Chicago Metropolitan Agency for Planning

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Transportation Committee

Agenda
Friday, January 20, 2017
9:30 a.m.
Cook County Conference Room
233 S. Wacker Drive, Suite 800
Chicago, Illinois

1.0 Call to Order/Introductions **9:30 a.m.**

2.0 Agenda Changes and Announcements

3.0 Approval of Minutes— November 18, 2016

4.0 Coordinating Committee Reports
The Programming Committee met January 11; a report will be given. The Planning Committee is scheduled to meet February 8.

5.0 FFY 14-19 Transportation Improvement Program (TIP)

5.1 **TIP Amendments and Administrative Modifications (LeRoy Kos)**
TIP Amendment 17-02 was published to the eTIP web site on January 13, 2017 for committee review and public comment. A memo summarizing the formal TIP amendment 17-02 and administrative amendment 17-02.01 is attached.
Action Requested: Approval

5.2 **Semi-Annual GO TO 2040/TIP Conformity Analysis and TIP Amendment (LeRoy Kos)**
Release of the semi-annual GO TO 2040/TIP conformity analysis and TIP amendment for public comment is requested. The analysis and amendment will be subject to a 30-day public comment period January 20 to February 20.
Action Requested: Approval

6.0 Unified Work Program (UWP) (Angela Manning-Hardimon)
Staff will provide an update on the process for developing the SFY 2018 UWP. Several recommendations and the proposed time line for the process are included in the attached memo.
Action Requested: Information

7.0 Local Technical Assistance Program – LTA (Bob Dean)

Staff will update the committee on the upcoming call for new Local Technical Assistance (LTA) projects, and will also report on implementation of completed projects and encourage committee discussion of this issue.

Action Requested: Information

8.0 ON TO 2050

8.1 **Financial Plan Development (Lindsay Hollander)**

Staff will present draft definitions for the allocation categories that will be used to prioritize expenditures in ON TO 2050, as well as draft core revenue forecasts.

Action Requested: Discussion

8.2 **Transportation Technology Strategy Paper (Sam van Hecke -Cambridge Systematics)**

Improvements in technology have the potential to dramatically change the region's transportation system. As part of the ON TO 2050 process, CMAP has retained a consultant to determine the most likely impacts of these technologies. The consultant will present and is seeking feedback on preliminary findings, focusing on technologies impacting freight.

Action Requested: Discussion

8.3 **Congestion Reduction Indicator Refinement (Jesse Elam)**

CMAP is preparing a study on the potential for various strategies to reduce congestion in the region, including operational improvements, policy changes, and capacity enhancements. The results will be used as background to inform the selection of strategies and the process of setting targets for congestion in ON TO 2050. This project parallels the transit ridership study completed earlier.

Action Requested: Discussion

8.4 **Non-Motorized Transportation Snapshot Scope (Lindsay Bayley)**

This report is being developed as one in a series of reports on regional trends and current conditions, and will help define further research needs for future plan phases. The report will compare conditions and practice in our region for bicycling and walking and highlight changes between 2010 and now. The topic of the report responds to regional interests as expressed in public forums and outreach activities related to ON TO 2050.

Action Requested: Discussion

8.5 **Forum Follow-up: Regionally Significant Transit Project Evaluation (Jesse Elam)**

Before the November 2016 Transportation Committee, a forum was held to discuss approaches to evaluating the regionally significant transit projects as a counterpart to a similar forum on highway projects held in July. Staff will summarize takeaways from that discussion.

Action Requested: Discussion

8.6 **ON TO 2050 Board report**
The current status of the projects associated with ON TO 2050 is included in the meeting materials.
Action Requested: Information

9.0 MPO Coordination and Planning Area Reform Rule update
9.1 The Moving Ahead for Progress in the 21st Century Act (MAP-21) instituted a system for setting state, MPO, and transit agency performance targets for a number of performance measures. The U.S. Department of Transportation has finalized the rules dealing with safety and transit asset condition, while the remaining rules covering highway system performance and bridge and pavement condition are still in draft form. Staff will provide an overview of these rules' requirements.
9.2 Staff will also provide an update on the Metropolitan Planning Organization Coordination and Planning Area Reform rule and potential next steps.
Action Requested: Information

10.0 Status of the Local Technical Assistance Program
The current status report on the LTA program is included in the meeting materials.
Action Requested: Information

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 time for the public comment period will immediately follow the last item on the agenda.

13.0 Next meeting
The next Transportation Committee meeting will be March 3, 2017.

14.0 Adjournment

Committee Members

_____	Gabrielle Biciunas	____	Luann Hamilton	_____	Mark Pitstick
_____	Darwin Burkhart	____	Robert Hann	_____	Tom Rickert
_____	Lynnette Ciavarella	____	Scott Hennings	_____	Leon Rockingham
_____	Michael Connelly	____	Emily Karry	_____	Joe Schofer
_____	John Donovan***	____	Tom Kelso	_____	Madeline Shepherd
_____	Doug Ferguson	____	Jennifer (Sis) Killen*	_____	Lorraine Snorden
_____	John Fortmann	____	Fran Klaas	_____	Chris Snyder
_____	Tony Greep***	____	Christina Kupkowski	_____	P.S. Sriraj
_____	Jacky Grimshaw	____	Beth McCluskey	_____	Ken Yunker
_____	Adrian Guerrero	____	Randy Neufeld	_____	Rocco Zucchero**

*Chair **Vice-Chair ***Non-voting

Chicago Metropolitan Agency for Planning

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Chicago Metropolitan Agency for Planning (CMAP) Transportation Committee

Minutes

November 18, 2016

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

Committee Members Present:	Gabrielle Biciunas - NIRPC, Jennifer Becker – Kendall County, Lynette Ciavarella – Metra, Mike Connelly – CTA, John Donovan – FHWA, Doug Ferguson – CMAP, Tony Greep – FTA, Henry Guerriero – Illinois Tollway, Scott Hennings – McHenry County, Emily Karry – Lake County, Tom Kelso – IDOT Central Office, Kevin Muhs – SEWRPC, Christina Kupkowski – Will County, Randy Neufeld – Bicycle and Pedestrian Task Force (via phone), Mark Pitstick – RTA, Tom Rickert – Kane County, Chad Riddle – IDOT District One, Leon Rockingham – Council of Mayors (via phone), Madeline Shepherd – MPC, Lorraine Snorden – Pace, Chris Snyder – DuPage County
Absent:	Darwin Burkhart – IEPA, Jacky Grimshaw – CNT, Adrian Guerrero – Class 1 Railroads, Robert Hann – Private Providers, Jennifer Sis Killen – Cook County, Joe Schofer – Academic and Research, P.S. Siraj - Academic and Research
Others Present:	Mike Albin, Ashley Lucas, Elaine Bottomley, Len Cannata, Bruce Christensen, Peter Fahrenwald, Mike Fricano, Jessica Hector-Hsu, Janell Jensen, Mike Klemens, Patrick Knapp, David Kralik, Philip Lewis, David Mahler, Kelsey Mulhausen, Dean Nelson, Brian Pigeon, David Spacek, Chris Strom, Megan Szubert, David Tomzik, Mike Walczak
Staff Present:	Claire Bozic, Kama Dobbs, Jesse Elam, Craig Heither, Lindsay Hollander, Leroy Kos, Tom Kotarac, Jen Maddux, Martin Menninger, Tom Murtha, Arthur Nicholas, Ross Patronsky, Russel Pietrowiak, Todd Schmidt, Liz Schuh, Joe Szabo, Simone Weil, Barbara Zubek

1.0 Call to Order and Introductions

In the absence of both the Chairman and Vice Chairman, Mr. Connelly, serving as Chairman, called the meeting to order at 9:32 a.m.

2.0 Agenda Changes and Announcements

There were no agenda changes or announcements.

3.0 Approval of Minutes

A motion to approve the minutes made by Mr. Pitstick, seconded by Mr. Rickert, carried.

4.0 Coordinating Committee Reports

Mr. Connelly stated that the MPO Policy Committee and the CMAP Board approved a revised Coordinating Committee structure. The revised committees – the Planning and Programming Committees – have not yet met and will meet in early 2017.

5.0 FFY 14-10 Transportation Improvement Program (TIP)

5.1 Federal Fiscal Year 2017-2021 State/Regional Resource Table and Update to Selected Years of the TIP

Mr. Pietrowiak gave an overview of the 2017-2021 State/Regional Resource Table. He stated that the table includes funding levels that can be reasonably expected to be available from FHWA and FTA for federal fiscal years 2017-2021.

These reasonably expected revenues, along with unobligated funds carried over from prior fiscal years are used to constrain programming within the TIP. Prior years' funds have been carried over for use in FFY 2017, so the selected year will be updated and documented in Attachment A of the TIP, to 2017.

A motion to accept the State/Regional Resources table and to concur with the updated selected year of federal fiscal year 2017 made by Mr. Pitstick, seconded by Mr. Rickert, carried.

5.2 TIP Amendments and Administrative Modifications

Mr. Kos reported the FFY14-19 TIP Amendment Report consists of revisions exceeding financial amendment thresholds. The administrative modifications, 17-01.1 and the formal amendment 17-01 were published to the eTIP web site on November 10th for committee review and public comment. A memo summarizing these changes was included in the packet.

A motion to approve the formal TIP amendment 17-01 made by Ms. Karry, seconded by Ms. Snorden, carried.

5.3 Proposed Meeting Dates for 2017

The proposed meeting dates for the Transportation Committee for 2017 were presented in the agenda.

A motion to approve the meeting dates for 2017 made by Mr. Rickert, seconded by Ms. Karry, carried.

Mr. Kos gave a reminder that the semi-annual GO TO 2040/TIP Conformity Analysis and TIP Amendment changes are due by December 2, 2016. The Committee will be asked to release the analysis and amendment for public comment at the January 2017 Transportation Committee meeting.

6.0 ON TO 2050

6.1 Financial Plan Development – Investment Trends

Mr. Ferguson gave an overview of the Transportation Obligation and Award Trends memo included in the packet. The memo documents trends in how the region has chosen to invest its funds in comparison to the recommendations in GO TO 2040, with the purpose of providing background to help guide the CMAP committees' discussion of the allocation categories to be included in the financial plan. Based on this analysis, the region's investment decisions have generally been trending in the direction set out in GO TO 2040. However, the investment recommendations in GO TO 2040 are broad. ON TO 2050 is expected to have somewhat more detailed transportation expenditure categories or "allocations" in its financial plan.

Mr. Snyder asked if the expenditure reports reflect locally let projects such as MFT. Mr. Ferguson replied that the reports do not reflect locally let projects. Mr. Rickert asked if ITS projects, which will be a significant part of future expenditures, would be considered modernization; Mr. Ferguson replied that they will be considered modernization.

6.2 Highway Performance Trends Snapshot

Mr. Elam gave an overview of the Highway Performance Trends Snapshot report. He stated that the report will be final in the spring of next year. He gave a summary of the performance indicator categories in the report: pavement condition, bridge condition, safety performance, and congestion. He stated that CMAP staff is exploring other topics to include in the report such as congestion reduction as a result of the highway capacity additions and accessibility.

Ms. Shepherd asked if the pavement condition data shown is by municipality or by road mileage. Mr. Elam replied that it is by road mileage and added that there is not much road condition information on local routes. Mr. Snyder added that he assumes that a large percentage of the minor arterials and collectors are on the county highway systems and offered to share DuPage County data. Mr. Murtha added that it would be more

helpful to get the cooperation from the counties and the municipalities to share the information with IDOT so the information is included in the Illinois Roadway Information System (IRIS). The Tollway did that within the last couple of years and it has been a helpful change. Mr. Riddle noted that further discussion with IDOT is needed before proposing adding information to their database system. Mr. Elam said there are different ways to get the information needed.

6.3 Asset Management Paper Key Directions

Mr. Murtha explained that Transportation Asset Management is a process to minimize the life-cycle asset costs necessary to attain performance goals. He stated that MAP-21 and the FAST Act required the implementation of asset management by transit agencies and IDOT for the National Highway System. He said that earlier in the year CMAP surveyed municipalities and found that only a minority of communities have instituted asset management programs. Mr. Murtha gave examples of basic asset management implementation in other metropolitan regions.

Mr. Murtha gave three possible ways to encourage transportation asset management for local agencies. The first option is to provide technical and financial assistance directly to municipalities. The second option is for the local Council of Mayors or counties to pilot subregional pavement management system implementation among municipalities. The third option is to implement a regional program.

Mr. Murtha gave an overview of the recent federal rules on transportation asset management. He stated that each public transportation provider must develop and implement its own transportation asset management (TAM) plan and the rule requires an initial plan to be completed by October 1, 2018. He stated that IDOT is required to establish a TAM plan for National Highway System (NHS) pavements and bridges, regardless of jurisdiction. He stated that CMAP's role in this is coordination.

Mr. Snyder stated that if CMAP wants to start at the county level, DuPage County would welcome the opportunity to take the lead. Ms. Shepherd asked if goals are set by the rules. Mr. Murtha replied that the goals are established by the local agencies. Mr. Connolly stated transit agencies are currently going through their own processes for goal setting and ultimately the information will be in the National Transit Database. Ms. Redden suggested contacting Cleveland regarding their experience. Mr. Murtha commented that the initial targets do not need to be in the National Transit Database but the targets need to be updated every year, and the TAM plan every four years.

6.4 Transit Ridership Growth Study

Mr. Menninger gave a presentation on the Public Transit Ridership Growth Study. He explained the purpose of the study is to understand the transit ridership impacts of various potential strategies and guide the goals of ON TO 2050. The study found that policies such as land use changes have a larger impact on transit ridership than capital

investments by transit agencies. Locating jobs near transit and charging for parking were strategies that resulted in the largest impact on ridership. Combining several strategies resulted in a greater change than the total of individual strategies. The GO TO 2040 goal of doubling ridership was then compared to peer cities.

