the goals of GO TO 2040 particularly by ensuring that these expenditures are achieving the desired outcomes of increased educational attainment and preparing our residents for the jobs of tomorrow. GO TO 2040 emphasizes the importance of strengthening workforce development programs, which can have a significant role in sustaining economic growth by providing an important intermediary function in the labor market. The sheer complexity of the workforce development system can be strengthened through more coordination and better information networks to track, measure and analyze performance.

### Legislative Principles

CMAP will support legislative initiatives that align workforce development, education and economic development initiatives to measure outcomes, and efforts that improve data-driven decision making.

CMAP will support legislative initiatives that increase flexibility and improve delivery of workforce development services, including the strengthening of community-focused provision of services.

## Support Economic Innovation

Economic innovation, the process by which new ideas transform into new goods and services, is generated largely by the private sector, but the public sector has an important role to help spur innovation by supporting ideas, institutions and relationships. The regional economy can gain substantial benefits from innovation through the creation of high-paying jobs, specifically knowledge and high-tech jobs. Data indicates that the region is underperforming across a variety of innovation measures, and is falling behind compared to other U.S. metropolitan areas. It will require serious action to increase economic innovation to keep the metropolitan Chicago region thriving and globally competitive. GO TO 2040 suggests the state use enhanced data to evaluate financial incentives and programs and target them toward the attraction and retention of innovative industries with good jobs. The state can strengthen its focus on nurturing regional industry clusters like freight and logistics, advanced manufacturing, and biopharmaceuticals, and work with industry coalitions to secure and leverage public and private funding.

### Legislative Principle

CMAP will support legislative initiatives that evaluate and expand successful programs, improve data-driven decision making, and target investments towards the region’s industry clusters.

## Reform State Tax Policy

Tax policy is essentially the responsibility of state government and affects communities across the entire state. Illinois’ current fiscal crisis results not only from an unfunded pension liability and unsustainable Medicaid growth, but also the State’s reliance on an eroding tax base, which is out of step with changes in the economy and demographics. CMAP’s specific interest in tax policy is how it influences the overall economic wellbeing of the metropolitan region, including the commercial, industrial, and residential development of our communities. The state’s tax policies sometimes distort land use decisions rather than allow markets or quality of life factors to guide them. In particular, the sales tax can foster intense competition among different local governments about the attraction or retention of retail business, to little or no regional benefit. In Illinois, sales and income tax rates (inclusive of the personal property replacement tax rate) remain relatively high, while the overall tax base remains increasingly narrow.

### Legislative Principle

CMAP supports legislative initiatives that reform state tax policy through 1) careful expansion of the sales and income tax base, 2) careful modification of state and local revenue sharing structures to encourage regional collaboration and broader GO TO 2040 development goals, and 3) increased transparency of the system, including tax incentives and rebates.

### Improve Access to Information

Most state agencies control large amounts of data and information. Policy challenges cannot be solved – and efficient governance cannot be achieved – without comprehensive, current and accurate data resources. Residents are served best when government information is freely accessible to all. When public bodies have access to complete, accurate and timely information, leaders can make decisions that are better for our communities, our region and the state.

### Legislative Principle

CMAP will support legislation that expands the dissemination of state data, helps local governments post data online, facilitates opportunities to form partnerships around data-sharing pilot projects with other interested regional partners, and helps implement best practices and technological improvements that facilitate open exchange of data.

### Contacts

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### About CMAP

The Chicago Metropolitan Agency for Planning (CMAP) is the official regional planning organization for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. CMAP developed and now leads the implementation of GO TO 2040, metropolitan Chicago's first comprehensive regional plan in more than 100 years. To address anticipated population growth of more than 2 million new residents, GO TO 2040 establishes coordinated strategies that help the region's 284 communities address transportation, housing, economic development, open space, the environment, and other quality-of-life issues. See [www.cmap.illinois.gov](http://www.cmap.illinois.gov) for more information.

*Revised December 26, 2012*



# Chicago Metropolitan Agency for Planning

233 South Wacker Drive  
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## MEMORANDUM

**To:** CMAP Board

**From:** Dolores Dowdle  
Deputy Executive Director, Finance and Administration

A handwritten signature in black ink, reading "Dolores Dowdle", followed by a horizontal line.

