1.0  Call to Order and Introductions  
Mayo Gerald R. Bennett, Board Chair

2.0  Agenda Changes and Announcements

3.0  Approval of Minutes –December 8, 2010 
ACTION REQUESTED: Approval

4.0  Executive Director’s Report
4.1  Presentation of FY 2010 Financial Statement 
ACTION REQUESTED: Board Acceptance
4.2  2011 Board Meeting Schedule
4.3  State Legislative Update
4.4  Advanced Travel Modeling Peer Exchange
4.5  Latino Travel Survey Symposium
4.6  Water Resources Forum: The Problem with Water: Regional 
    Flooding and Stormwater Management—January 27, 2011
4.7  Other Announcements

5.0  Procurements & Contract Approvals
5.1  Contract Approval for Development and Implementation of the 
    Chicago Region Retrofit Ramp-Up Information System (CR3IS) 
    Chicago Region Retrofit Ramp-Up Program
5.2  Contract Approval for Selection of Loan and Program 
    Administrator for Multifamily Loan Loss Reserve Program of 
    the Chicago Region Retrofit Ramp-Up (CR3) Program
5.3  Contract Approval of Local Program Administrators for Multi-
    Unit Retrofit Improvement Loan Program 
ACTION REQUESTED: Approval
6.0 **Proposed Changes to the Board’s Committees**
Following the adoption of the plan, staff is recommending changes to some of the committees that report to the Board to more effectively implement GO TO 2040.
ACTION REQUESTED: Approval

7.0 **CMAP’s 2011 Federal Agenda**
The Federal Agenda was developed as a tool to communicate our federal priorities for this year with our congressional delegation, relevant federal agencies, and key members of the administration. The agenda was based on the adopted GO TO 2040 plan, current priorities of the administration, and current and upcoming congressional priorities.
ACTION REQUESTED: Discussion and direction to staff.

8.0 **CMAP Partnership with RTA – Community Planning Program**
As a first step in the implementation of the GO TO 2040 Plan, CMAP partnered with the Regional Transit Authority (RTA) to expand their existing Community Planning Program and to offer more opportunities for the integration of transportation and land use planning. This is a competitive grant program that provides funds for municipalities and counties in the northeastern Illinois region to participate in the planning of local transportation, transit and transit-related development. Staff will describe the program.
ACTION REQUESTED: Discussion and direction to staff.

9.0 **Fiscal Year 2012 Unified Work Program (UWP) Priorities**
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 how the UWP Project Selection Committee has worked to align the FY 12 UWP process with the regional priorities described in GO TO 2040.
ACTION REQUESTED: Discussion and direction to staff.

10.0 **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

11.0 **Other Business**
12.0 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.

13.0 Next Meeting – February 9, 2011

14.0 Adjournment

Chicago Metropolitan Agency for Planning Board Members:

___Gerald Bennett, Chair        ___Joe Deal        ___Raul Raymundo
___Frank Beal                    ___Russell Hartigan  ___Rick Reinbold
___Alan Bennett                  ___Elliott Hartstein ___Rae Rupp Srch
___Susan Campbell                ___Al Larson        ___Dan Shea
___Roger Claar                   ___Marilyn Michelini ___Nigel Telman
Chicago Metropolitan Agency for Planning (CMAP)
Board Meeting Minutes
January 12, 2011

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

Board Members Present:
Gerald Bennett, CMAP Board Chair-representing southwest Cook County, Frank Beal-representing the City of Chicago, Alan Bennett-representing suburban Cook County, Susan Campbell-representing the City of Chicago, Roger Claar (via tele-conference)-representing Will County, Joe Deal-representing the City of Chicago, Michael Gorman-representing Cook County, Elliott Hartstein-representing Lake County, Al Larson-representing northwest Cook County, Marilyn Michelini-representing Kane and Kendall Counties, Raul Raymundo-representing the City of Chicago, Rick Reinbold-representing South Suburban Cook County, Rae Rupp Srch-representing DuPage County, Dan Shea-representing McHenry County, and Nigel Telman (via tele-conference)-representing the City of Chicago.

Staff Present:
Randy Blankenhorn, Jill Leary, Dolores Dowdle, Don Kopec, Bob Dean, Matt Maloney, Hala Ahmed, Ylda Capriccioso and Sherry Kane

Others Present:

1.0 Call to Order and Introductions
CMAP Board Chair, Mayor Gerald Bennett, called the meeting to order at 9:33 a.m., and asked Board members to introduce themselves.

