Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Transportation Committee

January 18, 2013
9:30 a.m.
Cook County Conference Room
233 S. Wacker Drive, Suite 800, Willis Tower
Chicago Illinois

1.0 Call to Order and Introductions **9:30 AM**
Leanne Redden, Committee Chair

2.0 Agenda Changes and Announcements

3.0 Approval of Minutes – November 16, 2012
ACTION REQUESTED: Approval

4.0 Coordinating Committee Reports
The Regional Coordinating Committee met January 9, 2013. A report on this meeting will be provided. The Local Coordinating Committee has not met since your last meeting and is next scheduled to meet on February 13.

5.0 Proposed GO TO 2040 Amendment: Circle Interchange (Ross Patronsky)
IDOT has requested that CMAP amend GO TO 2040 to include the proposed Circle Interchange improvements as a fiscally constrained major capital project. The proposed amendment also updates the description of the Prairie Parkway. The conformity analysis for this proposed amendment is contained in agenda item 6.2, together with the conformity analysis for the TIP amendment.
ACTION REQUESTED: Release of the proposed GO TO 2040 Amendment for a 30 day public comment period from January 18 to February 18, 2013.

6.0 FY 10-15 Transportation Improvement Program

6.1 FY10-15 TIP Amendments and Administration Modifications (LeRoy Kos)
TIP revisions that exceed financial amendment thresholds have been requested. Revisions include line items that have been awarded, moved or deleted. The TIP amendments and modifications are attached. The state/regional resources table has been updated.
ACTION REQUESTED: Approval of TIP amendments and acceptance of the updated resources table.

6.2 Semi-annual GO TO 2040/TIP Conformity Analysis & 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 the subject to a 30 day comment period.

ACTION REQUESTED: Release of the semi-annual GO TO 2040/TIP conformity analysis & TIP amendment for a 30 day public comment period from January 18 to February 18, 2013.

6.3 Metropolitan Planning Area (MPA) Update (Patricia Berry)

As reported at the November meeting, discussions are underway on the recommended MPA.

ACTION REQUESTED: Information

7.0 Red Line Update (Sonali Tandon, Kendra Smith)

CTA and CMAP staff will update the committee on the progress of the Red Line extension and the recently completed Local Technical Assistance (LTA) Program Red Line Livability project.

ACTION REQUESTED: Information

8.0 State Legislative Framework & Agenda (Gordon Smith)

CMAP staff will update the committee on the state legislative framework, legislative agenda, and policy priorities for CMAP during the 2013 legislative session.

ACTION REQUESTED: Discussion

9.0 MAP-21

Please view our policy updates at http://www.cmap.illinois.gov/policy-updates.

ACTION REQUESTED: Information

10.0 LTA Program

A report on the status of LTA Program is attached. Additional input, comments and questions are welcome.

ACTION REQUESTED: Information

11.0 Other Business

12.0 Public Comment

13.0 Next Meeting

The next meeting is scheduled for March 8, 2013.

14.0 Adjournment

Transportation Committee Members:

_____	Charles Abraham	_____	Robert Hann	_____	Mike Rogers
_____	Reggie Arkell***	_____	Jennifer (Sis) Killen	_____	Steve Schlickman
_____	Michael Bolton	_____	Fran Klaas	_____	Joe Schofer
_____	Bruce Carmitchel	_____	Don Kopec	_____	Peter Skosey
_____	Lynnette Ciavarella	_____	Wes Lujan	_____	Kyle Smith
_____	Michael Connelly**	_____	Arlene J. Mulder	_____	Chris Snyder
_____	John Donovan***	_____	Randy Neufeld	_____	Steve Strains
_____	John Fortmann	_____	Jason Osborn	_____	Paula Trigg
_____	Luann Hamilton	_____	Leanne Redden*	_____	Ken Yunker
_____	Alicia Hanlon	_____	Tom Rickert	_____	Rocco Zucchero

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

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Chicago Metropolitan Agency for Planning
Transportation Committee Minutes
DRAFT MINUTES
November 16, 2012

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

Members Present: Chair Leanne Redden – RTA, Charles Abraham – IDOT DPIT, Bruce Carmitchel – IDOT OP&P, Bruce Christensen – Lake County, Michael Connelly – CTA, Chalen Daigle – McHenry County, John Donovan – FHWA, Henry Guerriero – ISTHA, Don Kopec – CMAP, David Kralik – Metra, Chad Riddle – IDOT District 1, Leon Rockingham – Council of Mayors, David Seglin – CDOT, Steve Schlickman - UIC, Kyle Smith – CNT, Lorraine Snorden – Pace, Chris Snyder – DuPage County, Steve Strains – NIRPC, Mike Sullivan – Kendall County, Jan Ward - Kane County

Members Absent: Reggie Arkell – FTA, Alicia Hanlon – Will County, Robert Hann – Private Providers, Jennifer (Sis) Killen – Cook County, Wes Lujan– Class 1 Railroads, Randy Neufeld – Bicycle and Pedestrian Task Force, Mike Rogers – IEPA, Joe Schofer – Northwestern University, Peter Skosey – MPC, Ken Yunker – SEWRPC

Others Present: Mike Albin, Jennifer Becker, Allison Bos, Mitch Bright, Len Cannata, Caitlyn Costello, Jackie Diaz, Tim, Grzesakowski, Christina Kupkowski, Beth McCluskey, Cecily Millerick, Luis Montgomery, Gary Paradoski, Brian Plum, Mark Pitstick, Chris Staron, Emily Tapia-Lopez, Thomas VanDerWoude, Mike Walczak, Tammy Wierciak.

Staff Present: Erin Aleman, Alex Beata, Patricia Berry, Ylda Capriccioso, Bob Dean, Teri Dixon, Kama Dobbs, Dolores Dowdle, Jesse Elam, Doug Ferguson, Leroy Kos, Tom Murtha, John O'Neal, Holly Ostdick, Ross Patronsky, Gordon Smith

1.0 Call to Order and Introductions

Committee Chair Leanne Redden called the meeting to order at 9:32 a.m.

2.0 Agenda Changes and Announcements

None.

3.0 Approval of Minutes – September 13, 2012

On a motion by Mr. Carmitchel, seconded by Mr. Snyder, the minutes were approved as presented.

4.0 Coordinating Committee Reports

Ms. Redden reported that the Regional Coordinating Committee met on October 10, 2012 and recommended the semi-annual GO TO 2040/TIP Conformity Analysis & TIP Amendment to the CMAP Board and MPO Policy Committee. She added that the committee received updates from the RTA regarding their bond program and from CMAP staff regarding Performance Based Evaluation Criteria and Transportation Funding, Regional Water Supply Planning, and the Freight Industry Cluster Drill Down. Mr. Dean reported that the Local Coordinating Committee recommended approval of the Local Technical Assistance (LTA) program to the CMAP Board and MPO Policy Committee and received an update on Local Food Systems.

5.0 FY 10-15 Transportation Improvement Program

5.1 FY 10-15 TIP Amendments and Administrative Modifications

On a motion by Mr. Snyder and a second by Mr. Riddle, TIP amendments were approved. Mr. Kos reminded the committee that TIP changes are due for the next semi-annual conformity analysis by December 7, 2012.

5.2 Federal Fiscal Year 2013-2017 State/Regional Resource Table

Ms. Ostdick began by thanking all of the implementing agencies for their efforts in eliminating FFY2012 line items from the TIP. She reported that CMAP completed a preliminary update of the highway resources portion of the resource table for fiscally constraining the TIP. CMAP anticipates working with IDOT and our federal partners to refine the table which includes new and combined fund sources along with carryover from SAFETEA-LU, other prior bills, and MAP-21. IDOT has concurred with this approach. The transit resources have not been updated as transit agencies operate on the calendar year. It is expected that the transit portion will be updated and transit line items will be removed from FFY 2012 at the January meeting. On a motion by Mr. Connelly and a second by Mr. Abraham, the committee accepted the updated State/Regional Resource Table.

5.3 Proposed Dates for Calendar Year 2013

On a motion by Mr. Connelly and a second by Mr. Carmitchel, the 2013 meeting dates were approved.

5.4 CMAQ Improvement Program/Call for Projects

Mr. Ferguson announced that a call for FFY 2014 – 2018 CMAQ projects would begin on December 10, 2012. Applications from local sponsors will be due to the Planning Liaisons on Tuesday, January 22, 2013 and all applications will be due to CMAP on Friday, February 8, 2013. In response to a question from Mr.

Snyder, Mr. Ferguson reported that approximately $240 million will be available to program from this call for projects.

6.0 Congestion Pricing

Mr. Elam provided an overview of the congestion pricing technical report and interactive web microsite. In response to questions, he reported that CMAP staff is available to present the findings to partner agencies, but is not asking for action at this time from agencies other than the Tollway and IDOT. He noted that commitment to the pricing plan is requested from the Tollway along with inclusion of express lanes in IDOT's future roadway plans.