**Date:** January 2, 2013

**Re:** FY 2014 UWP Process

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Unified Work Program (UWP) federal funding is available for transportation planning projects within a metropolitan area. The Metropolitan Planning Organization (MPO) has the primary responsibility for preparing the UWP for its metropolitan area. The federal guidelines state that all planning and implementing agencies must be an integral part of the planning process and participate in the development of the UWP.

In the CMAP region, the UWP Committee serves as the project selection body for this process. The committee is chaired by IDOT, who votes in case of a tie. The membership is comprised of a representative from each of the transit service boards (CTA, Metra and Pace), the City of Chicago, RTA, CMAP, a representative from the counties, and a mayor representing the Council of Mayors. In addition, non-voting members are representatives from Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Illinois Environmental Protection Agency (IEPA). The UWP Committee establishes program priorities and selects core and competitive proposals. Final selections are approved by the Transportation Committee and then forwarded to the Regional Coordinating Committee, CMAP Board and the MPO Policy Committee for approval.

The UWP priorities followed for the last two years align with the regional priorities described in the GO TO 2040 Plan. While the UWP committee will review these approved priorities in the FY 2014 process, it is not anticipated that any changes will be necessary to them until the update of the GO TO 2040 plan in 2015. The approved priorities are:

- *Modernization of the Public Transit System.* GO TO 2040 recommends an enhanced focus on prioritizing planning work for the modernization of the existing transit system. Actions include work on coordinating services and fares, including pursuit of a universal fare payment system, work on traveler information systems,

and technological improvements including transit signal priority and ART. Project proposals, especially from the transit agencies, should feature these elements as a primary component.

- *Financial Planning Including Innovative Financing Strategies.* GO TO 2040 also stresses an array of recommendations related to transportation finance, including improved financial planning. Actions include strengthening transit financial oversight, planning for efficiencies that reduce transit operating costs, the identification of funding sources for CREATE, and continued planning/policy work on other important issues of fiscal policy to improve the transportation system.
- *Improving Decision-Making Models and Evaluation Criteria for Project Selection.* GO TO 2040 also emphasizes improving decision-making processes for transportation projects, as well as the overarching importance of prioritization for making investments given constrained funding. This includes constructing improved models for answering the most pressing questions about major projects and designing appropriate and regionally-vetted evaluation criteria for judging projects.
- *Planning Work Toward Implementation of GO TO 2040 Major Capital Projects, Including Supportive Land Use.* The continuation of near-term work to further GO TO 2040's short list of fiscally constrained major capital projects is also a high priority. Potential work includes planning for the inclusion of transit components as part of major highway projects, advancing recommended transit projects through the New Starts program or other discretionary funding programs, and planning for supportive land use around transportation, including active technical assistance to local governments.
- *Local Technical Assistance and the Formation of Collaborative Planning Efforts.* A major emphasis area of GO TO 2040 is providing targeted technical assistance to local governments, information sharing, and formal planning efforts that focus on transportation and other interconnected issues of livability.

The process for the FY 2013 UWP was revised with the intent to improve its efficiency and effectiveness. The UWP Committee, at its October 11 meeting, approved the FY 2014 UWP process based on the same format:

- The Call for Projects will be made in January and will include both the Core and the Competitive proposals. The Core and the Competitive proposals will be considered separately by the Committee.
- CMAP staff will conduct an in-depth proposal review and develop a proposed program for the UWP Committee's consideration. The review and recommendation process would be as follows:
  - Proposal Selection – Core. CMAP staff will review the Core proposals and make a proposed program recommendation to the UWP Committee for approval. The proposal review will consider the following: federal requirements; alignment with the proposed priorities in GO TO 2040; the requested level of funding; and if applicable, previous years' expenditure level of Core projects.

- Proposal Selection – Competitive. The Competitive proposals will be scored by the UWP Committee as in years past, based upon the alignment with the regional priorities listed above. Based on the available monies after the Core proposals have been funded, CMAP staff will incorporate the Committee’s rankings and make a proposed program recommendation to the UWP Committee that follows the same considerations outlined above in the Core program.

The apportionment of federal funds for FY 14 has been estimated for the regional at \$12,398,644 of FHWA Planning (PL) funds and \$4,438,609 of FTA funds, for a total of \$16,837,253. The FY 2013 UWP allocated \$10,591,398 of PL funds, \$4,256,336 of FTA funds, and \$2,499,000 of unallocated FY 12 PL funds, for a total of \$17,346,734.