2.0 Agenda Changes and Announcements
There were no agenda changes. Chairman Bennett reported that Russell Hartigan had been appointed a Circuit Court Judge in Cook County and that Michael Gorman, Village President-Village of Riverside had been appointed to fill the vacated position. On behalf
of the Board, Chairman Bennett welcomed President Gorman. President Gorman expressed enthusiasm for having been named.

3.0 Approval of Minutes – December 8, 2010
A motion to approve the minutes of the December 8, 2010 board meeting, as presented, made by Mayor Marilyn Michelini, was seconded by Mayor Al Larson and with all in favor, carried.

4.0 Executive Director’s Report
Executive Director Randy Blankenhorn introduced Jason Coyle, from the accounting firm of Baker Tilly Virchow Krause LLP. Coyle, from the two documents presented to the Board, (Communications from Auditor to Management and the Board and the Annual Finance Report for the year ended June 30, 2010), reported that CMAP had received a clean, unqualified audit. Considered in the elite, this is the highest level opinion given. Coyle reviewed the financial statements including the statement of net assets (reflecting $6.2 million in total assets and $1.7 million net assets) and the statement of cash flows (reflecting $20.5 million in total operating revenues and $20.6 in total operating expenses, resulting in a slight loss of nearly $153,000). During the course of their work, Baker Tilly had conducted an audit over select federal grants as well. Coyle did report one material weakness, common in many government agencies. There is no CPA on staff at CMAP that prepares the financial statements. Rather, CMAP relies on Baker Tilly for that service. A motion to accept the reports as presented was made by Alan Bennett and seconded by Dan Shea. Alan Bennett did raise a question regarding the funded ration of IMRF and requested a complete explanation of the fluctuations. All in favor, however, the motion carried.

Deputy Executive Director of Finance & Administration Dolores Dowdle and her staff were complimented on their outstanding work that resulted in this elite opinion.

Executive Director Blankenhorn announced the Board meeting dates (the second Wednesday of each month) for 2011. One exception, in order to accommodate the IML Springfield briefing, occurs in April. That meeting is scheduled for April 20. Regarding the state legislative update, important dates were listed in a staff memo and Blankenhorn reported that CMAP’s overall priorities will include the 55/45 issue (that would result in more funding opportunities for transportation) and stabilizing CMAP’s funding. Additional priorities include water, housing and economic development issues relevant to GO TO 2040. The complete strategy will be presented in February.

A discussion broke out regarding the state income tax increase that was passed the night before and its impact on local governments. Staff was asked to provide additional information on the percentages of the tax increase that would come to municipalities. Other follow-up includes meeting with local service boards regarding the state appointed chair of the RTA.

Blankenhorn concluded his report announcing the following. A joint peer exchange on Advance Travel Modeling for Freight and Highway Pricing has been scheduled for
February 11, 2011. A symposium “Surveying Hard-to-reach Populations” with an emphasis on Latino Households has been scheduled for February 18, 2011. As a follow up to key issues highlighted in the Water 2050 regional plan, on January 27, 2011, CMAP will host its second Water Resource Forum. The event is free.

5.0 Procurements & Contract Approvals
The following contract approvals were presented. A contract approval for development and implementation of the Chicago Region Retrofit Ramp-up Information System (CR3IS), Chicago Region Retrofit Ramp-up Program to Efficiency 2.0 for the development and implementation of the CR3 Information System for a three year period at a cost of $1,188,000. A contract approval for the Selection of a Loan and Program Administrator for the Multifamily Loan Loss Reserve Program of the Chicago Region Retrofit Ramp-up (CR3) Program with Community Investment Corporation at a cost of $1,500,000. Community Investment will bring an additional $4.5 million to the program in private investment. A contract approval of Local Program Administrators for the Multi-Unit Retrofit Improvement Loan Program with the City of Chicago Department of Community Development and the Village of Oak Park in an amount up to $1,250,000 (if retrofit projects meet the program criteria).

A motion by Alan Bennett, concurring with staff recommendations for Procurements and Contract Approvals as presented was seconded by Mayor Marilyn Michelini. All in favor the motion carried.

6.0 Proposed Changes to the Board’s Committees
Executive Director Randy Blankenhorn reported that the Board’s committees had provided invaluable contribution during the development of GO TO 2040 and now that GO TO 2040 has been adopted and the focus has shifted to implementation, staff recommends the following changes to the Board’s committee structure.