7.0 FY 2014 UWP Process

Ms. Dowdle reported that the UWP Committee adopted a process and schedule for development of the FY 2014 UWP. She noted that the process would have the same format as the FY 2013 process, with proposals due on January 31. The Transportation Committee will be asked to recommend the FY 2014 program at their April 2013 meeting for consideration by the CMAP Board and MPO Policy Committee in June. She noted that approximately $16.8 million is available for FY 2014.

8.0 LTA Program

Mr. Dean reported that the status of existing projects is available and that newly selected projects would be added to the status reporting as they get close to starting. He also reported that regular updates for projects with large transportation-related components would be presented to the committee, starting in January with the CTA Red Line extension project.

9.0 Performance Based Evaluation Criteria and Transportation Funding

Mr. Beata reported that the CMAP Board and MPO Policy Committee approved two staff recommendations at their joint meeting in October. The first requests that IDOT form a technical advisory group to implement performance-based funding and the second directs CMAP staff to initiate a regional process for developing the agency's internal prioritization and selection methodology to evaluate candidate projects. IDOT abstained from this vote. In response to a question from Mr. Seglin, Mr. Carmitchel noted that IDOT has not yet responded to the request from CMAP.

10.0 Metropolitan Planning Area Update

Ms. Berry reported that as a result of the 2010 Census, the Metropolitan Planning Area (MPA) must be expanded to include the Urbanized Area (UZA) defined by the Census Bureau. She stated that it is anticipated that the revisions to the MPA will be presented to the committee in January 2013. A recommendation to the CMAP Board and MPO Policy Committee will likely occur in March 2013.

11.0 State Legislative Update

Mr. Smith reported that there has been no recent legislative action and that little action is expected during the veto session. He stated that CMAP staff is currently developing CMAP's state legislative agenda and does not expect to be requesting any new legislation be introduced. Congestion pricing, Performance Based Evaluation Criteria and funding for CMAP are expected to be important issues. He also invited members to inform CMAP of their legislative issues so that a unified message could be developed where appropriate.

12.0 RTA Program Development

Ms. McCluskey presented an overview of the RTA Capital Program Development process. She highlighted opportunities for input into each of the Service Boards (CTA, Metra, and Pace) budget processes as well as correlating contact information.

13.0 ADA Transition Plans

Mr. Murtha presented an overview of the recently published Community Briefing Paper on ADA Transition Plans. He noted that the paper is meant to be a guide for local agencies that need to complete a plan. In response to a question from Mr. Schlickman, Mr. Donovan reported that there is no reduction in federal funding if plans are not completed, but lack of a transition plan presents a liability for communities as was recently seen in the City of Chicago. Mr. Murtha and Mr. Donovan added that Public Right of Way Accessibility Guidelines (PROWAG) were currently in the federal rule-making process, but communities following PROWAG are following good design practices. It was also noted by Mr. Riddle that for federally funded projects implemented through IDOT and by IDOT, ADA provisions are typically included when pedestrian facilities exist and need to be upgraded to meet standards.

14.0 Major Capital Projects

Ms. Redden noted that the quarterly status of GO TO 2040 Major Capital Projects was included in the meeting packet.

15.0 Other Business

Mr. Strains announced that effective January 1, 2013, Ty Warner would become the Executive Director of NIRPC.

16.0 Public Comment

There was no public comment.

17.0 Next Meeting

The next meeting is scheduled for January 18, 2013.

18.0 Adjournment

On a motion by Mr. Christensen and a second by Mr. Riddle, the meeting adjourned at 10:48 a.m.

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Transportation Committee Members:

_____	Charles Abraham	_____	Robert Hann	_____	Mike Rogers
_____	Reggie Arkell***	_____	Jennifer (Sis) Killen	_____	Steve Schlickman
_____	Michael Bolton	_____	Fran Klaas	_____	Joe Schofer
_____	Bruce Carmitchel	_____	Don Kopec	_____	Peter Skosey
_____	Lynnette Ciavarella	_____	Wes Lujan	_____	Kyle Smith
_____	Michael Connelly**	_____	Arlene J. Mulder	_____	Chris Snyder
_____	John Donovan***	_____	Randy Neufeld	_____	Steve Strains
_____	John Fortmann	_____	Jason Osborn	_____	Paula Trigg
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DRAFT

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MEMORANDUM

To: Transportation Committee

From: CMAP Staff

Date: January 11, 2013

Re: Proposed Amendment to GO TO 2040

The Illinois Department of Transportation (IDOT) has requested that CMAP amend GO TO 2040 to include the proposed Circle Interchange improvements as a fiscally constrained major capital project. The project is described in more detail in the attached project write-up. While the Circle Interchange improvement includes major reconstruction elements, it also adds highway capacity, and must be included in GO TO 2040 as a major capital project to move forward under federal law. Consistent with how other major capital projects were analyzed prior to GO TO 2040's approval, CMAP is currently evaluating this project against a set of various performance criteria, including consistency with GO TO 2040 adopted policies. CMAP will present the results of this evaluation and a staff recommendation to the CMAP Board and MPO Policy Committee in March of 2013, and at that point those committees will make a decision about whether or not to amend the region's plan to add this project.

In addition, a technical change to the Prairie Parkway description in GO TO 2040 is requested. This change is in response to the region's decision to use the Prairie Parkway earmark funds to improve IL 47 from Caton Farm Road to I-80. With this decision, the earmark funds are no longer available for the bridge over the Fox River.

We will be seeking public comment on the proposed capital plan amendments. The Transportation Committee is asked to release the language below for a 30-day public comment period from January 18, 2013 to Monday, February 18, 2013.

The proposed language recommended for incorporation in the plan for the Circle Interchange and the recommended change to the language for the Prairie Parkway is the following:

Circle Interchange
The Circle Interchange project – I-90/94 at I-290/Congress Parkway in downtown Chicago – will rehabilitate, improve safety and mobility, and address operational and facility deficiencies of the mainline and interchanges. IDOT proposes making several improvements to this interchange, which has not had a major rehabilitation since its initial design in the late 1950s.

IDOT proposes adding one lane each to two ramps – Northbound I-90/94 to westbound I-290 and eastbound I-290 to northbound I-90/94. IDOT will also seek to add one to two lanes to both the northbound and the southbound mainline I-90/94.

Prairie Parkway

This project would create a new expressway between I-88 and I-80 in Kane and Kendall Counties. Phase I engineering for this project has been completed, and federal earmarks to cover a portion of project costs have been received, but funding is insufficient to construct the entire project. However, one element of this project, involving a bridge over the Fox River in Yorkville to connect US 34 and IL 71, has independent utility ~~and can be completed with the earmarks received~~. This project element may be pursued at any time. For the remainder of the project, corridor preservation activities should be continued in order to preserve a transportation corridor in this area for future use.

In addition to changing the language in the plan document, a conformity analysis is required to ensure that the plan meets the requirements of the Clean Air Act. This analysis was conducted as part of the TIP Amendment that is being requested for release for public comment on January 18, 2013 with consideration by the CMAP Board and MPO Policy Committee in March.

ACTION REQUESTED: Release of the proposed plan amendment for public comment

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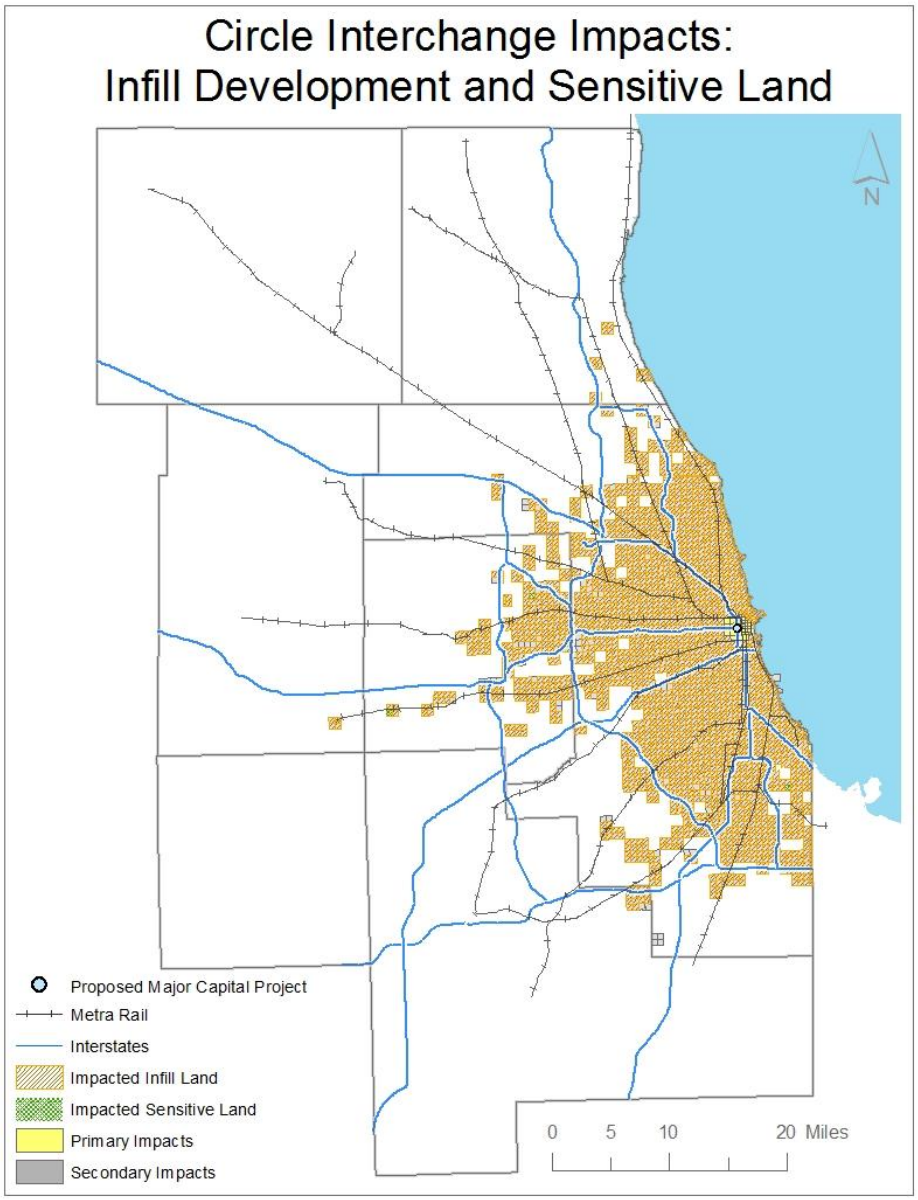
Circle Interchange (I-90/94 at I-290/Congress Parkway)