The revised schedule for the development and approval of the FY 2014 UWP process would be as follows:

<b>DEVELOPMENT OF PROGRAM PRIORITIES AND SELECTION PROCESS</b>	
<b>UWP Meeting</b>	October 11, 2012
<b>CALL FOR PROPOSALS</b>	
<b>Call for Proposals</b>	January 3, 2013
All Proposals Due (Core and Competitive)	January 31, 2013
<b>CORE ELEMENTS SELECTION PROCESS</b>	
CMAP review and recommend program	February 14, 2013
<b>UWP Meeting- Adopt Core Program</b>	February 21, 2013
<b>COMPETITIVE ELEMENTS SELECTION PROCESS</b>	
<b>UWP Meeting - Presentation of Competitive Proposals</b>	February 28, 2013
UWP Committee members rank proposals	Due to CMAP March 8, 2013
CMAP prepares committee ranked proposals with funding allocation	March 15, 2013
<b>UWP Meeting - Adopt Competitive Program</b>	March 21, 2013
<b>COMMITTEE APPROVAL</b>	
<b>Transportation Committee</b> considers approval of FY 2014 UWP to MPO Policy Committee	April 26, 2013
<b>Regional Coordinating Committee</b> considers approval of FY 2014 UWP to CMAP Board	May or June 2013
<b>CMAP Board</b> considers approval of proposed FY 2014 UWP	June 12, 2013
<b>MPO Policy Committee</b> considers approval of proposed FY 2014 UWP	June 13, 2013
UWP Document Released	June 2012

**ACTION REQUESTED:** Informational

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**MEMORANDUM**

**To:** CMAP Board and MPO Policy Committee

**From:** CMAP Staff

**Date:** January 2, 2013

**Re:** Circle Interchange and the Importance of Setting Transportation Priorities

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IDOT has requested that CMAP amend GO TO 2040 to include the proposed **Circle Interchange improvements** as a fiscally constrained major capital project. This project would rehabilitate the interchange of I-90/94 and I-290 in downtown Chicago, modernizing the bridges and ramps and adding new through lanes to I-90/94. The limits of the project extend along I-90/94 from Adams Street to Roosevelt Road and along I-290 from Racine Avenue to the Old Post Office. Because the interchange was constructed in the 1950s, many of the ramps and bridges are nearing the end of their useful lives and require reconstruction. The Circle Interchange project is estimated to cost \$410 million. Currently, only the planning and design phases (\$24 million) are included in IDOT's 2013-2018 Multiyear Highway Program and the region's Transportation Improvement Program. The project is not included in GO TO 2040.

While the Circle Interchange improvement includes major reconstruction elements, it also adds highway capacity, and must be included in GO TO 2040 as a major capital project to move forward under federal law. Consistent with how other major capital projects were analyzed prior to GO TO 2040's approval, CMAP is currently evaluating this project against a set of various performance criteria. CMAP will present the results of this evaluation to the CMAP Board and MPO Policy Committee in March of 2013, and at that point those committees will make a decision about whether or not to amend the region's plan to add this project. While we recognize that the Circle Interchange is a significant bottleneck in the regional and national transportation system, we wish to raise the following issues about the process.

**CMAP'S CONCERNS ABOUT THE OVERALL PLANNING PROCESS**

Staff has four primary concerns about the process by which the Circle Interchange project was identified and IDOT's subsequent request for a plan amendment.

- 1. Neither the state nor metropolitan planning processes included the construction of the Circle Interchange as a near-term priority.** The State's current five-year highway

improvement program does not budget for the construction of the Circle Interchange, and GO TO 2040 fails to identify the project at all – even on the fiscally unconstrained list of proposed projects. Prior to May 2012, there was no communication between the State, IDOT, and CMAP about the need, scope or timeline for this project. CMAP staff is troubled by the lack of transparency in prioritizing such a major project, and particularly by the simple fact that it is not included in the region’s long range plan.