- The Economic and Community Development Committee should be renamed and refocused as the Economic Development Committee so as to accommodate GO TO 2040’s recommendations regarding workforce development and innovation.
- The Environment and Natural Resources Committee should incorporate energy into their committee focus, while recruiting membership with an expertise in that field.
- The Human Service Committee should be renamed and refocused as the Human and Community Development Committee. The group, already consisting of advocacy groups for the elderly and disabled, needs to be expanded, along with the associated expertise in membership.
- The Planning and Programming Coordinating Committees should be renamed and their missions refocused. The Planning Coordinating Committee should be renamed the Local Coordinating Committee and it would focus on local implementation activities, such as local technical assistance and overall coordination with counties and municipalities. The Programming Committee should be renamed the Regional Coordinating Committee and it would focus on regional, state, and federal policy and issues, such as regional prioritization of public investments, broader economic policies, or legislative initiatives.
The mission and size of the Citizens’ Advisory Committee should be restructured. The present membership of 35 is thought to be too high, and should be right-sized to perhaps 15 and would incorporate the same structure as the CMAP Board (5 City, 5 Cook County and 5 collar counties reps).

Board Chair Mayor Bennett proposed the following assignments to the coordinating committees.

**Regional Coordinating**

Joe Deal-Chair
Frank Beal
Nigel Telman
Mayor Al Larson
Mayor Roger Claar
President Michael Gorman
Rae Rupp Srch

**Local Coordinating**

Elliott Hartstein-Chair
Susan Campbell
Raul Raymundo
Alan Bennett
President Rick Reinbold
Dan Shea
President Marilyn Michelini

A motion by Dan Shea was seconded by Rae Rupp Srch to approve the Committee restructuring as had been presented. All in favor, the motion carried.

Alan Bennett questioned the structure of the Executive Committee and its at-large member, with Mayor Bennett stating that the Executive Committee is appointed through the nominating committee process that takes place later in the year.

7.0 CMAP’s 2011 Federal Agenda

Included in the Board packet, Executive Director Randy Blankenhorn discussed the staff memo regarding CMAP’s 2011 Federal Agenda. Blankenhorn reported that CMAP will be working with the Illinois delegation and the Administration to advance these priorities. Meetings have been scheduled around conferences and associated presentations in Washington in both January and February. The two main priorities include Coordinated Investments and Regional Mobility, specifically freight. Additional matters to be considered include Innovation, Water Conservation and Transit New Starts.

8.0 CMAP Partnership with RTA – Community Planning Program

CMAP staff, Hala Ahmed reported that, in conjunction with GO TO 2040 implementation, CMAP had worked with the RTA to expand its competitive grant program that provides funds for municipalities and counties in northeastern Illinois to participate in planning of local transportation, transit and transit-related development. The program now includes Kendall County and a 20% match that at one time was cash only can now be provided in kind. Important dates in the project selection schedule include April 6 with a call for projects, June 9, application deadline, July staff and working committee review, with an August approval of recommended projects by the CMAP Board and finally, launch of projects in November, 2011-January 2012. Ahmed reviewed the project evaluation criteria provided by CMAP based on consistency with GO TO 2040 goals with a primary focus on the principles of Livable Communities and Regional Mobility. Updates will be provided over the coming year, Ahmed concluded.
9.0 Fiscal Year 2012 Unified Work Program (UWP) Priorities
CMAP staff Matt Maloney presented the FY 2012 Unified Work Program (UWP) Priorities, reporting that during the previous year’s process, CMAP’s Transportation Committee and Programming Coordinating Committee suggested that the UWP process strive for more focus, especially given the adoption of GO TO 2040. Aligning the UWP planning funds with the priorities of the long range plan is also a requirement by current federal transportation policy. At its last two meetings, Maloney continued, the UWP Committee worked to use GO TO 2040’s implementation action areas as a guide to setting priorities for the FY 12 UWP process. Since UWP funds relate to transportation planning, the resulting committee recommendation relate to the regional mobility chapter of the plan, while assessing land use, the environment, economic development and governance with a strong connection to transportation. The following five overarching themes emerged, with the Committee reaching a consensus that the following priorities guide the FY 2012 UWP project selection:

- Modernization of the Public Transit System
- Financial Planning including Innovative Financing Strategies
- Improving Decision-Making Models and Evaluation Criteria for Project Selection
- Planning Work toward Implementation of GO TO 2040 Major Capital Projects, including Supportive Land Use
- Local Technical Assistance and the Formation of Collaborative Planning Efforts.

Maloney concluded, adding that the recommended FY 2012 UWP will be presented to the CMAP Board and the MPO Policy Committee for approval in June 2011.

10.0 Executive Director Performance Review
At 10:25 a.m., Mayor Marilyn Michelini made a motion to adjourn the regular CMAP Board meeting to an executive session to discuss the Executive Director’s performance review. All in favor, the motion carried.