Project Description

The Circle Interchange – I-90/94 at I-290/Congress Parkway in downtown Chicago – serves as a hub for local, regional, and national freight traffic, connecting the Dan Ryan to the south, the Kennedy Expressway to the north, the Eisenhower Expressway to the west and the Congress Parkway to the east. The purpose of the project is to rehabilitate, improve safety and mobility, and address operational and facility deficiencies of the mainline and interchanges.

Project Map



This map shows the proposed capital project and the subzones surrounding it that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

Project Details and Evaluation Outcomes

The Circle interchange currently performs poorly in terms of Level of Service (LOS), annual hours of delay, congested hours of travel and travel time index. To facilitate improved freight movement and to reduce travel delay and improve reliability, IDOT proposes making several improvements to this interchange, which has not had a major rehabilitation since its initial design in the late 1950s. IDOT proposes adding one lane each to two ramps – Northbound I-90/94 to westbound I-290 and eastbound I-290 to northbound I-90/94. IDOT will also seek to add one to two lanes to both the northbound and the southbound mainline I-90/94.

Evaluation measure	Specific Indicator	GO TO 2040 without the Circle Interchange Project	Outcome (change from GO TO 2040 without the Circle Interchange)
Long-term economic development	Jobs in region	5,924,000	0
	Total income in region	$412,724,000,000	$295,000
	Gross Regional Product	$626,828,000,000	$436,000
Congestion	Hours of peak-hour delay (on facility)	3,900	-200
	Hours of congestion systemwide	1,482,000	-1,000
Work Trip Commute Time	Average travel time in minutes, auto	35.06	-0.02
	Average travel time in minutes, transit	45.21	-0.01
Mode Share	Total trips, auto	21,905,000	1,000
	Total trips, transit	1,552,000	-1,000
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	918,000	2,000
	Average number of jobs accessible within 75 minutes by transit	1,224,000	0
Air Quality	Daily emissions of VOC, tons	45.48	-0.05
	Daily emissions of NOX, tons	76.20	-0.29
	Annual emissions of direct PM, tons	1,767	-77
	Annual emissions of NOX, tons	30,017	-123
Energy use	Annual emissions of CO2 equivalents, metric tons	34,148,000	39,000
Natural resource preservation	Number of impacted subzones in unprotected natural areas (for facility)	n/a	3
	…as % of total impacted subzones	n/a	0.1%
Infill and reinvestment	Number of impacted subzones within municipal boundaries (for facility)	n/a	2,195
	…as % of total impacted subzones	n/a	97%
Peak period utilization	One-Way Traffic Volumes (on facility)	13,200	3,300
	Peak Period One-Way Capacity (on facility)	11,400	3,800
Facility condition	CRS score (on facility)	7.6	9.0

Note: These measures were developed to estimate the impact of major expansion projects in GO TO 2040. The Circle Interchange project has a large reconstruction component, so they are less applicable here.

Cost: The project cost is currently estimated at $410 million. IDOT has provided data showing that lower than expected actual costs for the I-80 Add Lanes (US 30 to US 45) and the I-94 Add Lanes North projects, plus a lowered estimated cost for the I-55 Managed Lanes project free up enough funds to achieve fiscal constraint for the plan.

Connectivity: The project addresses a significant bottleneck in the region's highway system. According to the American Transportation Research Institute and Federal Highway Administration, the Circle Interchange is the slowest and most heavily congested highway

freight bottleneck in the nation. More than 300,000 vehicles per day travel through the Circle Interchange.

Safety and security: Approximately 1,000 crashes occur within the project study area each year. The crash data show that the predominant crash types are rear end and sideswipe crashes. These are consistent with congested traffic conditions and substandard facility geometrics. The project will address these deficiencies through improvements to merges and weaves, longer distances between decision points, and additional capacity. However, no specific analysis has been conducted to estimate the reduction in crashes as a result of the project.

Interstate 90/94 and Interstate 290 are also part of the National Highway System and the Strategic Highway Network (STRAHNET), which is a network of Interstate and other major routes. The STRAHNET designation is given to roads that provide "defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war." (DOD Web page at https://www.tea.army.mil/pubs/res/dod/pmd/STRAHNET.htm)

Bicycle and pedestrian accommodation: The local and arterial streets adjacent to and crossing the project site will likely require reconstruction, particularly their bridges. IDOT is currently developing concept geometry for the replacement structures which will consider the City's bicycle and pedestrian programs. IDOT met with CDOT on November 14, 2012 to review these issues.

Consistency with subregional plans: The project is not currently either a constrained or unconstrained major capital project in GO TO 2040. IDOT staff has stated that design of the facility will be forward-looking and consider strategies adopted in GO TO 2040, such as congestion pricing, as well as major capital projects that are part of the constrained projects in GO TO 2040, such as the I-290 Multi-Modal Corridor and West Loop Transportation Center. Planning (Phase I) and Design (Phase II) phases are funded in the IDOT 2013-2018 Multi-Modal Transportation Improvement Program.

Project Status

Phase I engineering is underway; design approval will be sought in the spring of 2013. The two-year planning and design process will identify the final scope of improvements. Since the Circle Interchange is not currently a constrained project in GO TO 2040, its incorporation into the Plan will be required before design approval can be given. IDOT requested that the project be amended into the Plan in a letter to CMAP on October 16, 2012.

Chicago Metropolitan Agency for Planning

MAP-21 State / Regional Resources (All figures are in $ millions)