Ms. Shepherd stated that the MPC is doing a study on infill stations and said she is happy to talk to Mr. Menninger about the findings. Mr. Snyder asked if bike/ped users are counted toward transit. Mr. Menninger responded that they are not. Mr. Pitstick stated that it is important to have a path to get to the goal of doubling ridership. Mr. Connelly said that the focus should be on what could be achieved. He added that there is a huge investment in taking transit to where the jobs are, but it would be better to move the jobs to where the transit already exists. Mr. Rickert concurred that a pathway needs to be strategized because land use and job decisions are happening independently at the local level, but there needs to be a regional strategy. Mr. Snyder asserted that last mile strategies have a big impact for the investment.

6.5 Regionally Significant Projects Update

Mr. Ferguson reported that after developing an initial list of potential regionally significant projects earlier this fall based on submissions by project sponsors, a 45-day public comment period was held to solicit additional projects to consider for inclusion in ON TO 2050. A total of 18 projects were submitted by the public. He stated that the full list of projects is in the packet.

Mr. Guerriero asked what the threshold was for including a public comment project and stated that he is particularly interested in the Cross Town Tollway project. He said that project would have a significant impact and the Tollway is not proposing the project. Mr. Ferguson clarified that the Proposed Implementer column reflects the agency proposed to implement projects, not the agency that submitted. The final column of the table indicates the submittal status. "N" indicates implementer submittals and "NS" indicates public comment submittals. Mr. Connelly added that this list is the result of a public comment process and is not the final list of projects to be included in the plan. Mr. Rickert asked why there are no District 3 projects in the list. Mr. Ferguson replied by saying the District 3 project proposed did not meet the minimum thresholds for inclusion. Mr. Pitstick suggested that there might be a better way to show projects submitted by implementers versus the public. Ms. Ciaveralla added that there are quite a few projects listing Metra as the proposed implementer and added that these are things that need to be studied. She stated she is surprised by the number of additional projects that have Metra as the implementer. Mr. Ferguson stated that CMAP will figure out how to show what projects were submitted by the public.

6.6 Highway Operations Draft Strategy Paper

Ms. Bozic started out by saying that members had a copy of the draft Highway Operations Strategy Paper, and that it was available on the meeting materials website.

She stated that there are no surprises in the paper, since agency representatives provided input and reviewed the paper as it was developed. She reviewed the main topical areas in the paper: The region should expand traffic management center coverage and capabilities; Traffic signal systems should be modernized, optimized and included in central traffic signal management systems; The region's communication system should be expanded and redundancy ensured to reduce communications failures; The region should improve incident management and use of quick clearance policies, and support communication between 911 centers and traffic management centers; The region should develop the ability for active traffic management on arterials and interstates, and integrate corridor management so multiple roadways can be optimized as a system.

The report ends with a number of recommended activities CMAP can undertake to support improved highway operations including collecting data on the region's signal systems, researching locations that might be candidates for active traffic management and integrated corridor management, working on developing operations objectives for incident management as part of the highway safety strategy paper, researching the region's performance and impacts in utility relocation, working with municipalities and private entities to improve collection of special events information, and supporting agency operations efforts by funding studies and projects through the UWP and CMAQ processes.

Mr. Snyder said the region does a lot on the operations side and thinks that there should be a way to summarize what is happening in the region. He added that when it comes to snow and ice, it is jurisdictionally driven. He stated that agencies should look at what is the most economical and convenient for the agencies and the public.

6.7 Introduction to Highway Safety Strategy Paper

Mr. Schmidt provided an introduction to the highway safety strategy paper. The highway safety strategy paper will identify strategies and policies for CMAP to consider in ON TO 2050 and provide analysis to support the development of regional safety targets. Mr. Schmidt stated that CMAP staff will review how other peer MPOs are addressing safety and will be conducting stakeholder interviews to help inform the development of potential strategies and policies to include in the paper. He also stated that the strategy paper will explore setting safety targets for the region per the final rules for the national performance management measures for the Highway Safety Improvement Program (HSIP), requiring state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) to establish annual targets on all public roads for five safety measures. Mr. Schmidt reviewed a few potential focus areas staff are considering including in the safety strategy paper.

Mr. Snyder asked if there was any analysis at the local level. Mr. Schmidt replied that initial analysis found that there is a high number of late night accidents occurring with

younger drivers and a possible recommendation is to have outreach to local municipalities to set a curfew or enforce curfews that have already been set. Mr. Riddle commented that IDOT is trying to be proactive with the HSIP program and with the last call, IDOT recommended projects that are viable.

7.0 Travel Survey Update

Mr. Heither reported that CMAP is preparing to begin its next regional household travel and activity survey, the largest scale data collection effort undertaken by the MPO, and gave a brief overview of the process. Information is collected from a sample of households in the region so that a comprehensive snapshot of travel choices made by the region's residents can be developed. The specific information collected focuses on attributes of the households sampled and the individuals living in the households, as well as the travel activities that each household member completes. The last survey (Travel Tracker) was conducted in 2007-08 with nearly 10,600 households completing the survey. MPOs conduct these household travel surveys to provide relevant data to calibrate their travel demand models to reflect current travel patterns and to meet federal regulations. Mr. Heither concluded with a timeline for the project: responses to the Request for Proposals for the project are due November 21st and staff expects to seek contract approval from the CMAP Board in January 2017. The completed survey database should be available for use in early 2019. CMAP staff will begin talking to partner agencies about topics or questions they would be interested in seeing included in the survey.

8.0 Legislative Update

Ms. Weil provided an update regarding recent state legislative activity. The veto session convened November 15 and 16, with a second week scheduled November 29-December 1. Staff are monitoring bills and committee activity. The most pressing issue under consideration is the remainder of the FY 2017 budget. Ms. Weil also shared that the constitutional amendment restricting spending of transportation-related revenues passed by a wide margin. CMAP and stakeholders throughout the state are working to understand how the measure will be implemented and whether any legislative or regulatory follow-up is needed. Additionally, CMAP is in the process of developing its 2017 state and federal agendas; those documents will be shared with the committee early next year. Finally, Ms. Weil provided a recap of the General Election. Most races were uncontested but the region will be sending one new state senator and six new state representatives to Springfield next session. Local voters also considered, and largely passed, numerous consolidation measures including consolidation of road districts. Voters across the country considered, and passed, numerous transportation-related ballot initiatives, primarily benefitting transit. A CMAP policy update provides a recap. Mr. Snyder asked what steps will be taken to implement the lockbox amendment and inquired about who CMAP has been consulting with regarding implementation. Ms. Weil responded that CMAP staff has talked with a variety of

proponents and other stakeholders, but that it is not yet clear how the measure will be applied to the wide variety of transportation-related activities underway across the state.

9.0 Status of Local Technical Assistance Program

Mr. Connelly stated that there is an update in the packet.

10.0 ON TO 2050 Bi-Monthly Report

Mr. Connelly stated that there is an update in the packet.

11.0 Other Business

There was no other business.

12.0 Public Comment

Ms. Szubert stated that she is from IIT and together with her colleagues they proposed a 100-mile-long monorail for consideration as a regionally significant project. She explained it is an expansion of Daniel Burnham's wheel and spoke idea. She stated that the project is a supplement and extension to everything the CTA, Pace, Metra, and highways are trying to accomplish. She explained the monorail project is a result of an entire semester of work and they plan on analyzing the project in another way, rather than just an academic exercise. She said that the project can connect the city to the suburbs and eliminate economic disparity.

13.0 Next Meeting

The next Transportation Committee meeting will be on January 20, 2017.

14.0 Adjournment

On a motion by Mr. Snyder, seconded by Mr. Guerriero, the meeting adjourned at 11:42 a.m.

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MEMORANDUM

To: **CMAP Transportation Committee**

From: **CMAP Staff**

Date: **January 13, 2017 – REVISED January 19, 2017**

Re: **Transportation Improvement Program (TIP) Amendments - REVISED**

After the posting of Formal Amendment 17-02 and Administrative Amendment 17-02.1, it came to CMAP's attention that two proposed formal amendments would remove federal funds from projects (05-12-0001 and 13-13-0023) on which those funds had already been authorized, therefore those requested changes have been removed from Transportation Committee consideration. Additionally, funding on project 05-12-0001 was placed in Advance Construction status, and that change was included in the administrative changes. This figures in this memo have been updated to reflect these changes.

Since the November committee meeting, project programmers submitted a total of 159 Formal Amendments for Transportation Committee consideration. Additionally, a total of 243 Administrative Amendments were submitted, reviewed, and accepted by staff. Summary information is presented below. A list of projects and report of the full change details for each amendment are available on the Amendments tab of the eTIP public web page.

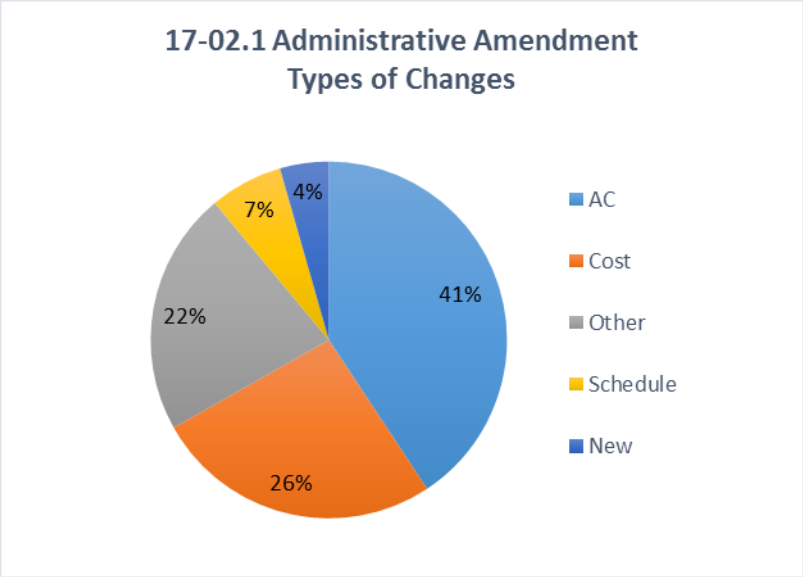
Formal Amendment 17-02

A total of 159 Formal Amendments were submitted for Transportation Committee approval. Nearly one third of the changes were made by CTA and Metra to reflect their new budgets. Those 54 changes added a total cost (all fund sources, in all prior, current, and future years) of $508 million. Thirty-five new projects added $47.6 million and cost changes exceeding amendment thresholds on 27 projects added $42.4 million. Eight projects were deleted from the TIP removing a total cost of $8.3 million, however four were added back into other existing projects, so those amounts are not included as removed. The overall change in total project cost within all prior, current, and future years was $566 million, as summarized below.

Type of Change	# of Projects	Change in Total Cost	Total Cost Before	Total Cost After
Budget updates	54	$508,056,441	$8,187,922,695	$8,695,979,136
New Project	35	$47,633,127	$0	$47,633,127
Schedule	29	-$1,318,602	$304,223,873	$302,905,271
Cost change	25	$20,375,221	$5,837,239,166	$5,857,614,387
Delete Project	8	-$8,290,000	$8,290,000	$0
Scope	6	$478,598	$9,806,700	$10,285,298
Grand Total	**159**	**$566,934,785**	**$14,347,482,434**	**$14,914,417,219**

Administrative Amendment 17-02.1

A total of 243 Administrative Amendments were submitted, reviewed, and accepted by staff. Administrative amendments include new projects that are not federally funded or have all federal funds in future years, conversion of project phases to or from Advance Construction (AC), cost changes that are below CMAP's amendment thresholds, changes to project schedules within the years of the TIP, changes to fund sources, and other miscellaneous changes that do not affect the scope, schedule, or funding of projects in a way that requires committee approval.



As Advance Construction (AC) continues to be used by IDOT as a cash flow technique, AC changes are likely to continue to represent the largest number of administrative changes within the TIP. Since November, 50 project phases were placed in AC, and 43 project phases were converted from AC. Minor cost adjustments from these actions have a net effect of removing less than $94,000 from the TIP. Cost changes to non-federal fund sources and changes to federal funds that are below the formal amendment thresholds added $57 million to the TIP. An additional $10 million was added with new projects that are not federally funded, or are programmed in future years, beyond 2021. The overall change in total cost in the TIP made administratively was just under $70 million. The type of change, number of projects affected, and total project cost information is shown below. Total project cost includes all project phases in prior, current, and future years.