Having concluded the discussion of the Executive Director’s employment agreement at 11:00 a.m., a motion to adjourn the executive session was made by Dan Shea and seconded by Mayor Marilyn Michelini. With all in favor, the motion carried.

11.0 Other Business
There was no other business before the CMAP Board.

12.0 Public Comment
There were no comments from the public.

13.0 Next Meeting
The CMAP Board will meet next on February 9, 2011.
14.0 Adjournment

At 11:03 a.m., a motion to adjourn was made by Alan Bennett and seconded by Mayor Elliott Hartstein. All in favor, the motion carried.

Respectfully submitted,

Jill Leary, Chief of Staff

01-24-11
/stk

Approved as presented by unanimous vote, February 9, 2011
The CMAP Board is scheduled to meet the second Wednesday of every month (with the exception of April) at 9:30 a.m. at the CMAP offices. The following are the dates for 2011:

January 12
February 9
March 9
April 20 (third Wednesday)
May 11
June 8
July 13
August 10
September 14
October 12
November 9
December 14

###
MEMORANDUM

To: CMAP Board
From: CMAP Staff
Date: January 5, 2011
Re: Legislative Update

96th Veto Session:
The Illinois General Assembly returns to Springfield this week to address state’s budget shortfall. The likely solution will be an income tax increase. CMAP will continue to monitor bill activity.

97th Session of the Illinois General Assembly:
The 97th Session of the Illinois General Assembly will begin on January 12 with the inaugural ceremonies and return January 13 to elect both the Speaker of the House and the Senate President. Following is a quick view calendar of the next session.

Important Dates:
- January 12 – Inaugural Ceremonies
- February 4 – House Deadline LRB Requests
- February 10 – Senate Deadline Introduction of Substantive SBs
- February 16 – Governor’s Budget Address
- February 24 – House Deadline Introduction of HBs
- March 17 – House and Senate Deadline for HBs and SBs Out of Committee
- April 15 – House and Senate Deadline for 3rd Reading HBs and SBs
- May 13 – House Committee Deadline for SBs and Senate Deadline for HBs
- May 27 – House Deadline for SBs and Senate Deadline for HBs
- May 31 – Scheduled Adjournment

ACTION REQUESTED: Discussion

###
MEMORANDUM

To: CMAP Board and MPO Policy Committee
From: Randy Blankenhorn, Executive Director
Date: January 5, 2010
Re: Proposed Changes to the Board’s Committees

The Board’s committee structure added tremendous value over the past few years as we worked to develop GO TO 2040. Following the plan’s adoption, staff conducted a thorough analysis of our internal staff organization and external committee structures to determine if any changes should be made to strengthen the agency’s work moving forward. The intent was to align the agency’s work plan, staff, and committees with the agency’s ongoing work to implement GO TO 2040. The internal staff and work plan changes were discussed at your December meeting.

Turning our attention to the committee structure, we want to ensure that we have an effective structure to implement GO TO 2040, that it remains inclusive, that we incorporate diverse expertise and input, and that the agency is effectively taking on the right policy questions. Based on our examination of the committee structure, the staff is recommending the following changes to committees:

- The Economic and Community Development Committee should be renamed and refocused as the Economic Development Committee;
- The Environment and Natural Resources Committee should incorporate energy into their committee focus;
- The Human Services Committee should be renamed and refocused as the Human and Community Development Committee;
- The Planning and Programming Coordinating Committees should be renamed and refocus their missions; and
- The mission and the size of the Citizens’ Advisory Committee should be changed.

The following describes and explains the proposed recommended changes to the Board’s committee structure.
Background & Recommended Changes
The current committee structure was proposed in the Board’s Strategic Report to the Governor and the General Assembly in September 2006. The committee structure established a hierarchy of decision making that consists of a working level, a coordinating level, an advisory level, and a policy level. The intent was to utilize an inclusionary process to create an overall committee structure that incorporates all the agency’s functions and that would lead quickly to integrated, comprehensive planning.

Working level
The six working committees were formed around the major functional areas of CMAP’s mission: Land Use, Economic and Community Development, Environment and Natural Resources, Housing, Human Services, and Transportation. Serving on these committees is a diverse membership including experts in those functional areas; interest groups; business representatives; implementing agencies; local, county, and state government officials and their representatives; and advocacy groups.