Draft as of 1/18/13

		FFY 2013			FFY 2014			FFY 2015			FFY 2016			FFY 2017			Summary FFY 2013 - 2017		
FHWA State Resources[1]	**TIP Code**	Federal	Match (20%)	Total	Federal	Match (20%)	Total	Federal	Match (20%)	Total	Federal	Match (20%)	Total	Federal	Match (20%)	Total	Federal	Match (20%)	Total
National Highway Performance Plan (NHPP)[a]	NHPP	762.013	190.503	952.516	769.853	192.463	962.316	769.853	192.463	962.316	769.853	192.463	962.316	769.853	192.463	962.316	3,841.425	960.356	4,801.781
Surface Transportation Program (STP)	STP-U	197.996	49.499	247.495	201.602	50.401	252.003	201.602	50.401	252.003	201.602	50.401	252.003	201.602	50.401	252.003	1,004.404	251.101	1,255.505
Highway Safety Improvement Program (HSIP)	HSIP	73.795	18.449	92.244	74.658	18.665	93.323	74.658	18.665	93.323	74.658	18.665	93.323	74.658	18.665	93.323	372.427	93.107	465.534
Bridge (Off System)	BRR	21.892	5.473	27.365	21.892	5.473	27.365	21.892	5.473	27.365	21.892	5.473	27.365	21.892	5.473	27.365	109.460	27.365	136.825
Recreational Trails	RECTP	1.511	0.378	1.889	1.511	0.378	1.889	1.511	0.378	1.889	1.511	0.378	1.889	1.511	0.378	1.889	7.555	1.889	9.444
Rail-Highway Grade Crossings	RHGC	10.366	2.592	12.958	10.366	2.592	12.958	10.366	2.592	12.958	10.366	2.592	12.958	10.366	2.592	12.958	51.830	12.958	64.788
Transportation Alternatives Program (TAP)	TAP	26.831	6.708	33.539	27.221	6.805	34.026	27.221	6.805	34.026	27.221	6.805	34.026	27.221	6.805	34.026	135.715	33.929	169.644
Statewide subtotal[2]		1,094.404	273.601	1,368.005	1,107.103	276.776	1,383.879	1,107.103	276.776	1,383.879	1,107.103	276.776	1,383.879	1,107.103	276.776	1,383.879	5,522.816	1,380.704	6,903.520
State Matching Funds[3]			1,039.000			331.000			331.000			331.000			331.000			2,363.000	
FHWA (Regional/Urban) Resources[4]																			
STP Local	STP-L	125.831	31.458	157.289	125.831	31.458	167.775	125.831	31.458	167.775	125.831	31.458	167.775	125.831	31.458	167.775	629.155	157.289	828.387
STP Counties	STP-C	4.783	1.196	5.979	4.783	1.196	5.979	4.783	1.196	5.979	4.783	1.196	5.979	4.783	1.196	5.979	23.915	5.979	29.894
CMAQ	CMAQ	105.625	26.406	132.031	106.711	26.678	133.389	106.711	26.678	133.389	106.711	26.678	133.389	106.711	26.678	133.389	532.469	133.117	665.586
TAP Local		0	0.000	0.000	0	0.000	0.000	0	0.000	0.000	0	0.000	0.000	0	0.000	0.000	0.000	0.000	0.000
Regional Subtotal		236.239	59.060	295.299	237.325	59.331	307.142	237.325	59.331	307.142	237.325	59.331	307.142	237.325	59.331	307.142	1185.539	296.385	1,523.867
Local Government Match Funds[5]			358.453			358.453			358.453			358.453			358.453			1,792.265	1,792.265
Total Resources for Roads		**1,330.643**	**1,397.453**	**2,728.096**	**1,344.428**	**689.453**	**2,033.881**	**1,344.428**	**689.453**	**2,033.881**	**1,344.428**	**689.453**	**2,033.881**	**1,344.428**	**689.453**	**2,033.881**	**6,708.355**	**4,155.265**	**10,863.620**
Transit (FTA region-wide)[6] (as of 10/31/12)																			
Sect. 5309(m)(2)(a)/New Start	5309B	1.500	0.375	1.875	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.500	0.375	1.875
Sect. 5309(m)(2)c/5307	5309C	33.000	0.000	33.000	33.000	0.000	33.000	33.000	0.000	33.000	33.000	0.000	33.000	33.000	0.000	33.000	165.000	0.000	165.000
5307/5337/5339	5307/5339	400.900	0.000	400.900	400.900	0.000	400.900	412.500	0.000	412.500	424.500	0.000	424.500	436.800	0.000	436.800	2,075.600	0.000	2,075.600
Sect. 5308		4.700	0.000	4.700	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.700	0.000	4.700
TIGER	TIGER	20.000	0.000	20.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	20.000	0.000	20.000
Transit subtotals by FFY		460.100	0.375	460.475	433.900	0.000	433.900	445.500	0.000	445.500	457.500	0.000	457.500	469.800	0.000	469.800	2,266.800	0.375	2,267.175
Match Resources / RTA[7]			0.375			0.000			0.000			0.000			0.000			0.000	
Total Available Resources for Transit				**460.475**			**433.900**			**445.500**			**457.500**			**469.800**			**2,266.800**
Total (All Resources)				**3,188.571**			**2,467.781**			**2,479.381**			**2491.381**			**2503.681**			**13,130.420**

TIP Code = fund source designation in the TIP

Notes:

1. FHWA State Resources are derived from FHWA (notice 4510.759), US DOT, Washington DC. and IDOT
2. Federal resources do not include Metropolitan Planning or State Planning and Research (SPR) funds. These funds were 16.213 and 26.938 in FFY13 and 16.728 and 27.219 in FFY14. SPR
3. State matching funds for FY 2013 - 2017 are from the IDOT Proposed Multi-Modal Transportation Improvement
4. Regional resources are based on FHWA suballocation of apportionment guidance
5. Local match resources are derived from distributions to local units of government by IDOT. Motor Fuel Tax, MFT along with other grant programs comprise there funds. The SFY 2011 IDOT for the Record report documents these funds. http://www.dot.state.il.us/ftr2011/hwyimprov.htm
6. Transit resources are provided to CMAP by the RTA and are current as of 01/15/13. Federal transit resources are primarily FTA formula funds and do not include competitive grants such as CMAQ that the service boards are
7. FTA grants require a 20% match. To fulfill the match requirement CTA, Metra, Pace, and RTA may provide a cash match, but routinely use Transportation Development Credits in lieu of a cash match. It is anticipated that Transportation Development Credits will be continue to be used as a match for the foreseeable future.

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MEMORANDUM

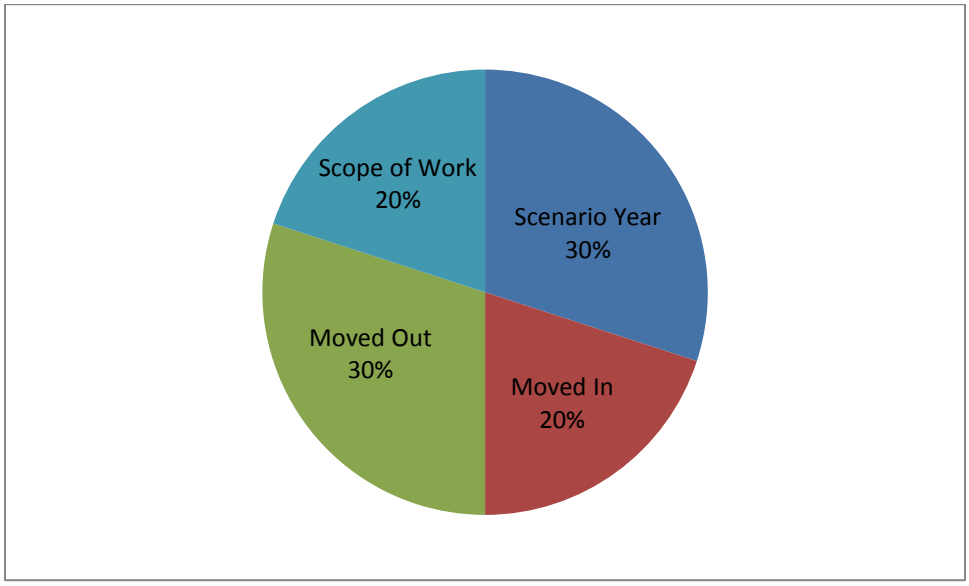
To: **Transportation Committee**

Date: **January 11, 2013**

From: **CMAP Staff**

Re: **Semi-annual GO TO 2040/TIP Conformity Analysis & TIP Amendments**

In accordance with the biannual conformity analysis policy, CMAP staff asked programmers to submit changes to projects included in the regional air quality analysis of the Transportation Improvement Program (TIP) and GO TO 2040. We received responses from most programmers and specific TIP changes are listed in the attached report. Of the numerous changes requested, ten projects require air quality conformity analysis. Below is a summary of the requested changes.



The scope of a project is determined by the work type included in the project.

- Non-exempt work types may affect air quality and must be tested for conformity. Examples of non-exempt work types are adding lanes to a road, signal timing and extending a rail line.
- Exempt tested work types do not require an air quality conformity analysis, but the region has chosen to include the impacts of the work types in the travel demand model. Exempt tested projects include lane widening to standard (e.g., 10 ft to 12 ft) and new commuter parking lots.

- Exempt work types do not require an air quality conformity analysis. Examples of exempt work types are road resurfacing and bus rehabilitation.

Two existing projects are requesting a change in scope. One of these is proposed to be added to GO TO 2040 as a Major Capital Project. The proposed major capital project requesting to expand capacity and improve traffic flow between I-90, I- 94 onto the I- 290 from both directions by adding a new non-exempt work type, add lanes, is:

- TIP ID 01-12-0019 I- 90 I- 94 @ Congress Parkway (Circle Interchange)

The other significant project requesting a scope change of a new facility for Elston Avenue which will divert traffic away from the Damen and Fullerton Avenue intersection is:

- TIP ID 01-06-0008 Damen @ Fullerton & Elston.

Two projects move into the current years of the TIP:

- TIP ID 09-06-0021 Ridge Road from Plainfield/Stewart to I- 80 in Kendall County, begin the initial construction stage of facility expansion between Wheeler and IL126,
- TIP ID 11-03-0012 Kreutzer Road from Main Street to IL 47 in McHenry County.