Type of Change	# of Projects	Change in Total Cost	Total Cost Before	Total Cost After
Phase(s) placed in Advance Construction status	50	$779,052	$440,194,533	$440,973,585
Phase(s) converted from Advance Construction status	43	-$872,779	$888,171,557	$887,298,778
Cost changes below amendment thresholds or in future years	59	$57,057,074	$2,773,934,188	$2,830,991,262
New projects (State/local funding or all federal funds in MYB)	10	$10,804,187	$0	$10,804,187
Schedule change within TIP years	31	$607,763	$130,648,190	$131,255,953
Minor scope changes	15	-$943,550	$41,090,374	$40,146,824
Fund sources updated	4	$2,741,608	$32,942,709	$35,684,317
Other	31	-$975,874	$1,357,508,776	$1,356,532,902
Grand Total	**243**	**$69,197,481**	**$5,661,877,327**	**$5,733,687,808**

Staff Contact

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MEMORANDUM

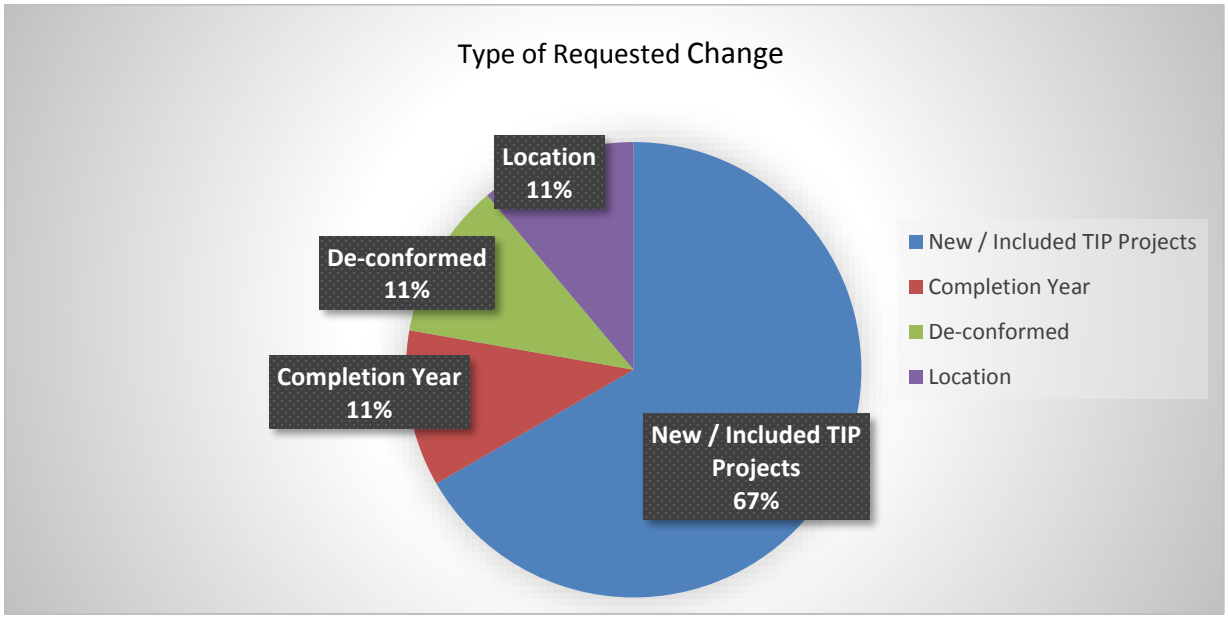
To: **CMAP Transportation Committee**

From: **CMAP Staff**

Date: **January 13, 2017**

Re: **GO TO 2040/TIP Conformity Analysis & TIP Amendment**

In accordance with the semi-annual conformity analysis policy, CMAP staff asked programmers to submit changes, additions, or deletions to non-exempt projects for inclusion in the regional air quality analysis of the Transportation Improvement Program (TIP) and GO TO 2040. Of the changes requested, nine projects require air quality conformity analysis. Below is a summary by type of requested changes.



If the TIP amendment is approved, six new non-exempt projects will be included in the TIP. These types of projects are included in the conformity analysis because funding for phases beyond preliminary engineering has been identified in the TIP. Non-exempt projects with only preliminary engineering funding and exempt tested projects are excluded from conformity analysis.

The new projects are:

- TIP ID 01-17-0003: Removal of lane on Chicago Avenue between Latrobe Avenue and Kedzie Avenue.
- TIP ID 09-09-0099: U.S. 30 corridor expansion from IL 47 to IL 31 Lake Street.
- TIP ID 09-16-0041: The reconstruction of the IL 23 bridge over I-90, with a proposed new interchange.
- TIP ID 10-01-0022: Capacity added improvements along the IL 22 Lake Zurich Road corridor between Quentin Rd to west of IL 83.
- TIP ID 11-16-0012: Roadway extension and intersection improvement, inclusive of W Diggins St, Lawrence Rd, Potawatomi Way and Commanche Circle. A city of Harvard economic development initiative.
- TIP ID 13-16-0005: Barrington Road, additional lanes and bridge reconstruction between IL 62 to Mundhank Road.

Limits are the cross-streets, mileposts or other boundaries which define the extent of a project. There is one project for which the limits are being changed. After an extensive phase one engineering process, the determination is to extend the limits of this corridor project.

- TIP ID 10-09-0149: The limits for this project on IL 173 Rosecrans Road are now from IL 59 to U.S. 41, an extension of over 1.5 miles of additional lane capacity.

A status change to de-conformed, after the sponsor indicated the following project is delayed:

- TIP ID 02-09-0003: Willow Road from E of I-294 to US 41.

The completion year indicates when a project is anticipated to be in service to users. The conformity analysis is conducted for selected analysis years between now and 2040. The analysis years are currently 2020, 2025, 2030 and 2040. If a change in completion year results in moving a project across an analysis year, the project must be revised in the conformity analysis. Sponsors indicated that several projects have updated completion years, but the Chicago Transit Authority's (CTA) Major Capital Project has a revised completion year requiring a revision to the conformity analysis.

- TIP ID 01-94-0006: CTA Red Line South Extension, from 95th Street to 130th Street. The sponsor requested changing the completion year from 2018 to 2026.

At this time, no projects are requesting a scope change. The scope of a project is determined by the work types associated with the project.

- Non-exempt work types are expected to affect air quality and must be included in the conformity analysis. Examples of non-exempt work types are adding lanes to a road, interchange expansion, signal timing and the major expansion of bus route service.
- Exempt tested work types do not require an air quality conformity analysis, but the region has chosen to include the impacts of these types of projects in the travel demand model. Exempt tested projects include new commuter parking lots, rolling stock replacement, and road reconstruction with lane widening to standard (e.g., 10 feet to 12 feet).
- Exempt work types do not require an air quality conformity analysis. Examples of exempt work types are intersection improvements and rail station modernization.

The public website of the TIP database is available through the hyperlink for current project information. Newly submitted changes are found in the Conformity Amendments report.

The regional travel demand model was run using the updated networks. The resultant vehicle miles traveled (VMT) by vehicle class, speed, time of day, and facility type were entered into the US Environmental Protection Agency's MOVES model. The model generated on-road emission estimates for each precursor or direct pollutant in each analysis year.

For ozone precursors volatile organic compounds (VOC) and nitrogen oxides (NOx), the resulting emissions inventories estimates fell below the applicable budgets for the ozone maintenance State Implementation Plan (SIP).

As of April, 2015 the region was designated as "unclassifiable" with respect to the 2012 fine particulate matter standard. Effective October, 2016, the 1997 fine particulate matter standard was revoked – this is the standard to which the region has been conforming. Thus, for regulatory purposes, the region has no conformity requirement with respect to fine particulate matter. To reflect this, the conformity inventory table shows only the inventories for ozone precursors.

VOC and NOx Emissions in Tons per Summer Day for Ozone Conformity

	Volatile Organic Compounds		Nitrogen Oxides	
Year	**Northeastern Illinois**	**SIP Budget**	**Northeastern Illinois**	**SIP Budget**
2020	**76.08**	117.23	**104.77**	373.52
2025	**59.57**	60.13	**68.30**	150.27
2030	**47.19**	60.13	**52.27**	150.27
2040	**37.05**	60.13	**43.24**	150.27

conformity is demonstrated by comparison of analysis year emissions to the SIP budgets

Notes:

Off-model benefits are not included in the total emissions estimates

Results updated as of January 3, 2017

ACTION REQUESTED: Recommend for finding of conformity and approval of TIP amendment

DRAFT

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MEMORANDUM

To: **Transportation Committee**

From: Angela Manning-Hardimon
Deputy Executive Director, Finance and Administration

Date: January 20, 2017

Re: FY 2018 UWP Process

Unified Work Program (UWP) federal funding is available for transportation planning projects within a metropolitan area. IDOT has not received the allocation for the FY 2018 transportation planning projects, however it is projected that the funds will remain near the same level as FY 2017 funds. For the CMAP area, it is therefore anticipated that the federal funding will remain at or around $17.1 million and that, with matching funds, the total project cost available for UWP projects will be over $21.4 million.

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 Programming Committee, CMAP Board and the MPO Policy Committee for approval.

The UWP Committee, with concurrence of the Transportation Committee, Programming Committee, CMAP Board and the MPO Policy Committee, has maintained the following UWP priorities with the regional priorities described in the GO TO 2040 Plan and the 2014 update.

- *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 review and approval of the FY 2018 UWP programs is as follows:

- Both Core and Competitive proposals are due on January 30, 2017.
- All proposals will be forwarded to the UWP Committee on February 8 with presentations of the proposals at the Committee meeting on February 15.
- The Competitive proposals will be scored by the UWP Committee as in years past, based upon the alignment with the regional priorities listed above. The scoring of the competitive proposals will be due on February 27. CMAP staff will calculate the Committee's rankings of the Competitive proposals.
- Based on the available monies for the FY 2018 UWP program, CMAP staff will develop a proposed program recommendation to the UWP Committee which considers (1) how the Core proposals meet the 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 project and (2) the rankings of the Competitive proposals.

- The Committee will meet on March 8 to adopt the FY 2018 program.
- The FY 2018 program will be presented at the April 28 Transportation Committee for adoption.
- In June, following UWP Plan adoption by the Programming Committee, MPO Policy Committee, and the CMAP Board, CMAP will draft contracts for the approved programs according to the following schedule (these dates should be considered with developing proposals):
    - Programs supporting staff and operating costs (normally core proposals) will be available during the State FY 2018. All funds will need to be expended by June 30, 2018.
    - Programs supporting consulting contracts and the competitive programs will be available for a period of three years—July 1, 2017 to June 30, 2020.

The apportionment of federal funds for FY 2018 has not been released, though it is estimated that it will be similar to FY 2017. The FY 2017 UWP allocated $12,981,118 of PL funds and $4,123,546 of FTA funds, for a total of $17,104,664 of federal funds.

The schedule for the approval of the FY 2018 UWP process is as follows:

Call for Proposals

Call for Proposals	January 3, 2017
All Proposals Due (Core and Competitive)	January 30, 2017

Proposal presentations

UWP Meeting - Presentation of Proposals	February 15, 2017
UWP Committee members rank proposals	Due to CMAP February 27, 2017
CMAP prepares committee ranked proposals with funding allocation	March 3, 2017
UWP Meeting - Adopt FY 2018 Program	March 8, 2017

Committee Approval

Transportation Committee considers approval of FY 2018 UWP to MPO Policy Committee	April 2017
Programming Committee considers approval of FY 2018 UWP to CMAP Board	June 2017

CMAP Board considers approval of proposed FY 2018 UWP	June 2017
MPO Policy Committee considers approval of proposed FY 2018 UWP	June 2017
UWP Document Released	June 2017

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MEMORANDUM

To: Working Committees

From: Bob Dean, Deputy Executive Director for Planning

Date: January-February 2017

Re: Local Technical Assistance (LTA) Program

The purpose of the Local Technical Assistance (LTA) program is to implement GO TO 2040, the region's long range comprehensive plan, by providing assistance to communities in aligning their local plans and regulations with the regional plan. As of January 2017, 140 projects have been completed through the LTA program, with 45 more currently underway. CMAP maintains a separate webpage for each completed project and many ongoing projects on the LTA website.

Since its initiation, the LTA program has been a major CMAP activity. The program has devoted approximately $20 million in consulting contracts and staff resources to assist communities with planning. The program is well-known across the region, and in many ways has been the most visible implementation of GO TO 2040. The plans produced through the LTA program have been aligned with GO TO 2040, and have focused most thoroughly on multimodal transportation, reinvestment in existing communities, and intergovernmental coordination – all central elements of GO TO 2040. The program has been highlighted as a best practice by numerous partners, including several federal agencies whose funding supports it.

The program has been quite popular with municipalities and community groups. This is demonstrated in part by the number of applications to the program. Each year, the number of applications exceeds available resources by a wide margin; generally, only one-quarter to one-third of applications are able to be funded. Results of follow-up surveys with local partners have also been very positive, with over 90 percent of respondents expressing full satisfaction with the process and overall result of their LTA project.

The past year has seen some recent successes for the LTA program. Two projects, a community vision plan for Chinatown and a comprehensive plan for the City of Zion (contracted to Teska Associates), received awards from the Illinois chapter of the American Planning Association in October. Some innovative new projects took on new topics, such as sharing services (the Lower Fox Valley Partnering Initiative, between Oswego, Montgomery and Yorkville) and reimagining

rivers as community assets (the Fox River corridor study in Algonquin and Carpentersville, as well as the Our Great Rivers initiative of the Metropolitan Planning Council). And in partnership with the American Planning Association, CMAP received funding to begin to address the impacts of climate change in five pilot communities through ongoing LTA projects.

Despite these successes, the program has faced significant challenges in the past year, mainly due to state fiscal issues. The annual LTA call for projects was cancelled in 2016 due to financial uncertainty, and consultant-led projects were paused for the first half of 2016, as CMAP was unable to pay invoices. CMAP's financial position has stabilized in the second half of 2016, with receipt of state funding and a restructured dues program, so the LTA program can now be reinvigorated.

This moment presents a good opportunity to discuss the future of the LTA program, and CMAP staff will be leading discussions at each of CMAP's working committees in early 2017 for this purpose. Two items will be of particular focus: the new LTA call for projects, which will identify new projects to begin in late 2017 and early 2018; and advancing implementation of completed projects.

New call for projects

Staff expects to conduct a call for LTA projects in 2017, with a process and schedule similar to previous years. The call for projects will begin in early May, with applications due in late June or early July, and project selection complete by October. As usual, CMAP will coordinate with the RTA on the call for projects and project selection. Depending on resource availability and project size, CMAP staff expects to recommend selecting approximately 30-35 new projects.

The call for projects will be highly publicized, as it has been in the past. CMAP intends to host a one-day conference or workshop in May to publicize the program, provide an opportunity for past project sponsors to describe their work, highlight implementation successes, and help to generate ideas and form partnerships for new applications. This will be the largest single activity to publicize the program, but other outreach methods will also be used, including presentations to COGs and other groups of prospective applicants, email updates, and an information session with both call-in and in-person attendance options. The review of applications will involve stakeholders including CMAP committees, Counties and COGs, transit agencies, nonprofit partners, and similar groups.