2. **IDOT has identified only \$24 million for preliminary engineering work of the project’s total \$410 million cost.** IDOT has not identified any funding source to cover the remaining \$386 million gap, so either new revenue must be found or other projects that were identified as priorities must be eliminated or delayed. Given the tight funding environment, it is unlikely that this can happen without sacrificing or reducing the scope or cost of existing major capital priorities in GO TO 2040.
3. **The advancement of the Circle Interchange project further illustrates the need for the state and region to implement performance-based funding, a key recommendation stemming from GO TO 2040 and a priority for the CMAP Board and MPO Policy Committee.** The Circle Interchange is an example of a new priority emerging on an *ad hoc basis* rather than through a *transparent, strategic planning process involving the metropolitan region*. To the contrary, if a performance-based process was in place, this project could have been identified as a needed priority. In an era of increasingly constrained resources for the transportation system, it is imperative that meritorious projects are selected for funding based on transparent, defensible criteria.
4. **Highway funding in Illinois remains subject to the longstanding “55/45 split”, which directs only 45 percent of resources to the six counties (District 1) of northeastern Illinois, regardless of needs or performance.** The Circle Interchange is an expensive project in a restrictive funding climate, and this non-statutory funding split essentially creates a zero-sum game for northeastern Illinois. Thus accommodating the Circle Interchange, a project that has impacts well beyond northeastern Illinois, will crowd out other regional priorities.

GO TO 2040 was unanimously approved by the CMAP Board and MPO Policy Committee in October 2010, and represents the region’s collective vision and plan for the future. It is the culmination of years of research and outreach, and represents the consensus of a diverse range of stakeholders, including the State of Illinois, across the region. Proposals to deviate from this plan are serious considerations at any time, but particularly so only two years into the planning period.

CMAP staff recognizes that no long term evaluation of expressway deficiencies was completed as a part of the GO TO 2040 process. It is necessary for CMAP, IDOT and ISTHA to undertake this evaluation to ensure a comprehensive approach to investing in our expressway system.

**ACTION REQUESTED:** Discussion

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# Chicago Metropolitan Agency for Planning

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## MEMORANDUM

**To:** CMAP Board  
**From:** CMAP Staff  
**Date:** November 7, 2012  
**Re:** Proposed CMAP and RTA Merger

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Northeastern Illinois needs and deserves world-class public transit. Transit plays a key role in increasing mobility and connecting our workers with job opportunities. It helps make our region a desirable and practical destination for people and businesses, who value the accessibility provided by our extensive system. Moving forward, achieving modern transit service will only grow in importance as our region competes with other places around the globe for talent and investment. GO TO 2040 emphasizes the importance of public transit and devotes one of the plan's twelve chapters to outlining a series of implementation actions for strengthening it.

As GO TO 2040 points out, transit ridership has not kept pace with the region's growth. A recent proposal from Metropolis Strategies seeks to address this problem through consolidating the regional financial and oversight functions of RTA with the existing functions of CMAP. This memo summarizes CMAP's overall observations on the major challenges and opportunities facing transit as well as staff's perspective on this specific proposal.

### THE METROPOLIS STRATEGIES PROPOSAL

Metropolis Strategies recently proposed moving toward a more effective transit system by merging RTA with CMAP. According to Metropolis Strategies, the benefits of a merger include a "fresh start for a 'broken' institution" and "a better path to create a modern transit system."<sup>1</sup> The proposal would combine the staffs of the two agencies under the leadership of the CMAP executive director, appoint a new Board, and mandate that this Board, in consultation with the appointing authorities, draft reform recommendations within 18 months. The intent of the proposal was to generate a public debate on the importance of transit and ways that it could be improved. Metropolis Strategies is motivated by the following:

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<sup>1</sup> Metropolis Strategies. "Public Transit in Metropolitan Chicago". July 18, 2012.

- A modern efficient public transit system is necessary for metropolitan Chicago to compete economically as one of the world's leading global regions;
- Transit ridership is not growing at rates as fast as other metropolitan regions, and overall transit ridership is down 20 percent in this region since 1980;
- The structure of the governance system between RTA and the three service boards makes cooperation difficult;
- The allocation of public dollars for operating assistance and capital improvements continues to be based on formulas that are over 20 years old, and in some cases 30 years old (meanwhile, the region's demographics and needs have changed significantly over that time);
- The four transit agencies duplicate each other's back-office functions, which wastes taxpayer dollars;
- Capital resources for transit come primarily from the federal government and only episodically from the State of Illinois. Finding a steady, reliable source of capital funding to support the region's transit system must be a top priority, and to date this has not materialized.