Three projects move out of the current years of the TIP:

- TIP ID 06-00-0042 143rd Street from Wolf Road to US 45, LaGrange Road,
- TIP ID 06-03-0005 143rd Street from Will-Cook Road to IL 7 Wolf Road,
- TIP ID 07-06-0014 Industrial Park Road (Logisticenter Dr) from Cottage Grove Avenue to Mark Collins Drive,

Completion years indicate when a project is anticipated to be in service to users and determines in which analysis year(s) the project will be included. The current conformity analysis includes four analysis years – 2015, 2025, 2030 & 2040. When a project's completion year moves across analysis years, a new conformity analysis for the project is required. Several projects changed completion years, as two crossed analysis years.

Three projects moved from the 2015 analysis year to the 2025 analysis year:

- TIP ID 07-99-0114 191st Street from IL 43 Harlem Avenue to Ridgeland Avenue
- TIP ID 08-06-0028 North Aurora Road from the EJ&E to Weston Ridge Road in Naperville.
- TIP ID 12-00-0040 I-57 @ Stuenkel Road in Will County.

Due to changes to the analysis years, not all completion year changes that have occurred since July 2012 are reflected in the report, however they are accurately represented in the model.

Each TIP ID includes a hyperlink to the TIP database for further project information, and the changes are also included in the report attached.

TIP projects are also viewable in a map format. The TIP map is available at http://www.cmap.illinois.gov/tip/tip-map.

The 2015, 2025, 2030 and 2040 highway and transit networks were coded to include the project changes listed in the "Non-Exempt Projects Requiring Conformity Determination" report. The regional travel demand model was run using the updated networks. The resultant vehicle miles traveled (VMT) by vehicle class, speed and facility type were entered into USEPA's MOVES model. The model generated on-road emission estimates each precursor or direct pollutant in each scenario year. Reductions from the National Energy Policy Act Credit and Clean Fuel Fleet Program have not been claimed.

For ozone precursors, the resulting emissions estimates fell below the applicable maintenance SIP budgets.

Since there are no SIP budgets for annual direct $PM_{2.5}$ and NOx emissions, these estimates were compared to emissions estimates for 2002, the baseline year. Both the annual direct $PM_{2.5}$ and NOx emissions are below the baseline.

Direct $PM_{2.5}$ and NOx Emissions in Tons per Year for $PM_{2.5}$ Conformity

Year	Fine Particulate Matter	Nitrogen Oxide
2002	**3,070.78**	**167,630.81**
2015	**2,475.72**	**52,940.86**
2025	**1,666.20**	**30,172.81**
2030	**1,603.34**	**28,588.54**
2040	**1,690.46**	**29,894.27**

conformity is demonstrated by comparison of analysis year emissions to the baseline year (2002)

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
2015	**59.57**	117.23	**139.46**	373.52
2025	**43.76**	48.13	**76.98**	125.27
2030	**42.66**	48.13	**72.51**	125.27
2040	**45.43**	48.13	**75.91**	125.27

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

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Conformity Amendments

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
01-06-0008	Chicago Department of Transportation	Scope Changed	$4400	$4400	$ 0	0%

DAMEN AVE FROM FULLERTON/ELSTON (COOK)

Completion Year Before Revision: 2014
Completion Year After Revision: 2016

Project Work Types Before Revision:
MISCELLANEOUS - EXEMPT PROJECTS
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Project Work Types After Revision:
MISCELLANEOUS - EXEMPT PROJECTS
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE
HIGHWAY/ROAD - NEW ROAD

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
HPP	CONSTRUCTION	14	5500	4400	120069

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
HPP	CONSTRUCTION	14	5500	4400	120069

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
01-12-0019	IDOT District 1 Division of Highways	Scope Changed	$0	$0	$ 0	

I- 90 I- 94 FROM I- 290 AT CONGRESS PARKWAY (CIRCLE INTERCHANGE) (COOK/Chicago)

Completion Year Before Revision: 2030
Completion Year After Revision: 2030

Project Work Types Before Revision:
BRIDGE/STRUCTURE - REPLACE
BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS
HIGHWAY/ROAD - RECONSTRUCT IN KIND

Project Work Types After Revision:
BRIDGE/STRUCTURE - REPLACE
BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS
HIGHWAY/ROAD - RECONSTRUCT IN KIND
HIGHWAY/ROAD - ADD LANES

Financial Data Before Revision

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	I-M	CONSTRUCTION	MYB	375000	337500	1-78691-0000
A	ILL	ENGINEERING-I	12	3000		1-78691-0100 (ESTABLISHED)
	ILL	ENGINEERING-II	13	7000		1-78691-0200
	ILL	ENGINEERING	MYB	40000		1-78691-0300
	ILL	ENGINEERING-I	13	2000		1-78691-0110
	ILL	ENGINEERING-II	14	8000		1-78691-0210
	ILL	ENGINEERING-II	15	5000		1-78691-0220

Financial Data After Revision

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	I-M	CONSTRUCTION	MYB	375000	337500	1-78691-0000
	ILL	ENGINEERING-I	12	3000		1-78691-0100 (ESTABLISHED)
	ILL	ENGINEERING-II	13	7000		1-78691-0200
	ILL	ENGINEERING	MYB	40000		1-78691-0300
	ILL	ENGINEERING-I	13	2000		1-78691-0110
	ILL	ENGINEERING-II	14	8000		1-78691-0210
	ILL	ENGINEERING-II	15	5000		1-78691-0220

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Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
06-00-0042	Southwest Council of Mayors	Not Exempt Project Moved out of Tip	$1707	$0	$ -1707	-100%

FAU 1600 143RD STREET FROM FAU 2688 WOLF ROAD (COOK/Orland Park) TO US 45 LAGRANGE RD (COOK/Orland Park)

Completion Year Before Revision: 2014
Completion Year After Revision: 2016
Project Work Types Before Revision: HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES
HIGHWAY/ROAD - ADD LANES
Project Work Types After Revision: HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES
HIGHWAY/ROAD - ADD LANES

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
STP-L	ENGINEERING-II	13	800	560	
STP-L	CONSTRUCTION	15	11000	1000	Includes E3 - Max CE3 not to exceed $2,000,000
ILL	ENGINEERING-II	12	120		State (SRF) -50% of Local
STP-L	ENGINEERING-I	12	211	147	Cost is for Supplement #3 only

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
STP-L	ENGINEERING-II	MYB	800	560	
STP-L	CONSTRUCTION	MYB	11000	1000	Includes E3 - Max CE3 not to exceed $2,000,000
ILL	ENGINEERING-II	MYB	120		State (SRF) -50% of Local
STP-L	ENGINEERING-I	MYB	211	147	Cost is for Supplement #3 only

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
06-03-0005	Southwest Council of Mayors	Not Exempt Project Moved out of Tip	$1294	$0	$ -1294	-100%

FAU 1600 143RD ST FROM FAU 2688 WILL COOK RD (COOK/Orland Park) TO IL 7 WOLF RD (COOK/Orland Park)

Completion Year Before Revision: 2014
Completion Year After Revision: 2016
Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES
Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
STP-L	ENGINEERING-II	12	421	294	
STP-L	CONSTRUCTION	14	6600	1000	Includes E3
ILL	ENGINEERING-II	12	64		State (SRF) -50% of Local

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
STP-L	ENGINEERING-II	MYB	421	294	
STP-L	CONSTRUCTION	MYB	6600	1000	Includes E3
ILL	ENGINEERING-II	MYB	64		State (SRF) -50% of Local

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
07-06-0014	South Council of Mayors	Not Exempt Project Moved out of Tip	$472	$0	$ -472	-100%

INDUSTRIAL PARK RD (LOGISTICENTER DR) FROM COTTAGE GROVE AVE (COOK) TO MARK COLLINS DR (COOK)

Completion Year Before Revision: 2015
Completion Year After Revision: 2015
Project Work Types Before Revision: HIGHWAY/ROAD - NEW ROAD
Project Work Types After Revision: HIGHWAY/ROAD - NEW ROAD

Financial Data Before Revision

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	SEC115	IMPLEMENTATION	14	472	472	
A	SEC115	ENGINEERING-I	09	128	128	FY07

Financial Data After Revision

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	SEC115	ENGINEERING-I	09	128	128	FY07

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
07-99-0114	South Council of Mayors	Completion Year	$176	$176	$ 0	0%

191ST STREET FROM IL 43 HARLEM AVENUE (COOK) TO RIDGELAND AVENUE (COOK)

Completion Year Before Revision: 2015
Completion Year After Revision: 2017
Project Work Types Before Revision: HIGHWAY/ROAD - EXTEND ROAD
Project Work Types After Revision: HIGHWAY/ROAD - EXTEND ROAD

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
STP-L	CONSTRUCTION	MYB	2700	2160	Stage 1 Harlem Ave to Oak Park Ave
STP-L	ROW ACQUISITION	13	220	176	
STP-L	CONSTRUCTION	MYB	4300	1290	Stage 2 Oak Park Ave to Ridgeland Ave

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
STP-L	CONSTRUCTION	MYB	2700	2160	Stage 1 Harlem Ave to Oak Park Ave
STP-L	ROW ACQUISITION	13	220	176	
STP-L	CONSTRUCTION	MYB	4300	1290	Stage 2 Oak Park Ave to Ridgeland Ave