While the general structure of the new call for LTA projects will remain consistent, there are some new areas of emphasis. Project types have evolved over the years, with fewer comprehensive plans and more projects that address development regulations, build local capacity, and otherwise move toward implementation. The new call for projects also provides an opportunity to link to the priorities of ON TO 2050. Some new topics in ON TO 2050, like community capacity, inclusive growth, stormwater management, and climate resilience, can be addressed locally through the LTA program. Other areas of emphasis, like improving suburban mobility and addressing freight, are already part of the LTA program but can be strengthened.

As in the past, project types are constrained by funding eligibility. While CMAP's federal transportation funds provide broad eligibility for projects that affect transportation or land use, some specialized projects require outside funding to cover all or part of their cost. CMAP currently has been awarded grants to address many of these, from sources like the IEPA (water quality and watershed planning), NOAA (climate resilience), Cook County CDBG-DR (stormwater), and the Chicago Community Trust (housing). Other funding sources are currently being pursued.

Implementation of completed plans

The purpose of the LTA program is not simply to produce good plans, but to achieve positive results in the communities that they cover, making implementation an important follow up activity. As part of an evaluation of the LTA program in 2014, several changes were made to support implementation of completed projects. These have been helpful, but have raised additional questions about CMAP's role in implementation.

The purpose of this section of the memo is to begin a discussion with CMAP's stakeholders to develop answers to these questions. This memo summarizes the results of the 2014 program evaluation that relate to implementation; describes how implementation is currently supported; and poses several questions about future implementation directions.

Program evaluation results

The 2014 LTA evaluation made a number of conclusions and recommendations concerning implementation, summarized below:

- Leadership on implementation needs to be locally driven. It is evident that local commitment – defined as a combination of responsiveness, energy, leadership, and willingness to use plan recommendations for day-to-day prioritization and decision-making – is the primary driver of implementation.
  Accomplishments: A local match was put in place to ensure local commitment, and a more intensive screening of commitment was added to the project proposal evaluation process.
- CMAP should have a role in implementation of completed LTA plans. While the primary purpose of the LTA program is, and should remain, the production of local plans, the agency should also try to advance the implementation of completed projects.
  Accomplishments: Staff resources began to be devoted to implementation, as described further below.
- Simply following up with project sponsors is valuable. CMAP conducts quarterly check-ins with project sponsors to discuss implementation progress, and offers general advice and review; communities report that they find these regular check-ins helpful.
  Accomplishments: Implementation updates on projects completed recently (within two years) are prepared quarterly, and updates on all completed projects are prepared each July, though quality depends on sponsor responsiveness.
- Commonly, CMAP's role in implementation has involved aligning community needs with available resources from other external partners. External partners often have resources and responsibilities that position them as implementers. The evaluation recommended more systematic involvement of common implementers – like state and county agencies, transportation agencies, civic organizations, or groups of private

developers – in relevant projects, both while they are underway and after they are completed.
Accomplishments: Partner involvement in each project is tracked and updated regularly, with new partners added as implementation priorities are identified. As project completion approaches, partner involvement in implementation is discussed, and potential implementers who have not been involved are invited to participate. Also, CMAP staff conduct regular discussions on the LTA program with common implementers, like IDOT, transit agencies, and nonprofit partners.

- Even if time per project is fairly limited, the number of completed projects (nearly 140) means that even modest commitments per project add up to a large total. Devoting resources to implementation will inevitably reduce the new projects that can be taken on through the LTA program – but is preferable to producing large volumes of new plans that are not implemented. The evaluation recommended balancing implementation of completed projects with continued production of new plans.
  Accomplishments: CMAP focuses on small-scale implementation activities, as explained in the description of current practice below.
- Finally, the evaluation focused only on staff-led projects and commitment of staff time. This was a good place to start, but now further thought is needed about involvement of consultants and commitment of financial resources.
  Accomplishments: This has not been addressed. See the final section of this memo for discussion of this issue.

Current practice
For a subset of completed projects, staff takes a more active approach than quarterly follow-ups. Due to the volume of completed projects, prioritization is necessary; attempting to actively engage with the sponsors of all 140 completed projects would be futile. Therefore, as projects near completion, a small team of staff reviews the potential for CMAP to have an active role in their implementation. Several factors are discussed, including: whether the community is interested and responsive; whether there are clear recommendations that CMAP can help to advance; and whether the local sponsor actually needs CMAP assistance in follow-through. For projects that meet these factors, a short list of potential implementation activities is developed and confirmed with the local sponsor. This process is conducted for newly completed projects, and older projects are also periodically reviewed.

Implementation activities taken on by CMAP have included the following:

- Linking communities with other public agencies. Many communities need assistance making the right contacts at state or regional agencies. CMAP has played an intermediary role in these cases, in terms of identifying the best points of contact, setting up and facilitating meetings, and ensuring follow-up afterwards.
- Linking communities with nonprofits that can provide assistance. For example, CMAP recently worked with the Active Transportation Alliance on a pedestrian safety workshop in Hanover Park as a follow-up to a project completed several years ago.
- Linking communities with developers. While this is still in the planning phase, CMAP is working with the Urban Land Institute to host information sessions with interested developers for plans that recommended real estate development.
- Assisting with applications to funders. CMAP has helped several communities submit applications to philanthropic, federal, or state funding sources, often with success.

- Training. Through an arrangement with the Illinois chapter of the American Planning Association (APA-IL), CMAP has sponsored plan commissioner trainings in multiple communities following completion, and is exploring a larger role.
- Research. In some cases, communities have follow-up questions sparked by a planning process that CMAP can help to answer. For example, CMAP developed a how-to guide on façade enhancement programs for New Lenox, which not only helps that specific community but also adds to the agency's base of knowledge.
- Other types of assistance have also been provided in a few cases. CMAP has assisted with proposal review and consultant selection, and frequently serves on steering committees for follow-up projects.

These are small-scale activities, and can be accomplished by a small team of staff. CMAP has one staff person who leads the implementation team, and several others who participate. Far more resources are devoted to new projects; the amount of time spent on these implementation activities is about 5% of overall time spent on the program.

Other implementation activities are larger in size, and require the community to submit a separate follow-up LTA application. A common example is a zoning project that follows a comprehensive plan. CMAP is currently doing this in several communities, including Bensenville, Chicago Heights, and Harvard. Projects of this magnitude fall outside of the small-scale implementation assistance that CMAP regularly provides.

Questions for discussion

The current level of staff resources devoted to implementation allows staff to push progress in small ways, without excessive time expenditure. However, questions remain concerning the expenditure of resources other than staff time – namely, funding – on project implementation. To date, all implementation activities have been achieved by staff, or by partner organizations with no cost to CMAP. Commitment of financial resources should be discussed in two contexts:

- Some LTA projects (about one-third) are contracted to consulting firms. For these, the consulting firm is the primary project manager and contact for the community, and is positioned to identify, prioritize, and assist with implementation activities. It may sometimes make sense for consulting firms to continue their involvement with a community through implementation.
- In other cases, recommended actions are beyond CMAP staff capacity, and instead require commitment of funding to accomplish. For example, several projects in municipalities in northeastern Lake County recommended coordination on economic development activities. In response, a multijurisdictional group of Lake County communities have taken steps to do just this, including jointly contracting with a consulting firm for marketing and new business attraction, and have requested that CMAP contribute a portion of the funding for this effort. In this case, commitment of CMAP staff time would not be helpful, and financial resources are necessary.

From one perspective, there is an argument for CMAP to commit resources of all types to project implementation, just as it does for the LTA program overall. Sometimes plan implementation is best accomplished through commitment of staff time, but sometimes other

resources are necessary. Staff may lack necessary expertise or time availability, or may have less knowledge of the community and its needs than a consulting firm.

On the other hand, commitment of funding for implementation to consulting firms, or directly to the community, opens the agency to difficult decisions. There will be great interest in receiving financial implementation assistance. (There may also be interest in CMAP funding community staff time; CMAP does not recommend this.) Implementation activities are typically shorter-term and more opportunistic than a full plan, so a regular, competitive selection process would miss opportunities for short-term action. Unless there is a clear way of determining what activities to fund in what communities, concerns about fairness will emerge.

Committee feedback on a number of issues is requested:

- Are there any overall flaws or problems in the agency's approach to LTA implementation to date?
- Is there value in committing financial resources to implementation beyond staff time – namely, direct grants to communities?
- Similarly, is there value in contracting with consulting firms after project completion to have them assist with implementation?
- If so, what kinds of standards might be used to make funding decisions? Options include: consistency with the adopted plan and with GO TO 2040; demonstrated local commitment; community need; feasibility of the proposed activity and likelihood of success; eligibility of the proposed activity within the restrictions of CMAP's funding sources; size of funding request; and others.

CMAP staff does not have a proposal yet for how to answer these questions. Committee discussion is requested on the initial ideas presented in this memo, which will inform a later staff proposal.

ACTION REQUESTED: Discussion.

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MEMORANDUM

To: **CMAP Transportation Committee**

From: CMAP staff

Date: January 13, 2016

Re: ON TO 2050 Financial Plan for Transportation Update

As required by law, CMAP must prepare a financial plan, including expected revenue sources to carry out the operation, maintenance, and expansion of the region's surface transportation system over the ON TO 2050 planning period (2019-50). Specifically, federal regulations require that "for purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways" and "public transportation" (CFR § 450.322 (f) (10)).

To fulfill these requirements as part of the quadrennial long range plan, CMAP is forecasting revenues and expenditures, and prioritizing investments in the administration, operation, maintenance, enhancement, and expansion of the region's transportation system. In September and November, CMAP staff presented information on major transportation revenue trends and obligation trends, respectively, to the Transportation Committee.

Long-range financial forecasting requires determining a base set of assumptions regarding revenue and expenditures trends, understanding the future implications of current policies, and development of a robust, accurate, and straightforward methodology that is appropriate for a planning-level forecast. Similar to GO TO 2040, CMAP staff is performing financial analysis and conducting policy research to develop revenue and expenditure forecasts, including reasonably expected revenues, in consultation with CMAP committees, stakeholders, and experts.

This memo describes draft definitions for the allocation categories that will be used to prioritize expenditures, initial forecasts for core revenues, and a comparison of these forecasts to GO TO 2040.

Core revenues

Forecasts of core revenues include funding sources the region currently receives for transportation purposes and do not include any new sources. The forecasts assume that northeastern Illinois will continue to receive revenues from federal, state, and local sources for constructing, operating, administering, and maintaining the current roadway and transit system. This includes periodic transit fare and toll rate increases, which will be necessary to ensure that there are sufficient revenues to pay for these systems over the 32-year planning period. In addition, this assumes that three state capital programs will be enacted during the planning period, which will ensure the region's ability to make capital investments in the transportation system. We do not currently expect the provisions contained in the recent amendment to the state constitution regarding transportation funds (Article IX, Section 11) to have an effect on the forecast.

As required by federal regulations, revenues were forecast in year of expenditure dollars rather than real or constant dollars, meaning that inflationary increases are included in the forecasts. The following table provides a summary of the various sources of estimated revenues totaling $460.0 billion over the 32-year planning period. Additional details on methodology can be found at the end of this memorandum.

Draft core revenue forecasts, 2019 to 2050, in millions, year of expenditure dollars

Federal	Locally-programmed federal revenue	$12,233
	Federal transit revenue	$26,180
	State-programmed federal highway revenue	$23,506
State	Public Transportation Fund	$22,176
	State Motor Fuel Tax	$6,756
	Motor vehicle registration fees and other user fees	$25,354
	Tollway revenue	$84,797
	State capital program	$24,563
	Other state transit	$1,362
Local	RTA sales tax	$70,510
	Local allotment of state MFT	$8,966
	Collar County Transportation Empowerment Program	$7,939
	Other local revenues	$81,485
	Real Estate Transfer Tax (portion for CTA)	$3,410
	Transit passenger fares	$52,996
	Other transit operating revenue	$7,804
	Total core revenues	$460,037

Comparison of forecasting between the GO TO 2040 update and ON TO 2050. For the most part, the overall methodology used to develop revenue forecasts for ON TO 2050 remains the same as the GO TO 2040 forecast updated in 2014. There are two primary ways that the draft ON TO 2050 forecast differs from the GO TO 2040 forecast.

- Different annual **growth rates** were used when the data indicated that a different rate would better reflect trends.
- The **base from which growth rates are derived and/or applied** is different because actual or estimated 2015 and 2016 revenues were different from the GO TO 2040 forecast.

With regard to revenues, some of the major differences between the two forecasts include the following:

- Federal highway revenues are lower in ON TO 2050 due to lower annual growth rate assumptions; 2.25 percent as compared to 3.6 percent in GO TO 2040.
- State motor fuel tax revenue was forecast to experience less decline in ON TO 2050 due to higher revenue in 2015 and 2016 than forecast in GO TO 2040.
- Transit passenger fare revenues are lower in ON TO 2050 due to slower than anticipated growth in fare revenue in recent years.
- RTA sales tax revenue exhibited a slightly higher forecast, in part because actual and estimated revenues generated in recent years were higher than in the GO TO 2040 forecast.

These differences drove an overall lower revenue forecast for core revenues than in GO TO 2040. However, the ON TO 2050 forecast for operating and capital maintenance expenditures may also vary from the GO TO 2040 forecast. Just as growth rates for revenues have been lower than assumed in GO TO 2040, the same is true for growth in expenditures. The expenditure forecast will be presented at the March Transportation Committee meeting.