At this point, no legislation has been introduced on this proposal. Metropolis Strategies has presented this proposal publicly in a number of forums, however to date, there has not been a thorough discussion by the CMAP Board as to how they would like to address this issue and whether the Board chooses to take a position on the proposed merger or would like to make a different statement on the governance and administration of our region's transit system.

#### **GO TO 2040 AND PUBLIC TRANSIT**

CMAP has been strongly on record that the region needs to improve and invest in our transit system and control costs. Increasing commitment to public transit is one of twelve chapters in GO TO 2040, and the plan states that the goal is to make transit the preferred travel option for as many of the region's residents as possible. In all, GO TO 2040 offers twenty-four implementation action areas specifically about public transit, distilled across four distinct focus areas. These can be summarized as follows:

- 1) **Improve the fiscal health of transit**, through strengthening RTA's efforts on financial oversight, implementing innovative revenue options, and revising the federal New Starts program to support reinvestment in existing systems.
- 2) **Modernize the region's transit system**, through prioritized investments like adoption of new technologies, implementation of traveler information systems, state-of-the art rolling stock and stations, and more seamless coordination between modes.

- 3) **Pursue high-priority projects**, including planning for transit on highway projects, and improve evaluation measures and decision-making processes.
- 4) **Conduct supportive land use planning** around transit, identify additional opportunities for transit oriented development, and promote housing affordability near transit.

The plan details the continual financial challenges facing the transit system that have been caused by insufficient revenues, rapid increases in costs (often above inflation), and a rigid system of formula-based funding allocations. The crux of most of the plan's recommendations on improving the fiscal health of transit is directed at RTA and the three service boards. Specifically, the plan calls for strengthening RTA efforts on financial oversight and that the RTA, in collaboration with the service boards, should focus its efforts on addressing the system's fiscal health, including increasing efficiencies and limiting cost increases moving forward.

#### **ADDITIONAL PERSPECTIVES FROM CMAP STAFF**

While mergers are not specifically recommended in GO TO 2040, CMAP staff generally agrees with the overall problems articulated in the Metropolis Strategies proposal. Reliable investment in transit must be among our highest priorities, and our region quickly runs the risk of losing economic ground relative to our competitors around the world if it does not create a more modern, well-functioning system. We also think that a conversation about efficient governance, even one involving our own agency, is worth having, since this is exactly what our own plan clearly articulates.

If implemented, GO TO 2040's specific transit recommendations will help move our region to a more economically competitive place. However, it is also true that accomplishing many of these actions will be very difficult, potentially requiring massive change in how transit is governed and how tax dollars are collected and allocated. Specifically, it is critical that the regional transit entities move toward performance based funding rather than politics for shaping the allocation of scarce resources. Our region should also be more proactive about finding new revenues for supporting transit capital. CMAP staff understands that some of these political dynamics, which often pit the transit agencies as well as different parts of the region against each other, may be incredibly difficult to overcome.

CMAP staff is concerned whether the RTA Board can be truly functional in meeting the goals of GO TO 2040, given the structural issues it faces. Simply put, the result (whether intended or unintended) of the RTA Board's existing enabling legislation is an outcome of "stay the course." Staff does not believe that this stalemate has resulted from the actions of any individual Board members or the RTA staff. Rather, this system of governance has been constructed to protect and defend existing resources rather than assess what investments are best for the overall metropolitan region.

However, the Metropolis Strategies proposal also assumes that better investment decisions are more likely to emerge from a reconstituted Board. CMAP staff is concerned that, in the absence

of real reform in how the investment decisions are made and how service is cooperatively delivered, these outcomes will be difficult to achieve. While developing a plan for making these kinds of transformative decisions would likely be among the first actions taken by any reconstituted Board, what may emerge is simply a shift of the big problems from the RTA over to CMAP, unless the appointing authorities agree that real reform is needed and appoint members to implement those reforms.

The issue of governance and addressing whether real reform is politically feasible is no small matter. The CMAP Board should discuss if there is consensus that reform is needed and if so, whether the Board wishes to make it a priority to pursue changes that will work towards achieving the goals of GO TO 2040.

In addition to this memo and to move this discussion forward, RTA staff will make a presentation to the CMAP Board at your meeting to provide you with information on the RTA governance structure, the operating funding formula, and the capital funding distribution.

**ACTION REQUESTED:** Discussion

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