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Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
08-06-0028	DuPage Council of Mayors	Completion Year	$0	$0	$ 0	

NORTH AURORA RD FROM EJ&E RAILROAD (DUPAGE/Naperville) TO WESTON RIDGE DR (DUPAGE/Naperville)

Completion Year Before Revision: 2015
Completion Year After Revision: 2017

Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES
HIGHWAY/ROAD - CURB AND GUTTER

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES
HIGHWAY/ROAD - CURB AND GUTTER

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
GEN-OP	ROW ACQUISITION	12	2100	0	
GEN-OP	CONSTRUCTION	MYB	4600	0	
GEN-OP	ENGINEERING-II	12	375	0	

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
GEN-OP	ROW ACQUISITION	16	2100	0	
GEN-OP	CONSTRUCTION	MYB	4600	0	
GEN-OP	ENGINEERING-II	16	375	0	

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
09-06-0021	Kendall County Highway Department	Not Exempt Project Moved into Tip	$0	$0	$ 0	

RIDGE RD FROM PLAINFIELD/STEWART (KENDALL) I- 80 (KENDALL)

Completion Year Before Revision: 2019
Completion Year After Revision: 2019

Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES
SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS
HIGHWAY/ROAD - VERTICAL/HORIZONTAL ALGNMENT (E.G. CLEARANCE)

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES
SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS
HIGHWAY/ROAD - VERTICAL/HORIZONTAL ALGNMENT (E.G. CLEARANCE)

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
PRV	IMPLEMENTATION	MYB	28000	0	

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
PRV	IMPLEMENTATION	MYB	28000	0	
GEN-OP	CONSTRUCTION	13	2000	0	S-TIM, H-C/G, H-INTRC; INCLUDES REALIGNMENT OF RIDGE FROM WHEELER AND IL126
GEN-OP	CONSTRUCTION	14	2000	0	S-TIM, H-C/G, H-INTRC; INCLUDES REALIGNMENT OF RIDGE FROM WHEELER AND IL126

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
11-03-0012	McHenry County Council of Mayors	Not Exempt Project Moved into Tip	$0	$1500	$ 1500	

KREUTZER RD FROM MAIN ST (MCHENRY) IL 47 (MCHENRY)

Completion Year Before Revision: 2015
Completion Year After Revision: 2015

Project Work Types Before Revision: BRIDGE/STRUCTURE - NEW
HIGHWAY/ROAD - NEW ROAD

Project Work Types After Revision: BRIDGE/STRUCTURE - NEW
HIGHWAY/ROAD - NEW ROAD

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
STP-L	CONSTRUCTION	MYB	4400	1500	

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
STP-L	CONSTRUCTION	13	4400	1500	

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Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
12-00-0040	IDOT District 1 Division of Highways	Completion Year	$41107	$35617	$ -5490	-13.36%

I- 57 FROM STUENKEL RD (WILL)

Completion Year Before Revision: 2014
Completion Year After Revision: 2020

Project Work Types Before Revision: INTERCHANGE - NEW
BRIDGE/STRUCTURE - REPLACE

Project Work Types After Revision: INTERCHANGE - NEW
BRIDGE/STRUCTURE - REPLACE
HIGHWAY/ROAD - RECONSTRUCT IN KIND

Financial Data Before Revision

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
A	ILL	ENGINEERING-II	12	2750	0	1-76393-0105 (ESTABLISHED)
	ILL	ENGINEERING	13	2500	0	1-76393-0106
	ILL	ENGINEERING	14	2500	0	1-76393-0107
A	ILL	ROW ACQUISITION	12	1750	0	1-76393-0108 (ESTABLISHED)
A	ILL	ENGINEERING-I	11	397	0	1-76393-0112/ESTABLISHED
	I-M	CONSTRUCTION	13	35000	31500	1-76393-0100
A	ILL	ENGINEERING-II	11	1750	0	1-76393-0104/ESTABLISHED
A	I-M	CONSTRUCTION	12	4575	4117	1-76393-0200 (AWARDED)
	I-M	CONSTRUCTION	13	6100	5490	1763931000

Financial Data After Revision

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ILL	ENGINEERING-II	12	2750	0	1-76393-0105 (ESTABLISHED)
	ILL	ENGINEERING	13	2500	0	1-76393-0106
	ILL	ENGINEERING	14	2500	0	1-76393-0107
	ILL	ROW ACQUISITION	12	1750	0	1-76393-0108 (ESTABLISHED)
	ILL	ENGINEERING-I	11	397	0	1-76393-0112/ESTABLISHED
	I-M	CONSTRUCTION	13	35000	31500	1-76393-0100
	ILL	ENGINEERING-II	11	1750	0	1-76393-0104/ESTABLISHED
	I-M	CONSTRUCTION	12	4575	4117	1-76393-0200 (AWARDED)
	ILL	CONSTRUCTION	13	7405	0	1-76393-1000

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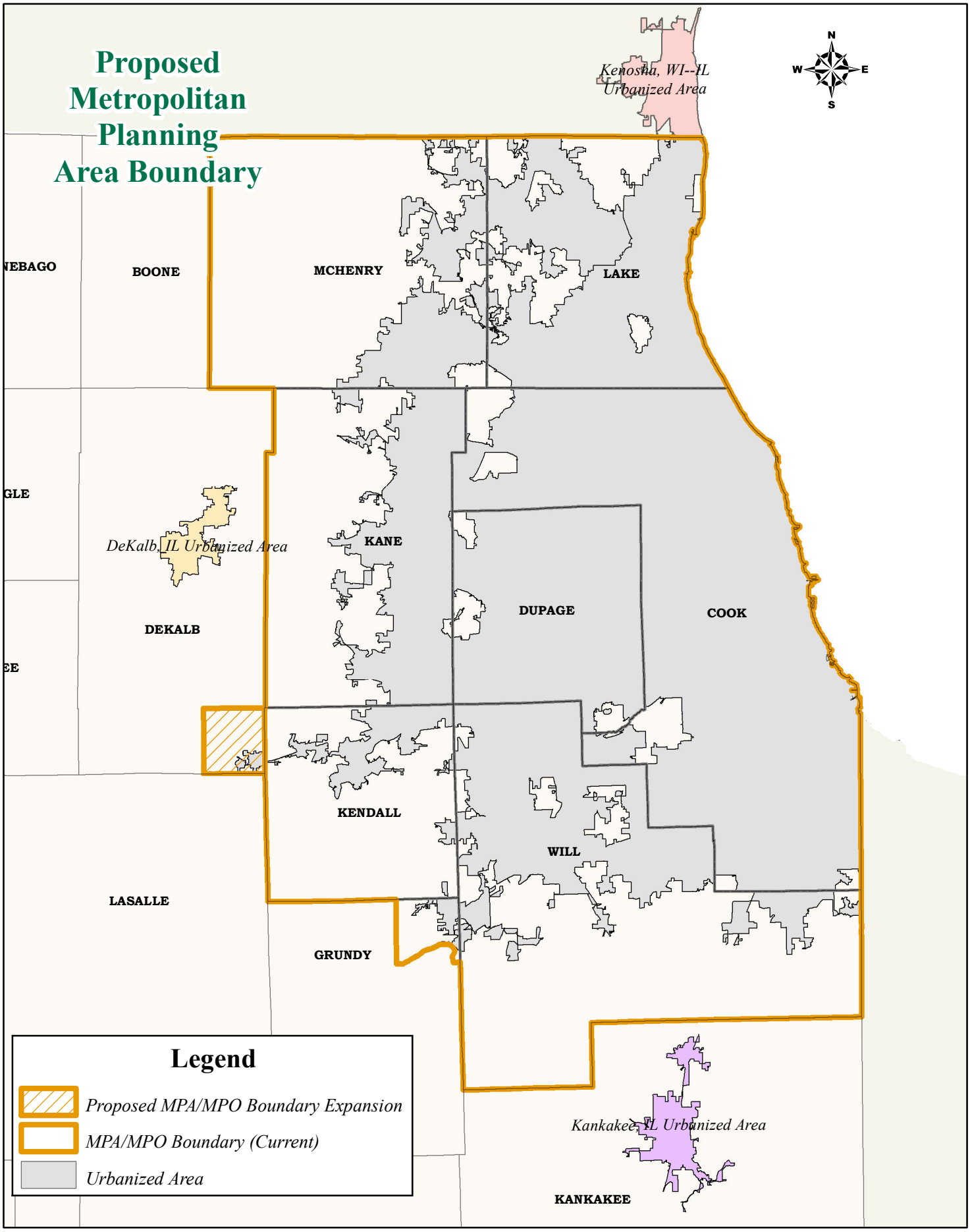
Proposed Metropolitan Planning Area Boundary

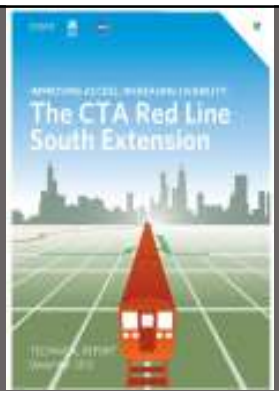


Chicago Metropolitan Agency for Planning

0 4.5 9 18 27 36 Miles

December 7th, 2012

Draft



CMAP Transportation Committee- January 18, 2013

Red Line Livability Project

- Partnership between Developing Communities Project & CTA to highlight the improved quality of life and livability the Red Line Extension brings to the Roseland community and surrounding area
- Based on the 6 Livability Principles of HUD/DOT/EPA
  - Provide more transportation choices.
  - Promote equitable, affordable housing.
  - Enhance economic competitiveness.
  - Support existing communities.
  - Coordinate policies and leverage investment.
  - Value communities & neighborhoods.