Allocation category definitions

After forecasts are complete, the region will need to prioritize how to invest the funds in the transportation system by allocating planned expenditures into different categories. The level of funding in each allocation will be driven by expenditure forecasting as well as the region's priorities for investment, which have typically emphasized the maintenance and enhancement of the existing system. CMAP staff has drafted definitions for the categories, revising the operate/maintain, systematic enhancement/moving the system toward a state of good repair, and major capital project categories from GO TO 2040. The planned expansion of the Regionally Significant Project definition will create a larger list of projects, with broader variety within that list. As a result, allocation category definitions may include changes to how expansion and enhancement projects are categorized relative to GO TO 2040. The following represent draft definitions for categories:

Maintain, operate, and administer to the current state of repair and operation

This category, similar to GO TO 2040's "operations and maintenance to a safe and adequate level," includes two main pieces:

- The cost of administering, operating, and servicing debt for the region's roadway and transit system.
- The cost of capital maintenance on the region's roadway and transit system to its current state of repair and operation. The system as a whole is assumed to be safe and adequate, but not all facilities are in a state of good repair. This means that sufficient maintenance

is performed to assure the safety of the system's users and the general public. While performing maintenance on today's typical cycles results in a significant backlog of facilities that are in fair or poor condition at any given time, the resulting system condition remains safe and adequate.

Forecasting will be accomplished using COST, HERS-ST, CMAP's bridge model based on National Bridge Inventory data, and for other assets, basic lifecycle forecasting.[1] These costs include capital maintenance expenditures completed in tandem with Regionally Significant Projects. This category does not include any costs that would address a need for increased capacity on the transportation system.

Achieving performance targets

ON TO 2050 will include a set of performance measures intended to serve as benchmarks for monitoring the progress of plan implementation. This category will include investments that will help achieve ON TO 2050 targets for several specific performance measures. For example, to achieve targets for bringing the transportation system toward a state of good repair, this category may include allocations toward investments in more frequent maintenance on the roadway and transit system. Maintenance cycles will be increased using our assumed lifecycles, HERS-ST, CMAP's bridge model, and COST. Costs here are inclusive of more frequent maintenance or enhancements completed in tandem with expansion projects constrained in other categories.

All other strategic enhancements

Capital and operational enhancements or improvements not already constrained under other categories such as:

- Bicycle, pedestrian, and ADA improvements
- Highway management and operations, including intelligent transportation system infrastructure
- Expansions that do not meet Regionally Significant Project definition
- Intersection improvements
- All other enhancements and improvements

Regionally Significant Projects

Based on prior feedback and outreach, this category will constrain specific projects, including:

- Highway capacity projects on the National Highway System and transit capacity projects with separate right-of-way or priority over other traffic that are greater than $100 million
- State of good repair projects on particular transit lines or roadways that are at least $250 million (as opposed to system-wide programs of projects)

Similar to the approach taken in GO TO 2040, the portion of project costs attributable to capacity expansion will be accounted for in this category, while other project costs, such as maintenance and enhancements, will be accounted for in the other respective categories.

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[1] The Highway Economic Requirements System-State (HERS-ST) will be used to forecast pavement condition and expenditures on National Highway System roadways. Similarly, the RTA's Cost Optimization Support Tool (COST) will be used to forecast transit asset condition and investment needs.

Next steps

CMAP staff would like feedback on the draft revenue forecast contained in this document, as well as the draft allocation category definitions. Over the next month, CMAP staff will produce forecasts for the operation and maintenance of the roadway and transit systems, and revise revenue forecasts based on feedback from the Transportation Committee. These forecasts will be presented at the March 9, 2017 MPO Policy Committee meeting.

Questions

- Do the draft allocation categories reflect the region's investment priorities?
- Which performance targets should be fiscally constrained?
- Are there any investments that should be recategorized or constrained differently?

Forecast methodology

This section will discuss the specific methodologies used for projecting revenues for ON TO 2050 over the 2019-2050 planning period.

Core revenues

Locally-programmed federal revenue

Draft forecast: $12.2 billion	Draft assumptions for ON TO 2050
Portion of annual federal apportionment that is sub-allocated to the Chicago region for programming. This includes the federal fund sources of CMAQ, Transportation Alternatives Program-Local, Surface Transportation Program-Local, and Surface Transportation Program-Counties.	Revenues were assumed to grow 2.25% annually. This is based on the assumption that federal funds will come to the region at a rate commensurate with growth in the economy. Congressional Budget Office projects that non-farm business sector Gross Domestic Product will grow 2.25% annually between 2019 and 2026.

Other federal transit revenue

Draft forecast: $26.2 billion	Draft assumptions for ON TO 2050
Projection includes New Starts, bus and bus facilities, State of Good Repair, and Urban Formula programs, as well as other federal transit grants.	Revenues through 2021 are based on the FFY2017-21 State/Regional Resources Table. After 2021, revenues are forecast to grow at a rate of 2.25% annually. This is based on the assumption that federal funds will come to the region at a rate commensurate with growth in the economy. Congressional Budget Office projects that non-farm business sector Gross Domestic Product will grow 2.25% annually between 2019 and 2026.

State-programmed federal highway revenue

Draft forecast: $23.5 billion	Draft assumptions for ON TO 2050
Portion of annual federal apportionment that is allocated to the State of Illinois for programming. This includes the federal fund sources of National Highway Performance Program, Surface Transportation Program-Urban, Highway Safety Improvement Program, Transportation Alternatives Program, and Recreational Trails.	Revenues were assumed to grow 2.25% annually. This is based on the assumption that federal funds will come to the region at a rate commensurate with growth in the economy. Congressional Budget Office projects that non-farm business sector Gross Domestic Product will grow 2.25% annually between 2019 and 2026. Forty-five percent of the statewide total annual apportionment was assumed to go to northeastern Illinois.

State Public Transportation Fund

Draft forecast: $22.2 billion	Draft assumptions for ON TO 2050
State funds equal to 30 percent of RTA sales tax and real estate transfer tax revenues.	Revenues from this matching fund equals 30% of forecasted Regional Transportation Authority (RTA) sales tax and real estate transfer tax estimates.

State Motor Fuel Tax

Draft forecast: $6.8 billion	Draft assumptions for ON TO 2050
Portion of state motor fuel tax retained by IDOT for the Road Fund and State Construction Account. The current rate is 19 cents per gallon (21.5 cents per gallon of diesel).	Using a methodology to account for increasing vehicle fuel economy, revenues generally decreased throughout the planning period. CMAP forecasted annual vehicle miles traveled (AVMT) and average miles per gallon (MPG) to estimate revenue. To forecast AVMT, CMAP used actual statewide AVMT data for passenger vehicles (1996 – 2015) and for all other vehicles (2009-2015) to calculate linear trendlines for AVMT. Average annual percent change in AVMT between 2019 and 2050 was 0.3% for passenger vehicles and 0.9% for other vehicles. For MPG estimates for passenger vehicles over the planning horizon, CMAP created estimates based on National Highway Traffic Safety Administration (NHTSA) rules for Corporate Average Fuel Economy (CAFE) standards, estimated standards for 1978 through 2025 model years for cars and light trucks, and information about vehicle fleet from the Federal Highway Administration's) 2009 National Household Travel Survey. For non-passenger vehicles, MPG was assumed to improve with NHTSA fuel efficiency standards for medium- and heavy-duty vehicles. After accounting for various statutory deductions, the region is assumed to receive 45% of these revenues for the purposes of funding state road construction and maintenance projects.

State motor vehicle registration fees and other state fees

Draft forecast: $25.4 billion	Draft assumptions for ON TO 2050
Annual vehicle registration fees, certificate of title fees, overweight fines, permit fees, and operator's license fees collected by the State that are deposited into the Road Fund and State Construction Account.	Motor vehicle registration fee revenues to the Road Fund and State Construction Account, were assumed to grow at a rate of approximately 1 percent annually. Other types of fees in this category were forecast to grow approximately 1.8 percent annually. The region is assumed to receive 45 percent of these revenues for the purposes of funding state road construction and maintenance projects. Fee rate increases were not assumed here, as they would likely be accounted for in future state capital programs.

Tollway revenue

Draft forecast: $84.8 billion	Draft assumptions for ON TO 2050
Toll revenues forecasted to be collected on the 286-mile system, as well as other operating revenues. The current toll rate structure went into effect in 2012. Following 2017, the commercial rate will be adjusted annually for inflation.	Toll revenue projections were derived from estimates prepared for the Illinois Tollway by CDM Smith in May 2016. The projection assumed that the annual adjustment in commercial toll rates beginning in 2017 would be 2 percent annually. CMAP also included an assumption of two passenger toll rate adjustments throughout the planning period. Other operational revenues, such as concessions and miscellaneous income, were forecast to grow at a compound rate of 2.0% annually.

State capital program

Draft forecast: $24.6 billion	Draft assumptions for ON TO 2050
State capital programs are typically funded with a variety of revenue increases, including fee increases on sources like vehicle registration and certificate of title.	It is assumed that the state will enact a capital program three times during the planning period, in ten year intervals. Funding levels were assumed to grow 2.5% annually, with Illinois Jobs Now! as a base.

Other state transit

Draft forecast: $1.4 billion	Draft assumptions for ON TO 2050
The State has provided $8.5 million annually to support Pace Americans with Disabilities Act (ADA) Paratransit service since 2010. The State also provides reduced fare reimbursements to the service boards.	Both reduced fare reimbursements and ADA support are forecast to remain flat for the duration of the planning period.

RTA sales tax

Draft forecast: $70.5 billion	Draft assumptions for ON TO 2050
The RTA sales tax is equivalent to 1.25% of sales in Cook County and 0.75% of sales in DuPage, Kane, Lake, McHenry, and Will counties. The RTA receives 2/3 of the collar county revenues.	Forecast was provided by the RTA. RTA sales tax revenues are assumed to grow 3% annually throughout the planning period.

Collar County Transportation Empowerment Program

Draft forecast: $7.9 billion	Draft assumptions for ON TO 2050
1/3 of collar county revenues generated from the RTA sales tax are returned to DuPage, Kane, Lake, McHenry, and Will counties to be used for roads, transit, and public safety.	Growth in revenues generated for the collar counties are based on projected population growth combined with inflationary assumptions. During the planning period, annual growth averages 3.0%.

Local allotment of state MFT

Draft forecast: $9.0 billion	Draft assumptions for ON TO 2050
Counties, townships, and municipalities receive a disbursement of state MFT revenue. Cook County receives a 16.74% share. The remaining county share is based on motor vehicle registration fees received, township share is based on share of mileage of township roads, and municipal share is based on population.	State MFT revenue was forecasted using the methods explained above. County vehicle registrations relative to the rest of the State are assumed to remain constant. Based on historic trends, municipal population in the region relative to the rest of the State is forecast to increase and township road miles relative to the rest of the state is forecast to decrease.

Other local revenues

Draft forecast: $81.5 billion	Draft assumptions for ON TO 2050
These are local revenues, such as property tax revenue, sales tax revenue, local motor fuel taxes and impact fees used for transportation, excluding the RTA sales tax, state funds, and federal funds. Local governments with jurisdiction over transportation include counties, townships, and municipalities.	Revenues were calculated for municipalities and townships using 2012 U.S. Census of Governments data, which includes all local governments in the region. County revenues were obtained from recent county budget documents. Revenues were adjusted to the current year using the change in the Consumer Price Index and population growth. To forecast to 2050, growth rates for CMAP population forecasts were added to an annual 2.5% inflationary adjustment. Average annual growth regionwide was 3.1%. County MFTs for DuPage, Kane, and McHenry were forecast separately using the same methodology for the state MFT, although baseline fuel economy was derived separately for each county and AVMT growth was calculated using growth rates in AVMT for each county for each air quality conformity analysis year.

Chicago Real Estate Transfer Tax (RETT) (portion for CTA)

Draft forecast: $3.4 billion	Draft assumptions for ON TO 2050
The $1.50 per $500 of value of the City of Chicago's RETT is transferred to the CTA.	Revenues were forecast to grow at an average annual rate of 2.1% annually.

Transit passenger fares

Draft forecast: $53.0 billion	Draft assumptions for ON TO 2050
This includes passenger fares for the CTA, Metra, Pace, and Pace ADA.	Forecast was provided by the RTA. Revenues were forecast to grow at an average rate of 2.9% annually. This assumes average annual ridership growth of 1.1% and the remaining growth is assumed to come from periodic fare increases.

Other transit operating revenue

Draft forecast: $7.8 billion	Draft assumptions for ON TO 2050
This included other revenues for the RTA, CTA, Metra, Pace, and Pace ADA such as advertising revenue, investment income, and Medicaid reimbursements.	These revenues are assumed grow at a rate of 2.7% annually, based on assumed rates of growth in system revenue and ridership.

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MEMORANDUM

To: **Transportation Committee**

From: CMAP staff

Date: January 2017

Re: Congestion Reduction Indicator Refinement

GO TO 2040 includes goals to prevent an increase in congestion even with growth in population and employment. This exploratory study, included in the **FY17 CMAP work plan**, will evaluate more specifically what would have to occur to reach that goal, including operations and management strategies, traffic flow improvements, pricing, etc. The study parallels the transit ridership growth study drafted in FY 16. The results will be used to inform the selection of recommended strategies and the process of setting targets for congestion reduction in the region in ON TO 2050. The product is a report due in summer 2017. Staff is seeking feedback from the Transportation Committee on the direction and the details of the study.

This study will use a combination of analytical techniques to yield planning-level estimates of the relative impacts of potential congestion reduction strategies, including CMAP's travel demand model as well as operations-focused sketch tools such as **TOPS-BC** and a model from the Strategic Highway Research Program 2 meant to **evaluate treatments for non-recurring congestion**. As in the transit ridership growth study, strategies will be compared by developing "low" and "high" scenarios, where the strategy is applied to a minimal extent and to a higher extent (for instance, by intensity, geography, or duration). The low and high results can be used to develop a range of potential impacts.