The general structure of the working committees continues to be effective, though some changes are needed to focus them more closely on plan implementation. The staff is proposing the following recommendations to the working committees:

- Economic and Community Development: The membership of the committee should be refocused to handle the GO TO 2040 plan’s recommendations regarding workforce development and innovation as well as to engage in policy matters that affect regional economic growth. The current committee should be replaced with a new one, named simply the “Economic Development” committee. Staff should work to recruit membership that represents the business community, workforce development community, economic development practitioners, and include organizations or individuals who can help guide our ongoing research on industry clusters and the creation of a workforce data portal.
- Environment and Natural Resources: The committee membership is focused currently on biodiversity, land preservation, and water issues. Staff should work to recruit membership with an expertise in energy and expand the scope of the committee as necessary guided by GO TO 2040.
- Housing: No recommended changes.
- Human Services: The committee should be broadened to cover “Human and Community Development” rather than the more limited focus on human services. This will involve inviting community-based organizations that represent lower-income or minority communities to be participants on this committee. This group already includes advocacy groups for the elderly and disabled, but it needs to be expanded. Staff should work to recruit membership and refocus the committee activities.
- Land Use: No recommended changes.
Transportation: No recommended changes.

**Coordinating level**

Because the working committees are specific to individual issues, the coordinating committees were created as the mechanism for coordinating issues that cross those committees. The missions of the coordinating committees were logical during plan development but now need to be changed to reflect plan implementation. Continuing to have two coordinating committees, each with Board and working committee representation is recommended, however new missions need to be identified to focus of each of the two committees.

The staff is recommending the following changes be made to the missions of the coordinating committees:

- Planning: The mission of the committee should be to focus on local implementation activities, such as local technical assistance and overall coordination with counties and municipalities. To reflect the mission, the name of the committee should be changed to the Local Coordinating Committee.
- Programming: The committee should focus on regional, state, and federal policy and issues, such as regional prioritization of public investments, broader economic policies, or legislative initiatives. To reflect the mission, the name of the committee should be changed to the Regional Coordinating Committee.

**Advisory level**

The Regional Planning Act called for creation of a Citizens’ Advisory Committee (CAC), which was established in July 2006. The CAC, Council of Mayors, and Council of County Board Chairs comprise the advisory level of CMAP. These three committees review major planning and programming efforts of the region and provide advisory recommendations to the Board and the MPO Policy Committee from both the general public and the elected official perspectives.

The staff is recommending the following changes to the advisory committees:

- The Council of County Board Chairs: No recommended changes.
- The Council of Mayors: No recommended changes.
- The Citizens Advisory Committee should be reformed and repurposed as described below.

The law states that “the Board shall create a standing Citizens’ Advisory Committee to provide continuous and balanced public representation in the development of regional plans and policies”. The existing CAC has provided considerable input throughout the development of GO TO 2040. Therefore, as we move forward, the mission of the CAC should be to offer advice and assist as local advocates for CMAP and GO TO 2040. To accomplish this more effectively, we are recommending that we refocus the committee’s mission and charge and make changes
to the size of the committee. Staff will work with members of the CAC to effectively repurpose the committee as a “speaker’s bureau” for CMAP and a local voice we can call upon to spread awareness of the GO TO 2040 plan, as well as liaisons between CMAP and their personal networks and local activities.

Presently the CAC is slated to be made up of 32 members. Average meeting attendance this past year was 16. We recommend that the CAC be reduced to 15 representatives: one representative for each CMAP Board member. With fewer members the CAC can have more in-depth discussions on issues and ideas, achieve consensus, and provide staff and the CMAP Board with clear insight. Each CMAP Board member should nominate 1-3 individuals to represent their part of the region. Nominees should represent a diversity of age, race, and occupations. Once nominations have been received, staff will follow up and meet one-on-one with nominees to describe the role of the CAC and gauge their interest in participating. Members would then be invited to participate in the CAC.

Policy level
The policy level of committees – Board, MPO, and Executive Committee – should remain unchanged.

Based on the Board’s input and feedback, staff would like to proceed with the necessary changes as proposed.

**ACTION REQUESTED:** Approval

###
MEMORANDUM

To: CMAP Board

From: CMAP Staff

Date: January 5, 2010

Re: CMAP’s 2011 Federal Agenda

The federal government is critical to the success of GO TO 2040. It must decide how to allocate billions in taxpayer dollars annually across a variety of different programs, services, and projects. It also must set priorities and develop criteria for how funding should flow through to the state, regional, and local levels. The Federal Government section in the Context and Best Practices part of the GO TO 2040 plan describes how federal decisions affect plan implementation, followed by examples of how GO TO 2040’s implementation can be supported by federal actions. There are also numerous recommendations directed at the federal government outlined in the Implementation Action Areas throughout GO TO 2040.