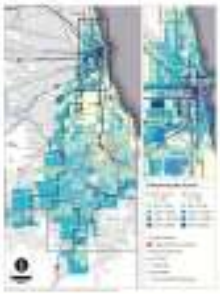
Quantitative Analysis

- Reduced Travel Time
- Increased Access to Amenities
  - Community Services
  - Educational Institutions
  - Entertainment
  - Grocery Stores
  - Jobs
  - Medical Care
  - Open Space
  - Retail

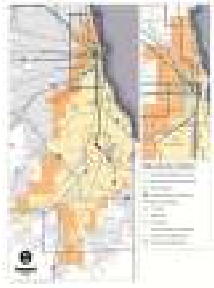
Quantitative Analysis

Quantitative Analysis

Increased Access to Jobs



Increased Access to Higher Education



Quantitative Analysis

Average Commute Time

[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]

Qualitative Analysis

- Partnership with Loyola University Chicago Center for Urban Research & Learning (CURL), DCP & CMAP
- Conducted 12 focus groups with Roseland residents & stakeholders in the following categories
  - block clubs
  - business owners
  - child care providers
  - church members
  - disabled individuals
  - educators/education advocates
  - environmental activists
  - homeowners
  - medical community
  - public housing residents
  - seniors
  - workforce development groups

Final Deliverables

- Technical Report
- Brochure
- Red Line Video
- www.cmap.illinois.gov/red-line

  *will show website & video

CMAP

State Legislative Agenda, 2013

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

CMAP Funding

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

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

State Fiscal Health and Tax Policies

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

Transportation Investments and Revenues

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

Performance-based Transportation Funding

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

State/Regional Water Planning and Management

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

Transparency and Accountability

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

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About CMAP

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

Revised December 26, 2012

CMAP

State Legislative Framework, 2013

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

The Role of CMAP

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

CMAP's Legislative Principles

Pursue Coordinated Investments

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

Legislative Principle

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

Invest Strategically in Transportation

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

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

Legislative Principles

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

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

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

Increase Commitment to Public Transit

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

Legislative Principle

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

Create a More Efficient Freight Network

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

Legislative Principle

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

Achieve Greater Livability Through Land Use And Housing

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

Legislative Principles

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

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

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

Manage and Conserve Water and Energy

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

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

Legislative Principle

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

Expand and Improve Parks and Open Space

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

Legislative Principles

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

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

Promote Sustainable Local Foods

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

Legislative Principle

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

Improve Education and Workforce Development

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

Legislative Principles

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

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

Support Economic Innovation

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

Legislative Principle

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

Reform State Tax Policy

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

Legislative Principle

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

Improve Access to Information

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

Legislative Principle

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

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About CMAP

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Revised December 26, 2012

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MEMORANDUM

To: CMAP Board and Committees

From: CMAP Staff

Date: January 2, 2013

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

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

ACTION REQUESTED: Discussion.

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Projects Currently Underway

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

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

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

				January/February for review and discussion.
Kane County / Carpentersville *Homes for a Changing Region* project	Drew Williams-Clark	Feb.-Dec. 2013	Staff assistance	Project partners met with CMAP staff, MPC, MMC and Kane County on December 12 to discuss scope, MOU and resolutions. Resolutions are anticipated for approval by end of February. Staff also anticipate a kickoff meeting in February.
Lake County sustainability plan (see project website)	Kristin Ihnchak	Mar. 2012 - Mar. 2013	Staff assistance	Underway. Plan recommendations are being drafted, with a target for staff review by the end of December. Delta Institute and Openlands are both on contract to assist with some plan elements.
Lakemoor comprehensive plan (see project website)	Nora Beck	Nov. 2011 – Jan. 2013	Staff assistance	Underway. A Public Open House on the Draft Plan was held on November 13 with 30 people in attendance. Plan expected to enter formal adoption process by early January.
Lansing comprehensive plan	Sam Shenbaga	Oct. 2012-Sept. 2013	Consultant assistance	Underway. Houseal Lavigne Associates selected as project consultant. Steering Committee project kick-off meeting held at Village Hall on December 10. Stakeholder interviews being scheduled and to be conducted in January. GIS information received by consultant from SSMMA.
Liberty Prairie Conservancy local food system plan (see project website)	Jessica Simoncelli	Aug. 2011 – Jan. 2013	Staff assistance	Underway. Drafts of the Liberty Prairie Reserve Master Plan and the Lake County Sustainable Food Systems Report are being reviewed internally and by steering committees, with discussion to be held at December 18 meetings. Afterwards, final edits and layout will occur.
Lynwood comprehensive plan	Samantha Robinson	Oct. 2012 – Sept. 2013	Consultant assistance	Underway. Houseal Lavigne Associates selected as project consultant. Consultant presented scope of work to the Mayor and Village Board members on December 5. Coordinating with Mayor to create a steering committee, which is expected to meet in January. Village is gathering copies of most current comprehensive plan and zoning ordinance for consultant. Consultant is coordinating with Cook County to access GIS data for mapping purposes.
Maywood economic development strategy	Nicole Woods	Dec. 2012-Aug. 2013	Staff assistance	Underway. Project was refined in late 2012, to focus specifically on retail and house markets. Staff is currently conducting the retail market stud which includes which includes identifying market area boundaries, sales, and retail gap assessments.
Metropolitan Mayors Caucus immigrant integration toolkit	Erin Aleman	Jan. 2013 – May 2013	Staff assistance	Staff developed a preliminary scope and timeline with MMC. Final approval of scope documents expected late January.
Morton Grove industrial	Nicole	Feb. 2012 -	Staff	Underway. Existing conditions report has undergone internal review and

areas plan (see project website)	Woods	June 2013	assistance	will be sent to Village Staff and Steering Committee in early January. Formal review and discussion of the report is slated for February.
New Lenox corridor plan	Jack Pfingston	Aug. 2012-June 2013	Grant funds	Underway. Existing Conditions Synthesis Report to be released during first week of January; Steering Committee will meet January 11 to consider the draft.
Niles environmental action plan (see project website)	Kristin Ihnchak	May 2012-Feb. 2013	Staff assistance	Underway. Public open house on December 4, with staff department head meetings to follow in December and January for further plan refinement. Public hearing with Village Board is scheduled for February 12.
Niles multimodal transportation plan	Jack Pfingston	TBD	Grant funds	Project scoping and RFP development are underway. RFP release scheduled for January 4.
Norridge zoning revisions	Kristin Ihnchak	TBD	Staff assistance	An initial Zoning Board meeting will be held on December 3 to discuss the general project scope. Based on this discussion, a more specific scope will be drafted for presentation to the Village Board.
Northlake comprehensive plan (see project website)	Trevor Dick	Mar. 2012-Feb. 2013	Staff assistance	Underway. CMAP staff is currently working on the Draft Comprehensive Plan. A draft is expected to be presented to the Steering Committee in January followed by a public open house in January/February 2013.
Northwest Municipal Conference trail access plan	Jack Pfingston	TBD	Consultant assistance	Initial scoping meeting held November 13; currently working on scoping and RFP development.
Northwest Suburban Housing Collaborative *Homes for a Changing Region* project (see project website)	Drew Williams-Clark	Feb. 2012 – Jan. 2013	Staff assistance	Underway. Report drafts have been reviewed. CMAP staff have begun text editing and graphic design work. Final reports will be printed and presented in February.
Northwest Water Planning Alliance drought mitigation plan	Tim Loftus	Feb.-Dec. 2013	Staff assistance	Preliminary discussions are underway with a scoping meeting scheduled for early January. A steering committee of key NWPA members is being formed to assist with project scoping and guidance.
Oak Lawn 95th Street corridor study	Pete Saunders	Jan.-Dec. 2013	Consultant assistance	Underway. Teska Associates was selected as the consultant for this project. Kickoff with the community will occur in January.
Oak Park water conservation program (see project website)	Nora Beck	Aug. 2011 – Jan. 2013	Staff assistance	Underway. Draft released to public in August. Final draft to be presented to Board for approval in January.
Olympia Fields zoning ordinance update	Drew Williams-	TBD	Consultant assistance	A new RFP is under village staff review. Staff anticipates posting in January.