While the GO TO 2040 indicator was congested hours of operation -- the number of hours each day that congestion occurs -- on the limited access highway system, a number of other measures will also be collected for each of the tested strategies. Since this study may offer insight into which strategies would best help meet system performance targets in draft regulations required under the Moving Ahead for Progress in the 21st Century (MAP-21) federal transportation bill, highway measures will be calculated to also approximate those proposed measures and reported separately for Interstates and non-Interstate National Highway System (NHS).

There is a very wide range of potential strategies to consider. Operations-focused strategies will include reducing incident clearance time, crash reduction, signal improvements, and various active traffic management techniques, among others. Capacity improvements might focus on intersection design, while policy changes would concentrate on land use, particularly household and job location, along with pricing. One key outcome of the study is to develop a "layer" of recommended corridors on which certain operations strategies could be implemented, which would be part of the overall **place-based approach** to developing sub-regional recommendations for ON TO 2050.

Action requested: Discussion

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Chicago Metropolitan Agency for Planning

Meeting Notes
Planning Information Forum:
Evaluation Approach for Regionally Significant Projects in ON TO 2050 -- Transit
November 18, 2016

Attendees (non-CMAP staff)

Name	**Organization**
David Kralik	Metra
David Tomzik	Pace
David Spacek	Regional Transportation Authority
Leah Mooney	Chicago Transit Authority
Tony Greep	Federal Transit Administration
Michael Connelly	Chicago Transit Authority
Peter Fahrenwald	Regional Transportation Authority
Mark Pitstick	Regional Transportation Authority
Brenda McGruder	Chicago Department of Transportation
Jessica Hector-Hsu	Regional Transportation Authority
Patrick Knapp	Kane/Kendall Council of Mayors
Mike Albin	DuPage Mayors and Managers Association

Summary of presentations

- **Metra** (David Kralik). David gave an overview of the cost-benefit analysis that Metra is undertaking for its proposed commuter rail improvements and extensions, which is similar in concept and timeline to the regionally significant project evaluation for ON TO 2050. Metra divided its candidate projects into Tier 1 and Tier 2, the former being improvements to existing service and the latter extensions to new areas. The primary tool being used to analyze project benefits is the Federal Transit Administration's STOPS model. Besides ridership, the study is also estimating operating costs, improvements to state of good repair, and evaluating reliability benefits, among other things.
- **Chicago Metropolitan Agency for Planning** (Jesse Elam). Jesse gave a presentation of the proposed approach and metrics for the regionally significant project evaluation for ON TO 2050. The evaluation would have three components: a needs analysis, an analysis of travel benefits, and a screening against planning factors. The needs analysis would focus on the extent to which the project addresses observed capacity constraints, assets in disrepair, reliability issues, and ADA noncompliance. The travel benefits analysis would use STOPS to evaluate ridership, travel time, etc., as well as computing the improvement in job accessibility after building a project. Planning factors would include infill support, benefits to disadvantaged populations, economic impact, and several others. The benefits and impacts of the projects would be provided without developing a weighted scoring or prioritization system. Evaluation of strictly state of

good repair or system preservation projects would more limited and would focusing on documenting the need for the project. The slides for the presentation are available here.

Discussion

- Participants asked about other measures that could be used in the Metra study, such as improvement to destination accessibility or an assessment of new markets. Metra staff indicated that other factors could come into decisions ultimately made about investments, but that the purpose of the study was to provide raw data, not a prioritization, for consideration by executives and the Metra board.
- Considerable discussion was devoted to Metra's STOPS modeling process and the level of detail about the service plans needed to assess their feasibility, such as crew requirements, rolling stock availability, yard capacity, recycle time, etc.
- To the question of whether infill stations were considered, David indicated that station needs were being separately considered in a station optimization study. To a question about how service levels were defined, David indicated that this was based on a reasonable increase from base, with more limited service lines having lower increases.
- To a question about whether the study captured benefits to freight rail or Amtrak, David indicated that the study would not, primarily because STOPS is not suited for that and because the project is being undertaken to examine Metra's needs.
- Some discussion was given to how to rate ADA improvements, with opinions varying on whether to use a simple yes/no approach or a more complex rating.
- On the CMAP presentation, several staff from the service boards indicated their concern over the level of time that would be needed from them. Jesse indicated that most analysis would be undertaken by CMAP or RTA and that the service board role would mostly be review, but that specific data and analysis on state of good repair and reliability improvements would be needed.
- Several participants asked whether transit and highway projects would be directly compared, and whether the allocations to transit and highway projects would be the same as or different from GO TO 2040. Jesse said the same types of measures (needs, travel benefits, planning factors) would be evaluated for transit and highway, but that he would not recommend directly comparing them on a common scale. The overall level of investment in highway and transit projects would be determined through the planning process and would need to be approved by CMAP's governing boards, but Jesse invited the transit agencies to stay engaged in the planning process and advocate for what they see as the appropriate level of investment in transit.

Considerations for ON TO 2050

Based on the discussion at the forum, staff suggests that the Transportation Committee (TC) consider the following:

- Given the connection between ON TO 2050 and the RTA strategic plan, the service boards, RTA, and CMAP should continue to refine the capital project evaluation through discussion at the RTA strategic plan meetings.

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MEMORANDUM

To: CMAP Board and Committees

From: CMAP Staff

Date: January 5, 2017

Re: Local Technical Assistance Program Update

The CMAP Board and committees receive regular updates on the projects being undertaken through the Local Technical Assistance (LTA) program, including those receiving staff assistance and grants. To date, 188 local projects have been initiated. Of these, 141 projects have been completed, and the remainder are underway.

Further detail on LTA project status can be found in the attached project status table. Projects that appear in this document for the first time, or that were recently completed, are noted and highlighted in italics. This report also includes detail on implementation progress for selected completed projects.

ACTION REQUESTED: Information

Projects Currently Underway

Project	CMAP lead	Timeline	Assistance type	Status and notes
Arlington Heights bicycle-pedestrian plan (see website)	John O'Neal	May 2014-Feb. 2017	Staff assistance	Steering Committee (BPAC) meeting held on December 15 on draft plan and incorporation of Village/BPAC comments. Minor edits proposed (draft language to be provided by BPAC chair). "First pass" InDesign layout of draft plan 95% complete.
Aurora downtown plan (see website)	Lindsay Bayley	May 2015-Apr. 2017	Staff assistance	Draft downtown plan is being revised after internal review. The draft plan will be sent to the Steering Committee in January. CMAP staff have developed a PAO for professional illustrations and will be meeting with City of Aurora staff and Bruce Bondy in early January.
Beach Park planning priorities report (see website)	Ricardo Lopez	Jan. 2016-Feb. 2017	Staff assistance	Draft planning priorities report under internal review. The draft report will be sent to Village Staff in mid-late January for review.
Bensenville zoning update (see website)	Jake Seid	Oct. 2015-Dec. 2017	Staff assistance	The project team has prepared a Recommendations Memo and expects to meet with the Steering Committee to discuss these recommendations in January.
Berwyn stormwater management plan	Nora Beck	Jan.-Dec. 2017	Consultant assistance	CMAP moved the start date of this project to January given existing staff capacity and funding constraints. Staff to schedule first steering committee in January.
Berwyn zoning revisions (see website)	Kristin Ihnchak	Jan. 2013-June 2017	Staff and consultant assistance	Final edits to draft underway. Adoption on hold until after municipal elections in April.
Brookfield comprehensive plan	Heidy Persaud	Oct. 2016-Oct. 2017	Consultant assistance	Consultants undertaking existing conditions analysis. Stakeholder interviews and focus group meetings scheduled for January 30.
Calumet Park planning priorities report (website)	*Sam Shenbaga*	*May 2015-Dec. 2016*	*Staff assistance*	*Newly completed. Final report submitted to Village in mid-December.*
Campton Hills zoning and subdivision regulations	Kristin Ihnchak	Jul. 2014-Apr. 2017	Consultant assistance	A draft zoning ordinance was submitted by the consultant and is being reviewed by the Village and CMAP.
Chicago Heights zoning update	Maggie Jarr	Nov. 2016-Sept. 2017	Consultant assistance	Consultant will meet with City staff and CMAP on January 12 to discuss scheduling and steering committee makeup.
Chicago North River Communities neighborhood plan (see website)	Brian Daly	Nov. 2015-Sept. 2017	Staff assistance	CMAP staff has received feedback from the community partner on the draft Existing Conditions Report. The steering committee will meet this month to discuss the findings.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Chicago Pilsen-Little Village neighborhood plan (see website)	Evy Zwiebach	Dec. 2013-Feb. 2017	Staff assistance	DPD is completing revisions to the draft plan. In the next month, staff will provide comments on the new draft, as well as provide a summary of community outreach and engagement activities.
Chicago Pullman National Historic Park transportation plan (https://pullmantransportation.com/)	Lindsay Bayley	June 2015-Mar. 2017	Consultant assistance	The Technical Advisory and Citizen Advisory committees provided comments on the draft recommendations in early December. The draft recommendations were shared with CDOT as part of an application for a Federal Lands Access Program grant.
Chicago Riverdale area transportation plan	Tony Manno	Nov. 2016-Oct. 2017	Consultant assistance	An internal kick-off meeting was held on December 13 to discuss process, scheduling, and steering committee makeup. Outreach to various community organizations and partner agencies to create a steering committee is underway. The steering committee kick-off is planned for February.
Cicero comprehensive plan (see website)	Jonathan Burch	Apr. 2014-Feb. 2017	Consultant assistance	The Town and the contractor are finalizing changes associated with one illustrative plan.
Cook County subregional growth plan	Jonathan Burch	May 2016-Jan. 2017	Staff assistance	Major summary findings were presented to the Sounding Board at an early November meeting. Staff is working on a few mapping, data, and outreach requests needed to wrap up phase 1 work.
Cook County (Maine-Northfield) unincorporated area plan (see website)	John Carlisle	July 2016-Dec. 2017	Staff assistance	A residential focus group aimed at the many HOAs and neighbor groups in the area is scheduled for mid-January. Key stakeholder interviews are nearly complete, and focus groups and take-home workshop materials are being developed. CMAP staff attention will soon turn to existing conditions report.
Crystal Lake transportation plan (see website)	Nora Beck	Mar. 2014-Feb. 2017	Staff assistance	CMAP staff to responding to City comments and sending an updated draft to the steering committee for review in January.
Des Plaines comprehensive plan	Heidy Persaud	Nov. 2016-Feb. 2018	Staff assistance	First Steering Committee meeting held on November 30 at Des Plaines City Hall. CMAP team developing general survey, Metroquest website, and beginning Existing Conditions Report.
DuPage County / Hanover Park Homes for a Changing Region (see website)	Jonathan Burch	Nov. 2014-Mar. 2017	Consultant assistance	Following a December meeting with Hanover Park, the contractor is developing a recommendations memo for the community.