For this calendar year, staff is recommending the following federal priorities be pursued as appropriate with our congressional delegation, relevant federal agencies, and key members of the administration. The agenda was based on the adopted GO TO 2040 plan, current priorities of the administration, and current and upcoming congressional priorities. Our interaction with the federal government, whether it is legislative, regulatory, programmatic, or policy related is oftentimes reactive. Our intentions with these priorities is to help shape our response to various legislation or other federal policy, as well as help guide us on what we should actively pursue. This agenda will result in various methods of implementation. Based on your feedback and direction at the Board meeting, we will outline a strategy to accomplish these priorities.

PURSUING COORDINATED INVESTMENTS
The Coordinated Investment section of the plan includes a number of key concepts and Implementation Actions that we think should be prioritized since they will help frame the way we work to develop and react to federal policy.

In summary, metropolitan regions drive the U.S. economy, and this should be reflected in federal policy and programs. An increasingly “regional approach” to investment decisions, which would both invest more in metropolitan areas as well as devolve more appropriate authority for funding decisions to the regional level, harnesses the economic power of regions. Comprehensive regional plans, like GO TO 2040, should guide federal investment decisions
since it identifies regional priorities by linking transportation, land use, the natural environment, economic prosperity, housing, and human and community development. The federal government has demonstrated great promise in helping to implement plans like GO TO 2040 by creating a set of guiding livability principles and the Partnership for Sustainable Communities, a joint collaboration among the U.S. Department of Transportation, U.S. Housing and Urban Development, and U.S. Environmental Protection Agency.

Objectives:

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

REGIONAL MOBILITY

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

Freight

To summarize, freight is a national, interstate commerce issue and the U.S. economy depends on the efficient movement of freight. The benefits of the freight system rarely are confined to a single jurisdictional boundary and often the negative impacts are felt locally. Freight movement requires an interconnected system throughout our nation. A method needs to be established to formulate a national freight plan that can guide regional and state efforts to improve the freight systems.

Objective:

- Create a vision for a federal role in transportation that includes a national freight policy with dedicated funding and corridors of national significance.

Freight was included in the Board’s previously endorsed reauthorization policy goals and we recommend pursuing it more aggressively in anticipation of the future transportation reauthorization. Additionally, if an opportunity should present itself, we feel the following reauthorization goals are still relevant:

CMAP’s Transportation Reauthorization Policy Goals –endorsed September 2009

Leaders in Washington should give highest priority to the following overall policy objectives in crafting and implementing a new federal transportation bill.
• Provide transportation investments based on regional priorities using performance-driven criteria that lead to decisions that are transparent, outcome-based, and mode-agnostic.
• Evaluate and prioritize infrastructure investments in a comprehensive way that looks beyond transportation benefits to include land use, economy, environment, and other quality-of-life factors.
• Provide adequate federal investments in the nation’s transportation systems.
• Reform the transportation funding system by placing a new emphasis on sustainable revenue sources.
• Establish a national transportation vision that includes the movement of goods and the development of a national high-speed rail network.

Objective:
• Based on the Transportation Reauthorization Policy Goals, work with the congressional delegation and the administration to adequately fund and pass a federal surface transportation authorization.

OTHER ISSUES
The following are other issues that we wanted to bring to your attention at this time. Staff will continue to monitor activities as they are relevant to the agency and GO TO 2040.

Innovation
Reauthorization of the America COMPETES Act, which invests in science, technology, engineering, and math (STEM) education and fosters innovative research and commercialization, passed Congress on December 21 and awaits the President’s signature. However, Congress must still appropriate funding. Of significant regional interest is that the legislation authorizes the creation of a “regional innovation program” to “encourage and support the development of regional innovation strategies, including regional innovation clusters”. A new competitive grant program would make awards available to regional cluster initiatives on a matching basis. CMAP supports funding appropriations for this important federal effort and will closely monitor upcoming opportunities for regional involvement.

Water Conservation
While the federal government has made recent significant investments in energy efficiency through large scale retrofit programs, the federal government can also help consumers achieve efficiencies in water consumption while deferring the need for infrastructure expansion. As with energy, retrofits with more efficient appliances and plumbing fixtures can result in significant savings in water use. The U.S. EPA’s WaterSense label, which is modeled after the longstanding and successful Energy Star program, makes it easier for consumers to identify products and services that use less water while performing as well as or better than conventional models. CMAP supports Congressional action toward authorizing Water Sense, an important step which would raise the program’s profile and provide more market certainty to companies that produce and sell these products.
Transit New Starts
The Federal New Starts program is a competitive grant process that funds transit system expansions. While expansions are vital for many parts of the U.S., older and more well-developed systems should have the option to use these funds for badly needed maintenance and modernization efforts. The current New Starts program creates a strong incentive to pursue expansions, when maintenance and modernization should be the region’s top priority. The criteria for federal New Starts grants should be expanded to support reinvestment in existing infrastructure rather than solely new expansions. Further, FTA regulations concerning use of funds for engineering of transit projects are stricter than those governing highway projects, and should be changed to create a “level playing field.”