	Clark			
Oswego economic development plan	Pete Saunders	Mar. 2013 – Jan. 2014	Staff assistance	This project is currently being scoped and is expected to begin in early 2013.
Plainfield downtown transportation plan (see project website)	Pete Saunders	Aug. 2012 – Jun. 2013	Grant funds	Underway. Consultant presented draft transportation concepts for public input at public meeting held on November 14. Continued input and feedback is being gathered through the project website. Next public engagement is scheduled for February.
Regional arts and culture toolkit	Stephen Ostrander	Apr. 2012-Feb. 2013	Staff assistance	Underway. Following internal and external review of content strategy, staff and consultant team are proceeding to develop content for the toolkit, with completion expected in February.
Regional climate change adaptation toolkit	Jesse Elam	July 2012-Mar. 2013	Staff assistance	Underway. This toolkit aims to help municipalities understand and adapt to the impacts of climate change in the Chicago region, with a focus on public infrastructure and land. An advisory committee meeting has been rescheduled pending contract execution with the University of Illinois.
Richton Park comprehensive plan	Pete Saunders	Aug. 2012-July 2013	Consultant assistance	Underway. Houseal Lavigne Associates is currently gathering data for the project. First public meeting slated for late January or early February.
Riverside downtown area plan (see project website)	Nora Beck	Feb. 2012-Apr. 2013	Staff assistance	Underway. A recommendations memo was approved by Steering Committee and staff are developing draft plan. A draft is expected to be complete in January.
Round Lake Heights comprehensive plan (see project website)	Jonathan Burch	May 2012-Apr. 2013	Staff assistance	Underway. Conducted a Village-wide visioning meeting on December 4 along with a Latino focus group meeting on December 10. Currently creating recommendations memo.
Seven Generations Ahead sustainability data	Drew Williams-Clark	Nov. 2012-Feb. 2013	Staff assistance	Underway. Staff met with SGA project team in December and have begun data estimations work. SGA will review preliminary findings in January.
SSMMA interchange land use planning	Jessica Simoncelli	July 2012-Sept. 2013	Consultant and staff assistance	Underway. Due to change in consultant leadership, project has been delayed, but will restart in January.
Waukegan subarea plan	Stephen Ostrander	Sept. 2012-Aug. 2013	Staff assistance	Underway. First meeting of project steering committee held. The first of a series of focus groups was completed in December with the rest slated for January, with help of steering committee and other partners in community. Staff also continue preparation of existing conditions report.
Westchester comprehensive plan (see	Samantha Robinson	Nov. 2011 – Mar. 2013	Staff assistance	Underway. Presented draft plan recommendations to Mayor, Village Manager and Steering Committee on November 15. Received market

project website)				analysis of commercial corridors on December 4. Working on draft comprehensive plan to be completed by mid-January.
Wheeling active transportation plan	Lindsay Bayley	Jan-Nov. 2012	Grant funds	Underway. Minor changes suggested on draft plan. Wheeling Plan Commission will vote to recommend adopting the plan as an amendment to their Comprehensive Plan on December 6. The Village Board will then be expected to vote at their meeting on January 7.
Wicker Park-Bucktown parking study	Lindsay Bayley	TBD	Staff assistance	Project scoping underway. Project kick-off expected in January.

Completed Projects

Project	CMAP lead	Completion date	Assistance type	Implementation status
Berwyn comprehensive plan (see project website)	Sam Shenbaga	Oct. 2012	Staff assistance	Plan adopted unanimously by City Council on October 23. Project completed. Year-long zoning ordinance revision project initiated.
Blue Island comprehensive plan (see project website)	Sam Shenbaga	June 2012	Staff assistance	Meeting conducted with Planning Director and other staff members. Supported MPC on the City's Illinois Green Infrastructure Grant Application. Working with MPC and the City to write a Chicago Community Trust grant to reduce stormwater runoff in residential areas.
Bronzeville Alliance retail corridor study, phase 1 (see project website)	Sef Okoth	Feb. 2012	Staff assistance	Two ongoing activities are helping to implement the project. The second phase focusing on land use change is underway and is described above. Also, the Chicago Community Trust provided a grant to the Renaissance Collaborative (TRC) in May to directly implement the recommendations of this project. TRC hired an Economic Development Coordinator who is helping to implement the BRI recommendations. The Alliance is currently working on an application for the second round of CCT Grant funding to expand their activities.
Campton Hills comprehensive plan (see project website)	Jason Navota	Aug. 2012	Staff assistance	Final plan approved by Village Board on August 21.
Carpentersville "Old Town" Area Action Plan (see project website)	Trevor Dick	July 2012	Staff assistance	The Village Board unanimously adopted the Plan at their July 10 meeting. An implementation memo is being created and will be reviewed internally. This will be followed by a meeting with Village Staff to discuss next steps.

Developing Communities Project support for CTA Red Line extension (see project website)	Kendra Smith	Nov. 2012	Staff assistance	The Red Line Livability Project community brochure, technical report, webpage and video have been completed and are available at www.cmap.illinois.gov/red-line. DCP, CMAP and CTA will utilize materials during future Community Education and Visioning sessions as well as in interaction with elected officials.
Evanston water efficiency program (see project website)	Amy Talbot	Aug. 2012	Staff assistance	Plan accepted by Council in August. Implementation actions started by City and Utility.
Fairmont Neighborhood Plan (see project website)	Trevor Dick	Apr. 2012	Staff assistance	County staff is working to submit a grant to the Chicago Community Trust to conduct an analysis on whether a CDC is feasible in Fairmont.
Hanover Park corridor study (see project website)	Stephen Ostrander	Dec. 2012	Staff assistance and small grant	The report for the ULI Chicago Technical Assistance Panel (studying the Irving Park Road corridor), was released in early December.
Homes for a Changing Region in south Cook (see project website)	Drew Williams-Clark	Dec. 2011	Staff assistance	Three of the four communities covered by the project have follow-up LTA projects. One, the Park Forest sustainability plan, was adopted in May, with a follow-up zoning project beginning in the spring. A comprehensive plan in Lansing is now underway, and a subarea plan in Olympia Fields is being scoped.
Homes for a Changing Region in west Cook (see project website)	Drew Williams-Clark	Apr. 2012	Staff assistance	Phase 2 of this project, which involves supporting a Community Challenge grant to the West Cook County Housing Collaborative in the same communities, was completed in December.
Joliet "Old Prison" redevelopment (see project website)	Pete Saunders	May 2012	Staff assistance and small grant	CMAP is assisting the City of Joliet and Will County Forest Preserve District in developing an Open Space Task Force agreement between City, Openlands, Joliet Park District and Will County Forest Preserve District to work jointly on future recreational use of site.
Lake Zurich comprehensive water resources project	Amy Talbot	Apr. 2012	Staff assistance	Lake Zurich has submitted an application for further LTA assistance to implement the recommendations of this project. This will be reviewed in the coming months.
McHenry County subarea plan	Jack Pfingston	Nov. 2012	Grant funds	The final plan was adopted by the McHenry County Board at their meeting on November 20.
Norridge comprehensive plan (see project	Trevor Dick	Oct. 2012	Staff assistance	The Board voted unanimously to adopt the plan on October 24. CMAP is currently working with staff to create a scope of work to review the

website)				Village's zoning ordinance.
Orland Park water conservation ordinance (see project website)	Hala Ahmed	June 2012	Staff assistance	A second meeting to discuss a draft regional water conservation resolution amongst the other five largest communities that purchase water from the Oak Lawn system was held on December 13. The communities will now take a revised version of the resolution through their respective legislative processes. Orland Park is aiming for adoption in January or February.
Park Forest sustainability plan (see project website)	Kristin Ihnchak	May 2012	Staff assistance	Plan was unanimously adopted by the Village Board on May 14. Staff will hold a meeting to discuss the draft implementation memo on December 10. The Chicago Community Trust's grant to Park Forest directly implements the recommendations of this project. Also, a new LTA project involving zoning updates will be initiated in spring 2013.
SSMMA housing investment prioritization (see project website)	Nicole Woods	June 2012	Staff assistance	Tool was approved by the Collaborative and SSMMA in May, 2012. The Collaborative has utilized the tool to assess projects in the various Southland communities, including CDBG communities. Currently, the Collaborative is communicating the results from the tool's assessments to inform communities of the strengths and weaknesses of their projects. The Collaborative is also currently considering refining the tool to tailor it to specific funding sources.
Waukegan planning prioritization report	Stephen Ostrander	July 2012	Staff assistance	CMAP staff presented the recommendations of the planning prioritization report to the Waukegan City Council Meeting of the Whole on July 30. Follow-up subarea plan is underway.
West Cook Housing Collaborative, phase 2: Challenge Grant support	Drew Williams-Clark	Dec. 2012	Staff assistance	The project has been completed and materials have been transmitted to the West Cook Housing Collaborative for the use of the participating communities.