Project	CMAP lead	Timeline	Assistance type	Status and notes
DuPage County Elgin-O'Hare Corridor Bicycle and Pedestrian Plan (see website)	John O'Neal	May 2015-Apr. 2017	Consultant assistance	Interim/key recommendations memo finalized. Preparation/ organization underway for revived stakeholder outreach in the form of an advisory group(s) webinar. New contacts being provided by DuPage DOT.
Franklin Park comprehensive plan (see website)	John Carlisle	Apr. 2015-Apr. 2017	Staff assistance	CMAP staff is still revising the draft plan to incorporate the final work of engineering consultant T.Y. Lin, which made bicycle and pedestrian recommendations and tested them for feasibility. Other small revisions to the draft are being made based on Village comment. Partner agency review of the draft will begin after a follow-up meeting with Village staff in January. Steering Committee will have its review period and meeting in February.
Governors State University green infrastructure plan	Holly Hudson	June 2015-Apr. 2017	Consultant assistance	The consultant team continued to finalize the stormwater management plan. An amendment was executed to extend the consultant's contract through April 2017.
Hampshire planning priorities report (see website)	Tony Manno	Mar. 2016-Feb. 2017	Staff assistance	The draft community profile is complete and the previous plans and key opportunities/issues sections are being drafted. These sections will be ready for Village review in in early January.
Harvard zoning update	Jake Seid	Jan. 2017-June 2018	Consultant assistance	Consultant selection to be considered at the January Board meeting.
Homer Glen plan commissioner training	Patrick Day	Feb. 2016-Jan. 2017	Staff assistance	CMAP staff are currently completing the final phase of this pilot project (Phase 4: Project Assessment).
Huntley zoning update	Patrick Day	May 2015-Mar. 2017	Consultant assistance	Village and CMAP staff are currently reviewing the completed draft ordinance.
Impact DuPage affordable housing strategy	Jonathan Burch	Mar. 2016-Feb. 2017	Staff assistance	Staff is finalizing a recommendations memo that will likely be discussed with the steering committee at a late January meeting.
Joliet Chicago Street plan	Stephen Ostrander	Dec. 2016-Dec. 2017	Consultant assistance	Contract signed with consultant (Ginkgo Planning and Design). In January, consultant will meet with City and CMAP in preparation for kickoff meeting with project steering committee.
Lisle downtown parking plan (see website)	Lindsay Bayley	Mar. 2016-June 2017	Staff assistance	CMAP staff met with Houseal Lavigne Associates to discuss the Downtown Master Plan for Lisle and how to continue to work with their process for the parking plan. Staff continues to develop the Existing Conditions Report.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Lower Salt Creek Watershed-based Plan	Holly Hudson	Jan. 2016-Dec. 2017	Staff assistance	CMAP staff and project partners DuPage County Stormwater Management and DuPage River Salt Creek Workgroup continued on revisions and additions to the watershed resource inventory, of which a final draft is due to Illinois EPA in mid-January. CMAP staff also made final preparations for and hosted a successful pollutant load modeling workshop on December 12 for project and regional partners and Illinois EPA staff.
McHenry County Fox River corridor study	Kate Evasic	Sept. 2016-Dec. 2017	Staff assistance	Staff conducted interviews with key stakeholders on December 7, 8, and 14.
Metropolitan Planning Council Great Rivers project	Evy Zwiebach	Dec. 2015-Mar. 2017	Staff assistance	Per feedback from the Cal-Sag Coalition, staff has been researching alignment between previous plans and the *Our Great Rivers* vision, and opportunities for the *Our Great Rivers* planning initiative to assist with implementation of previous plans. Staff is also discussing the possibility of holding a design charrette for a site along the Cal-Sag Channel with stakeholders.
Midlothian 147th Street corridor improvements (see website)	Tony Manno	Apr. 2016-Apr. 2017	Staff and consultant assistance	The consulting engineer continues to perform flooding analysis along the corridor as well as an examination of the MWRD Natalie Creek project and how it may indirectly improve the corridor's flooding issues. Upon completion of this analysis, the project team will begin outlining recommended improvements for three key locations along the corridor. The next steering committee meeting will take place in March and will focus on the key locations and recommended improvements. CMAP staff is also working with the Village on a business outreach plan to ensure that any improvements recommended will be complementary and not obstructive.
North Lawndale community plan (see website)	Brandon Nolin	Feb. 2016-Sept. 2017	Staff assistance	Existing conditions report available for public review on project website. CMAP presented at NLCCC Volunteer Appreciation Event on December 15. LISC Quality of Life coordination and outreach schedule is being created with workshops anticipated in early 2017.
O'Hare area truck route coordination	Alex Beata	July 2016-June 2017	Consultant assistance	Received revised draft existing conditions report; provided comments to consultant. The Steering Committee will meet January 6 to review technical progress and discuss a project vision.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Palos Park bikeways and trails plan	John O'Neal	Apr.-Dec. 2017	Consultant assistance	Team meeting to coordinate new project schedule held on December 2. Project start-date delayed – due to Village staff leave-of-absence – to April.
Park Forest zoning revisions (see website)	Kristin Ihnchak	June 2013-Mar. 2017	Staff and consultant assistance	Comments from Terra Engineering are being incorporated into the draft subdivision regulations.
Richton Park capital improvement plan (see website)	Brandon Nolin	June 2015-Mar. 2017	Staff assistance	Draft CIP due to staff in February to ensure adoption by end of Village's fiscal year. Village staff are in the process of scoring projects. The CIP will include available results of the stormwater management plan (described below) with MWRD collaboration.
Richton Park stormwater management plan (see website)	Kate Evasic	Apr. 2016-Mar. 2017	Consultant assistance	Project is on hold until a separate floodway study that will inform the plan is complete. CMAP staff continues to check in with consultant performing floodway study. CMAP shared final retail market study with the Village and is scheduling a presentation by the consultant for January.
Romeoville comprehensive plan (see website)	Brandon Nolin	Apr. 2016-June 2017	Consultant assistance	Sub-area Design Charrette hosted by consultant and Key Recommendations Memo presented to Steering Committee in December. Draft Plan (incl. Sub-area Plan) anticipated in March. Project website is https://bigpictureromeoville.com.
South Elgin zoning update (see website)	Patrick Day	Oct. 2014-June 2017	Staff assistance	CMAP staff have completed a draft Module 1 (of 3) of the UDO, currently undergoing internal review, and have begun drafting Module 2.
South Holland comprehensive plan (see website)	Stephen Ostrander	Apr. 2015-Apr. 2017	Staff assistance	CMAP staff and the Village held community-wide open house event on December 13, in which CMAP staff presented findings and identified issues and opportunities for community feedback. Consultants SB Friedman continued in-depth office and hotel market analysis for major site in Village's Interstate Zoning District.
SSMMA Complete Streets plan (see website)	John O'Neal	July 2014-Feb. 2017	Staff assistance	Draft plan narrative finalized and awaiting final internal review.
Sugar Run Creek area plan (see website)	Brandon Nolin	May 2015-Feb. 2017	Staff assistance	Steering Committee approved plan will be presented to the Will County Land Use and Development Committee in January. Presentation to Will County Board anticipated in February.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Villa Park zoning ordinance	Patrick Day	July 2015-Mar. 2017	Consultant assistance	Village and CMAP staff are currently reviewing the completed draft ordinance.
Westchester zoning ordinance	Kristin Ihnchak	Nov. 2014-Mar. 2017	Consultant assistance	No update.
Wilmington downtown plan	Maggie Jarr	Jan. 2017-Mar. 2018	Staff assistance	CMAP staff met with the Interim City Administrator and Mayor on December 20 to discuss process, scheduling, and steering committee makeup. Outreach to create a steering committee is underway and the steering committee kick-off is being planned for late January. CMAP staff held an internal kick-off meeting on December 22 and began work on the Existing Conditions Report. Public kick-off meeting will likely take place in February.

Selected Projects with Active Implementation*

* This list only includes projects with significant recent implementation actions. A full list of completed projects is available at www.cmap.illinois.gov/lta.

Project	CMAP lead	Status and notes
Algonquin-Carpentersville Fox River corridor plan	Brian Daly	The Village of Algonquin is exploring the creation of a formal Main Street organization. They have convened an 8-member committee of downtown property owners to develop plans for an organization, and are researching how establishing an SSA could help fund it. The Village is also completing engineering/design plans for a rebuild of streetscaping and underground infrastructure downtown. The Village also presented the Fox River corridor plan to the Algonquin Economic Development Commission and has met with the private owner of riverfront property to discuss potential use of dormant boat slips for increased public access to the river.
Carol Stream comprehensive plan	John Carlisle	In addition to development proposals that are supported by the Comprehensive Plan's land use recommendations, the Village is investing resources in studying a multiuse path recommended in the Plan. The trail would connect the regionally important Great Western Trail with the Village's southeast side, a somewhat underserved area that is also its densest cluster of housing and commercial development.
Chicago Heights comprehensive plan	Maggie Jarr	Following completion of the Comprehensive Plan, the City applied for additional assistance through the LTA program to create a downtown subarea zoning code update. CMAP contracted with a consultant in 2016 and the project kick-off activities are being planned for mid-January 2017. The City has undertaken additional efforts to implement recommendations in the Plan: • The City hired an in-house engineer to help implement the Plan's recommendations and expand its staff capacity overall. • The City created the Chicago Heights Economic Development Corporation to help support economic development efforts. • The City formed a Flood Committee to help increase awareness of initiatives and programs to address flooding. • The City is pursuing coordination efforts with the Cook County Land Bank Authority, South Suburban Land Bank and Development Authority, Housing Authority of Cook County, and Illinois Housing Development Authority. The City applied to IHDA's

Project	CMAP lead	Status and notes
		Abandoned Property and Blight Reduction Programs for additional resources to target blighted, vacant residential properties on the City's east side. • The City is also engaging Franciscan St. James Health and Mercy Housing on the redevelopment of St. James Hospital in downtown Chicago Heights (closing in 2018). The City is focusing its efforts on supporting senior and veteran housing on this site, in line with its goal to achieve higher residential density and a greater mix of housing types in the downtown. • The City is creating a Capital Improvement Plan.
Chinatown neighborhood plan	Stephen Ostrander	The community continued to work with Alderman Daniel Solis on implementation of plan recommendations, including community input on CDOT's realignment of Wentworth Avenue (and phased implementation of new Wells-Wentworth Connector), community gardening regulations, and improving options for neighborhood high school students. Community partner received a $1,000 grant to implement a community-led walkability study in early 2017; CDOT will be advising community partner to tailor walkability study to complement anticipated traffic study related to improving Cermak Road/Archer Ave/Princeton Ave intersection.
Crete comprehensive plan	Brandon Nolin	Crete continues to see expansion in its business parks including two businesses that have located along a newly extended Old Monee Road. Balmoral Park, a key economic engine for the Village, is under new ownership and undergoing renovations with a 14-week schedule of shows planned for 2017. There is also continued interest in the development of large properties to the north and south of the downtown, including the large property owned by CenterPoint. The Village is also improving its infrastructure, including the passage of a half-cent sales tax increase to be dedicated to roadway improvements, receiving STP funding to reconstruct Crete Road (a key north-south route in the community), and low-cost EPA loan to install iron removal systems at Village wells.
DuPage County sustainability plan	Kate Evasic	The County continues to implement strategies to increase the sustainability of its operations. Ongoing activities by the Division of Transportation include: • The CNG conversion grant from IEPA has been approved and bids open on December 29th. The County will be converting 4 trucks to bi-fuel. • The County has continued working with the DuPage Salt Creek Workgroup hosting chloride reduction workshops. The fall events were extremely well attended. Topics were targeted for both the public roads as well as parking lots & sidewalks.

Project	CMAP lead	Status and notes
		• Completed another 15 intersections to convert from incandescent to LED traffic signal indications in 2016. • First phase of Central Signal System is operational which includes 70 intersections and approximately 20 PTZ cameras which will help improve traffic signal coordination and incident response. • Next round of Incandescent to LED traffic signal conversion plans are nearly complete and will be let in the first quarter of 2017. Conversion will be made to approximately 30 traffic signals dependent upon the pricing. • LED street light replacement program has been included in the budget and plans are being prepared to be let in first quarter of 2017. Approximately 100 street lights will be converted depending upon the pricing.
Franklin Park industrial areas plan	Sam Shenbaga / John Carlisle	CMAP staff is continuing work with the Village on a comprehensive plan, which is in its final stages, and is beginning work on a O'Hare subregional truck routing study in collaboration with other communities. In addition to fostering an active local industrial development market, the Village is also prioritizing workforce development objectives. Coordination is occurring with Triton College, Leyden High School District 212, Chicago Cook Workforce Partnership, Illinois Manufacturing Excellence Center, Alliance for Illinois Manufacturing, the Illinois Manufacturing Association, and the German American Chamber of Commerce. For example, to celebrate Manufacturers' Day in the Fall, Village staff and local industrial businesses hosted East Leyden High School students to learn about careers in advanced manufacturing, mechanical engineering, and other trades.
Hanover Park Irving Park Road corridor study	Tony Manno	CMAP staff and the Active Transportation Alliance conducted a pedestrian workshop in the Village in late October. Village staff, local business owners and elected officials participated in the workshop and provided input on priority areas in need of improvement. CMAP staff, Active Trans and the Village are currently working on prioritizing the draft recommendations in order to develop a plan for implementation. CMAP, Active Trans and the Village will meet in January to discuss next steps.
Harvard comprehensive plan	Nora Beck	CMAP is working with the City to update their zoning ordinance. The City is focusing on updating its wastewater treatment plant and is now providing City Council minutes in Spanish as well as English.
Kane County / Geneva Homes for a Changing Region project	Tony Manno	CMAP and various partners began meeting regularly in August to discuss ways to create an ad hoc Community Acceptance group to advocate for and provide information on the benefits of market-rate and subsidized development. CMAP continues to facilitate these meetings and

Project	CMAP lead	Status and notes
		provide data and support as needed. Various partners are working to create an entity and identify a funding source for targeted advocacy. This work is ongoing and the next meeting will be held at CMAP in late January.
Lake County Homes for a Changing Region study	Stephen Ostrander	CMAP and the Metropolitan Mayors Caucus staff held a workshop on October 13 with the five project municipalities to jointly discuss options for improving local rental regulation programs (as recommended in the *Homes* report). They were joined by experts from the Center for Community Progress and law firm of Ancel Glink, who have worked closely recently with the Mayors Caucus to develop best practice policy recommendations in this area for Illinois municipalities (both home rule and non-home rule). At end, five communities and partners agreed to form a task force to tackle rental regulation improvement, with initial help from MMC and CMAP staff; the first meeting of the new task force is anticipated in first quarter 2017.
Lemont development review analysis	Jake Seid	The Village is in the process of undertaking a major reorganization of departments related to development and permitting, which will provide the structure necessary to implement significant portions of the development review analysis. The reorganization has delayed implementation of the recommendations in the document, but the Village intends to develop a formal implementation schedule by March 2017.
Lincolnwood corridor study	Tony Manno	CMAP staff created marketing sheets for 3300 W. Devon and 3420 W. Devon to help the Village visualize how they can market these sites in a regional context. Recently the Village issued a permit for a bakery at 3300 W. Devon site. The 3420 W. Devon site remains a priority. Additionally, the Devon Avenue streetscape improvement project continues to move forward in collaboration with the City of Chicago with a 2018 completion goal.
Lyons comprehensive plan	Brian Daly	The village has implemented a number of infrastructure projects, including replacing 32 full streets and 9 alleys, completing renovations on Smith Park and Emil Schieve Park, and continuing to install new water meters. Lyons is also pursuing intergovernmental agreements to install tot lots at public schools. The Village continues to plan for the completion of the quarry project and have retained consultants to plan for future land use and engineering of the quarry site.
North Chicago comprehensive plan	Jake Seid	Since the plan was adopted in September, the City has begun working closely with the Affordable Housing Corporation of Lake County on a housing rehabilitation program. City staff has also reengaged the Lake County Council of Mayors to discuss how projects are submitted to CMAP's Transportation Improvement Program (TIP). The City will be working with CMAP staff to develop a community outreach and engagement plan in early 2017.