ACTION REQUESTED: Discussion and direction to staff

###
MEMORANDUM

To: CMAP Board and committees

From: Bob Dean, Deputy Executive Director for Local Planning
      Hala Ahmed, Associate Planner

Date: January 5, 2011

Re: CMAP Partnership with RTA – Community Planning Program

As a first step in the implementation of the GO TO 2040 Plan, CMAP has partnered with the Regional Transit Authority (RTA) to expand their existing Community Planning Program to offer more opportunities for the integration of transportation and land use planning. This is a competitive grant program that provides funds for municipalities in the northeastern Illinois region to participate in the planning of local transportation, transit and transit-related development. The available funding for the CMAP contribution originates primarily from federal transportation planning funds, allocated annually through the Unified Work Program (UWP) and from supplementary state funds. Counties in the CMAP region already access UWP funds directly through application to the UWP committee.

The above program is distinct from the Local Technical Assistance (LTA) that staff will be conducting using the Sustainable Communities Regional Planning grant funding that CMAP received from HUD on October 2010. Under LTA, additional staff will be hired to work directly with communities to support local planning projects. The duration of LTA will be 3 years.

The partnership between the two agencies will provide additional funding to an expanded base of eligible applicants, facilitate inter-agency coordination and strive to provide assistance that attains results. While CMAP’s grant program and the RTA’s program will remain separate and distinct, they will share application materials and solicit projects during the same time frame. This is intended to reduce the burden on applicants, as they will only need to submit one application for both programs, rather than separate applications. CMAP has committed $700,000 for this program with the expectation that individual grants will range from $100,000 and $150,000. In the past, total program funding from the RTA ranged totaled from $500,000 to $1,000,000 annually. Following is a summary of the program guide and application process.
Eligible applicants
Municipalities located within the CMAP region are eligible to apply to the Community Planning Program. The program will strive to achieve geographic balance within the seven-county region (Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will).

Eligible projects
CMAP’s program will focus on the intersection between land use and transportation in general; the RTA’s program is narrower and focuses on Transportation Oriented Development (TOD) projects and local transit improvements.

Match requirements
For the projects selected by CMAP, applicants will be asked to contribute up to 20% of the total project cost for each project either in cash or in kind contributions based on demonstrated need. For projects selected by RTA, this match is required in cash only.

Project selection process and timeline
A Call for Projects will be issued in April 2011, with applications due in June. Once applications are received, CMAP and the RTA will jointly review applications, and will determine which funding source is more appropriate for each project. Each agency will then work with applicants to fully scope projects and will follow its designated approval process. In CMAP’s case, this will involve discussing a proposed program of projects with the working committees during summer 2011, and ultimately receiving formal approval from the CMAP Board and MPO Policy Committee in August 2011. In keeping with the goal of maintaining the same grant process to achieve seamless program integration and to reduce the burden on communities, staff recommends that applications be submitted to the RTA following their established submittal procedures. Applicants will be asked to submit no more than a 10-page document that describes the proposed projects and respond to questions related to how the projects address program goals.

<table>
<thead>
<tr>
<th>CMAP Project Selection Schedule</th>
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<td><strong>2011 Date (s)</strong></td>
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<tr>
<td>April 6</td>
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<td>April / May</td>
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<td>June 9</td>
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<td>August</td>
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<td>August</td>
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<td>November 2011- January 2012</td>
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Project evaluation criteria

A higher level of detail on evaluation criteria will be stipulated in the program application materials that will be released in April 2011. The following section summarizes the general criteria for screening and evaluating proposals. CMAP and RTA will jointly screen projects based on the level at which they address the following criteria:

1. Overall support of GO TO 2040 goals
2. Appropriate coordination with partners (including relevant transportation agencies)
3. Appropriate level of public participation
4. Quality and completeness of application

While the RTA will have separate ranking criteria for their programs, CMAP will select projects based on consistency with the goals of GO TO 2040 with primary focus on the principles of Livable Communities and Regional Mobility.