Project	CMAP lead	Status and notes
Park Forest sustainability plan and bicycle-pedestrian plan	Kristin Ihnchak / Lindsay Bayley	The Village is developing a brochure on bicycle and pedestrian improvements and bicycle safety. Park Forest has awarded a repaving project for several Village roads and has included bicycle route signage as part of the project, on routes recommended in the Bicycle and Pedestrian Plan. This should start in March. Plans continue to develop for pedestrian cut-through improvements that will widen existing paths, add lighting, install ADA ramps, paint crosswalks, and signage. This work will be completed in 2017. Additional bike route signage has been proposed on all routes recommended in the plan and is going to bid in early January. Recent implementation actions for the sustainability plan include incorporating native plantings, edible fruit trees, and public art into the new Village Green plaza and festival space; working with the Urban Sustainability Directors Network and International Economic Development Council to develop stronger ties between sustainability and economic development professionals; replacing four miles of water mains, funded by a $5 million low interest loan from the Illinois EPA; and coordinating a Growing Green Recycle Fest, which took place in July 2016.
Pingree Grove comprehensive plan	Brandon Nolin	The Village PZC has formed an Action Committee and has developed a list of over 30 priority implementation tasks identified in the Comprehensive Plan. CMAP staff have been coordinating with the Village engineer to provide guidance on how best to pursue funding for priority implementation projects and help coordinate with partner agencies.
Richton Park comprehensive plan and zoning ordinance	Kate Evasic / Brandon Nolin	The Village is continuing to work with CMAP on developing a Capital Improvement Plan and a consultant-led project to address stormwater management on the west side of the community (I-57 Corridor). As part of the stormwater work, CMAP contracted a consultant to conduct an independent market analysis to determine commercial potential within the corridor.
Steger planning priorities report	Jonathan Burch	The village hired engineering firms to do both a comprehensive flooding study and a complete streets study, both of which are now proceeding to implementation. State issues in regards to parkland have been almost addressed via joint projects with the Crete Park District.
UIC multimodal transportation plan	Tony Manno	The Office of Sustainability is working with Illinois Medical District to coordinate pedestrian and transit access improvements and identify potential funding sources (locally and otherwise). CMAP staff is providing guidance and coordination assistance as UIC works with other agencies to identify improvements that will benefit the campus, the IMD and the City.
Waukegan Washington Street corridor plan	Stephen Ostrander	The City Council formally adopted the corridor plan on November 7. TownSquare consultancy continued its work to implement key recommendations in the plan, including: submitting a

Project	CMAP lead	Status and notes
		proposal to the RTA for Access to Transit program funds to install eight bus shelters, enhance crossings, install wayfinding, and construct covered bike parking at Waukegan's Metra Station; working with the City on a STP proposal for road and pedestrian lighting, and wayfinding; forming the new Washington Street Merchants and Neighbors Association, which meets with the Mayor to address issues and opportunities in the corridor and is currently reviewing branding concepts for the corridor. The City has formed a new City "action team" focused on the corridor, which recently held ribbon cuttings for two new businesses, including West Coast Treats, a candy and video game hangout for teenagers (which addresses a key issue highlighted in the plan).
West Pullman corridor plan	Evy Zwiebach	Far South CDC is working with the EPA to complete a Phase I study of the 26 acre-site on 119th Street. Far South is also partnering with Delta Institute and Calumet Area Industrial Commission regarding land ownership and applying for grants to clean up the site. Far South CDC also held a transportation committee meeting to discuss Metra initiatives and continues to advocate for the designation of the southeast corner of 119th Street & Halsted Street as Taylor Park. Finally, Far South CDC is working on a partnership with Habitat for Humanity to assist in implementation of elements in the plan.
West Suburban Chamber of Commerce and Industry cargo-oriented development plan	Evy Zwiebach	The Village of Willow Springs continues to work with stakeholders to support the development of vacant sites along the Sanitary and Ship Canal. Full Circle, the lessee of the sites, is conducting a new study of the sites to determine if creating two access points, as requested by the Village, is feasible. In the coming month, the Village, Full Circle, and the Forest Preserves of Cook County will meet to discuss the various possibilities for site access.
Winthrop Harbor comprehensive plan	Sam Shenbaga	Village and CMAP met with the IDNR representatives and community department staff from the Beach Park, Zion, North Chicago, and Wadsworth to discuss bicycle and pedestrian planning efforts. Communities to jointly identify their trail planning priorities and meet with IDNR to seek ways to move project forward.
Zion comprehensive plan	Nora Beck	Working together, Zion, Winthrop Harbor, and Beach Park jointly hired Retail Strategies to market the three communities to attract more retail businesses. In addition, Zion continues to pursue compensation for the impact of having spent nuclear fuel stored within the city limits.

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MEMORANDUM

To: CMAP Board and Committees

From: CMAP Staff

Date: January 4, 2017

Re: ON TO 2050 Update

The CMAP Board and committees receive regular detailed updates on the various components of ON TO 2050 plan development that are most relevant to them. Since the volume of work associated with plan development is too large for every committee to learn about every component individually, this bi-monthly memo provides a brief status update on all major ongoing elements of plan development, including links to recent presentations and interim or final products when available. Projects that appear in this document for the first time, or that were recently completed, are noted and highlighted in italics.

ACTION REQUESTED: Information

Regional Snapshot Analyses

Project	CMAP lead	Timeline	Status and links
Regional economic clusters (see website)	*Simone Weil*	*Jul. 2015 – May 2016*	*Project complete. The snapshot was published. Copies continue to be disseminated at relevant meetings and shared via the website and social media.*
Travel behavior trends (see website)	*Elizabeth Irvin*	*Jul. 2015 – Sep. 2016*	*Project complete. The snapshot's release coincided with a transportation-related ON TO 2050 Big Ideas forum. Media coverage and promotion of the report continue.*
Demographic trends (see website)	Jacki Murdock	Aug. 2015 – Nov. 2016	Design and layout is complete. Upon final approval by executive staff, this report will release in January.
Freight system trends (see website)	Alex Beata	Jul. 2015 – Dec. 2016	Design and layout have begun. Publication is expected in February.
Infill and TOD trends (see website)	Evy Zwiebach	Aug. 2015 – Dec. 2016	Completed draft anticipated in January. Design and layout will begin in February. Updated findings will be presented to the RTA TOD Working Group in January.
Highway system trends	Jesse Elam	Jul. 2015 – Jan. 2017	No update.
Transit network trends	Martin Menninger	June 2016 – Feb. 2017	Analysis is underway. Findings will be presented to the Transportation Committee in March.
Local food	Brian Daly	Jun. 2016 – Mar. 2017	Staff is drafting the snapshot narrative. Interim findings will be presented to the ENR Committee in February.
Tax policy	Simone Weil	TBD	This project is on hold due to staffing changes.
Non-motorized transportation	*Lindsay Bayley*	*Oct. 2016 – May 2017*	*Newly added to report. A project scope was developed and is undergoing internal review.*
Natural resources	*Jared Patton*	*Oct. 2016 – Jun. 2017*	*Newly added to report. A project scope was developed and is undergoing internal review.*

Assessment of New Policy Directions

Project	CMAP lead	Timeline	Status and links
Green infrastructure co-benefits (see website)	*Kristin Ihnchak*	*Sep. 2015 – Apr. 2016*	*Project complete. The strategy paper was finalized and posted on the web for feedback.*

Project	CMAP lead	Timeline	Status and links
Transportation system funding concepts (see website)	*Lindsay Hollander, Alex Beata*	*Jul. 2015 – May 2016*	*Project complete. The strategy paper was finalized and posted on the web for feedback.*
Highway operations (see website)	Claire Bozic	Jul. 2015 – Jan. 2017	The draft was presented to the Transportation Committee in November and has completed internal review. Publication is expected in January.
Reinvestment and infill strategies (see website)	Tony Manno, Liz Oo	Oct. 2015 – Feb. 2017	Staff met with the Resource Group on November 1st to solicit feedback on the draft strategy paper. The document is undergoing final internal review. Publication is expected to be delivered in early February.
Tax policies and land use trends (see website)	Lindsay Hollander	Dec. 2015 – Jan. 2017	The draft is undergoing internal review. Release is expected in January.
Climate resilience (see website)	*Kristin Ihnchak*	*Jul. 2015 – Nov. 2016*	*Project complete. This strategy paper was finalized and posted on the web for feedback. Promotion will coincide with a Climate Resilience forum in April 2017.*
Housing supply and affordability (see website)	Jonathan Burch	Jan. 2016 – Mar. 2017	The draft is undergoing internal review and will be presented to Housing Committee in January.
Transit modernization (see website)	Martin Menninger	Jan. 2016 – Mar. 2017	Initial findings from interviews with transit agencies about modernization strategies were discussed with the Resource Group, as were the potential impacts of emerging transit technology. The group will be convened in the Spring to discuss draft project findings.
Inclusive growth (see website)	Jacki Murdock, Elizabeth Scott	Oct. 2015 – Apr. 2017	A draft of the inclusive growth strategy paper was completed and is now undergoing internal review. Staff will present a draft paper to the Resource Group and relevant CMAP working committees in February and March.
Transportation technology	Elizabeth Irvin	Jun. 2016 – Feb. 2017	The consultant conducted interviews with experts in transportation technology and presented initial findings to CMAP committees in November and December. A draft document is due at the end of December. Publication is expected by February.
Lands in transition (see website)	Nora Beck	Jan. 2016 – Jan. 2017	The policy framework will be presented to the Land Use and Economic Development Committees in November. Staff are drafting the strategy paper and will ask for Resource Group review in December.
Asset management (see website)	Tom Murtha	Feb. 2016 – Apr. 2017	Interim findings were presented to Transportation Committee in November. Staff will develop a draft strategy paper for presentation in March.

Project	CMAP lead	Timeline	Status and links
Water	Jason Navota	Sep. 2016 – May 2017	Preliminary findings including issues and challenges were presented to the ENR Committee in early November. Staff is currently conducting Research and Analysis (data gathering, mapping) in three areas: water quality, water supply, and waterways and waterbodies. Next ENR committee presentation anticipated in March 2017.
Energy	Dan Olson	Jun. 2016 – May 2017	The consultant (Foresight Design Initiative) held several Steering Committee meetings in October and November to develop the scope of five resource groups that will subsequently be meeting throughout the winter and spring. The main focus areas will be Building Energy Efficiency, Grid Innovation and Resilience, Transportation Energy, Generation Sources, and Workforce/Economic Development.
Community capacity	Patrick Day	Jun. 2016 – Jun. 2017	Staff and consultants convened a resource group focusing on shared services and technical assistance needs. The consultants held a focus group of mayors and elected officials. Staff are developing analyses of shared services, consolidation, and similar efforts at peer MPOs and in other states. This and other work will be presented at a January Resource Group. The consultant will also convene a focus group of municipal staff working on infrastructure.
Stormwater	Nora Beck	Nov. 2016 – Jun. 2017	Project scope was presented to the ENR committee in November. CMAP staff are currently reviewing the causes of flooding and exploring the impacts of flooding on structures, transportation, open space, and water; findings to be presented to the ENR committee in February.
Economic resilience	Simone Weil	Nov. 2016 – Oct. 2017	Staff finalized the project scope and established a timeline. Staff are working to identify resource group members and conduct literature review.
Public Health	*Ricardo Lopez*	*Jan. 2017 – Jan. 2018*	*Resource group membership is being finalized, and the group is expected to be convened in January.*

Other Plan Development Tasks

Project	CMAP lead	Timeline	Status and links
Communications strategy	Tina Fassett Smith	Ongoing	To date, three strategy papers and two snapshot reports have been released. In early 2017, a Demographics snapshot will be released. In addition, new CMAP interactive infographics in support of snapshots and other plan content will be deployed starting in January. Staff are using individual projects' engagement strategy documents to develop high-level messaging for use by CMAP leadership to convey the plan's emerging priorities. Five separate iPad applications are in development for use across the regions in kiosks to involve the public April through August 2017 during the alternative futures engagement phase.
Data and tool development	Zach Vernon	Ongoing	Staff continued to develop data products to inform topical research. Outputs for the lands in transition strategy paper included completed developments by year and an updated conservation easement summary, while outputs for the infill/TOD snapshot included block group household size, access to transit, and remaining unprotected land area.
Financial plan	Lindsay Hollander	Ongoing	Outreach with experts to flesh out expenditure forecasting assumptions continues. Initial expenditure forecasting and modeling is also underway. Draft revenue forecasts are undergoing internal review and will be presented to committees in January. Options for reasonably expected revenues are being researched and forecasted.
Layers	Kristin Ihnchak	Ongoing	A scan of local plans for reinvestment priorities was completed and the layers team is working with the local area allocation team to incorporate the findings, along with identified infill opportunity areas, into the forecast tool. The conservation layer team completed a review of other organizations' schemes for identifying high quality natural areas and is in the process of applying thresholds to conservation data to obtain preliminary conservation maps.
Outreach activities	Jane Grover	Ongoing	The ON TO 2050 Big Ideas Forum Series completed its fifth event on December 5: **Will We Continue to Suburbanize?** Chuck Marohn from Strong Towns and Carolyn Schofield of the McHenry County Board, Colette English Dixon from Libra Investments, and Curt Paddock from

Project	CMAP lead	Timeline	Status and links
			the Will County Land Use department served on the panel at the Two Brothers Roundhouse in Aurora. Planning has begun for CMAP's the next forum on housing, to be completed in February or March. Staff will maintain continuing contact with the over 250 regional organizations engaged in the first phase of public outreach, as well as expand the agency's network to build new partners and allies. Finally, staff has begun to craft outreach strategies for public engagement for the scenario development phase of ON TO 2050 plan development in 2017.
Regionally significant projects	Jesse Elam	Ongoing	The public call for projects ended on October 31. Staff brief TC on project ideas and comments received at its November meeting. Staff is currently analyzing the proposed projects. An update will be provided in the spring.
Scenario development	Liz Oo	Ongoing	In November and December, staff presented the five alternative futures at the CMAP all staff meeting, the Board meeting, and Quad State Directors meeting. Staff is drafting a memo on a future with intensified climate change; the final version is anticipated in January. Staff has also worked with a consultant to create a pilot interactive app for the climate change future. Initial discussions have also begun for apps about mixed-use environments and diminished public resources.
Socioeconomic forecast/Local area allocation	David Clark	Ongoing	Staff received final 2050 regional forecast from consultant. Ongoing design/refinement of local allocation tool with consultant; workshop held for stakeholders in mid-November to collect feedback on proposed factors that will affect the tool. Staff are finalizing data and planning for a February workshop on the initial results of the tool.

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