Livable Communities
- Support for infill and reinvestment
- Addresses density, mixing uses (vertical or horizontal), and walkability
- Addresses housing affordability, particularly near transit
- Incorporates environmental features such as water and energy efficiency, parks and open space, forestry programs, and green infrastructure for stormwater management
- Involves interjurisdictional coordination
- General consistency with “Livability Principles” of the federal Sustainable Communities Initiative

Regional Mobility:
- Support the maintenance and modernization of the existing transportation system
- Advance new transportation investments recommended in the plan (strategic expansions, Bus Rapid Transit or Arterial Rapid Transit, major capital projects)
- Support the use of alternative transportation including walking, biking, and transit
- Provide support for transit through small-scale infrastructure investments, supportive land use, or other policies
- Include innovative finance (parking pricing, value capture, etc.)
- Incorporate approach to freight

ACTION REQUESTED: Discussion

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MEMORANDUM

To: CMAP Board and MPO Policy Committee

From: Matt Maloney, Deputy Chief of Staff

Date: January 5, 2010

Re: FY 2012 UWP Priorities

Background
The Unified Work Program (UWP) lists the planning projects the Chicago Metropolitan Agency for Planning (CMAP) and other agencies undertake each year to enhance transportation in northeastern Illinois and to fulfill federal planning regulations. The UWP is designed to run in conjunction with the State of Illinois fiscal year timeline of July 1-June 30. The final UWP document includes the transportation planning activities to be carried out in the region, detailing each project’s description, products, and costs.

The sources of federal planning funds are the Federal Highway Administration and the Federal Transit Administration. The FY 11 UWP awarded more than $15 million in federal funding, along with the required 20 percent of local matching funds, resulting in nearly $20 million dedicated to transportation planning in the northeastern Illinois region.

During last year’s UWP process, a number of representatives on CMAP’s Transportation Committee and Programming Coordinating Committee suggested that the UWP process should strive for more focus, especially given the recent adoption of the plan. Aligning these UWP planning funds with the priorities of the long range plan is also required by current federal transportation policy.

Furthermore, the GO TO 2040 section on coordinated investment recommends that “CMAP’s programming activities should, as far as possible, be oriented toward implementing GO TO 2040. CMAP should realign its current programmatic and review responsibilities to support the plan. These responsibilities now include staffing project selection committees and selecting criteria for the allocation of Unified Work Program (UWP) funds.”

In response to these charges, the UWP project selection committee has examined how to align the FY 12 UWP process with the regional priorities described in GO TO 2040. This remainder of this memo summarizes this process and the results.
Process for Determining FY 12 UWP Priorities
At its last two meetings, the UWP Committee worked to utilize GO TO 2040’s implementation action areas as a way to guide priority setting for the FY 12 UWP process. Since UWP funds relate to transportation planning, the committee primarily focused on recommendations from the regional mobility chapter of the plan, while also assessing land use, environment, economic development, and governance actions with a strong connection to transportation. The committee ranked these action areas “high,” “medium,” and “low,” with “high” signifying an action that should be completed in the nearer term, as opposed to signifying a degree of importance. From this exercise, a number of “themes” emerged which should help guide the FY 12 process.

It should be noted that the UWP process includes both a “core” and a “discretionary” element. The core program primarily includes work central to the MPO’s primary function under federal law. Thus, the vast majority of CMAP’s operating budget, which includes the core functions of long range planning, the transportation improvement program (TIP), the congestion management process, public participation, and regional information and data, is typically funded under the core element. Other recipient agencies, including the transit boards, the City of Chicago, and the Regional Council of Mayors also typically apply in the core element to propose work that contributes directly to the MPO process.

It should be stressed that while the results of the prioritization exercise will help inform this core element, they will likely inform the discretionary element to a greater degree. This is because the discretionary element typically contains a wider array of special studies and other planning initiatives, which are also subject to a quantitative scoring process and considerable deliberation by the Committee.

Emerging Themes to Guide the FY 12 UWP
The following five overarching themes (which are not in any rank order), have emerged from the prioritization process. At their December meeting, the UWP Committee reached a consensus that these priorities should be used to guide the project selection for the FY 12 UWP.

- **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. It is clear that FY ‘12 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. CMAP is currently engaged in implementing many of these types of efforts through the UWP Livability grant, which was funded in last year’s process, as well as the HUD-funded Sustainable Communities Initiative. The UWP Committee continues to view these and other related elements as high near-term priorities.

**Next Steps**
The above themes are “overarching” in nature and thus do not present the full universe of what should be considered for the FY 12 UWP - however these should offer an initial sense of how the UWP Committee will prioritize project submissions, particularly in the discretionary part of the program. Core proposals are due on January 28 and discretionary proposals are due on February 25. As is required, the recommended FY 12 UWP will be presented to the CMAP Board and MPO Policy Committee for approval in June 2011.

**ACTION REQUESTED:** Discussion

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