Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

# Transportation Committee
## Agenda
## Friday, September 19, 2014,
## 9:30 a.m.
## Cook County Conference Room
## 233 S. Wacker Drive, Suite 800
## Chicago, Illinois

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

**2.0 Agenda Changes and Announcements**

**3.0 Approval of Minutes—August 1, 2014**

**4.0 Coordinating Committee Reports**
The Coordinating Committees have not met since the August 1 meeting of the Transportation Committee. On October 8, 2014 both the Regional and Local Coordinating Committees will meet.
ACTION REQUESTED: Information

**5.0 FFY 10-15 Transportation Improvement Program (TIP) - 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.
ACTION REQUESTED: Approval of TIP amendments.

**6.0 Local Technical Assistance (LTA) Program Evaluation, Part 2: Project Implementation and Part 3: Internal Project Evaluation - Bob Dean**
CMAP staff has been engaging the working committees and other partners in an evaluation of the first three years of the LTA program with the intent of using the results to focus future resources most effectively. Attached are memos that discuss the implementation progress (July 2014 memo) and internal project evaluation (September 2014 memo). Summaries of findings are included on pages 13 and 14 of the July memo and discussion and conclusions are included on page 4 of the September memo.
ACTION REQUESTED: Discussion

**7.0 Congestion Mitigation Air Quality (CMAQ) Improvement Programming and Management Policies – Jesse Elam**

CMAP staff, with the CMAQ project selection committee and other stakeholders, has reviewed the procedures and project scoring methods used for development of the CMAQ program. Staff will present the updated programming and management policies recommended by the CMAQ Project Selection Committee.
ACTION REQUESTED: Recommendation of approval of the updated CMAQ Programming and Management Policies to the CMAP Board and MPO Policy Committee.

**8.0 GO TO 2040 Update – Andrew Williams-Clark**

As required under MAP-21, staff has been in the process of updating the GO TO 2040 plan since the summer of 2013. Staff prepared a draft plan update consisting of a summary document and a series of appendices that describe each of the key elements of the project in technical detail. As discussed at previous meetings, none of the plan's recommendations have been revised. The Board approved the draft plan release for public comment on June 11. Outreach meetings were held throughout the region through the end of the public comment period on August 1. The comment period on the FFY 14-19 TIP was held concurrently with that of the draft plan. Staff will present a summary of the public comments that were received as well as proposed changes to the plan update and TIP. The Transportation Committee will be asked to recommend adoption of the plan update and approval of the TIP and conformity determination to the CMAP Board and MPO Policy Committee at its October 3 meeting. Adoption of the final plan update and approval of the TIP and conformity determination is anticipated at the October joint meeting of the CMAP Board and MPO Policy Committee.
ACTION REQUESTED: Discussion

**9.0 Status of the Local Technical Assistance Program and the Major Capital Projects**

The current status reports on the LTA program and the GO TO 2040 Major Capital Projects are attached.
ACTION REQUESTED: Information

**10.0 Other Business**

**11.0 Public Comment**

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

**12.0 Next meeting – October 3, 2014**

**13.0 Adjournment**

**Committee Members**

| | | |
|---|---|---|
| _____ Charles Abraham | ____ Robert Hann | _____ Leon Rockingham |
| _____ Reggie Arkell*** | ____ Scott Hennings | _____ Mike Rogers |
| _____ Michael Bolton | ____ Emily Karry | _____ Steve Schlickman |
| _____ Bruce Carmitchel | ____ Jennifer (Sis) Killen** | _____ Joe Schofer |
| _____ Lynnette Ciavarella | ____ Fran Klaas | _____ Peter Skosey |
| _____ Michael Connelly* | ____ Wes Lujan | _____ Kyle Smith |
| _____ John Donovan*** | ____ Randy Neufeld | _____ Chris Snyder |
| _____ John Fortmann | ____ Holly Ostdick | _____ Steve Strains |
| _____ 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 (CMAP)
# Transportation Committee
## Draft Minutes
August 1, 2014

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

| | |
|---|---|
| **Committee Members Present:** | Chair Michael Connelly – CTA, Reggie Arkell – FTA, Jennifer Becker – Kendall County, Michael Bolton – Pace, Brian Carlson – IDOT District One, Bruce Carmitchel – IDOT OP&P, John Donovan – FHWA, Luann Hamilton – CDOT, Alicia Hanlon – Will County, Vice Chair Sis Killen – Cook County, Emily Karry – Lake County, David Kralik – Metra, Aimee Lee – Illinois Tollway, Randy Neufeld – Bicycle and Pedestrian Task Force (via phone), Holly Ostdick – CMAP, Mark Pitstick – RTA, Peter Skosey – MPC, Kyle Smith – CNT, Chris Snyder – DuPage County, Steve Strains – NIRPC, Mike Sullivan - Kane County. |
| **Absent:** | Charles Abraham – IDOT DPIT, Wally Dittrich – McHenry County, Robert Hann – Private Providers, Wes Lujan – Class 1 Railroads, Mayor Leon Rockingham – Council of Mayors, Mike Rogers – IEPA, Steve Schlickman – Academic & Research, Joe Schofer – Academic & Research, Ken Yunker – SEWRPC. |
| **Others Present:** | Mike Albin, Garland Armstrong, Heather Armstrong, Bruce Christensen, Erin Evenhouse, Colin Fleming, Mike Klemens, Patrick Knapp, Ashley Lucas, Richard Matyas, Chad Riddle, Chris Staron, Tom VanderWoude, Mike Walczak, Tammy Wierciak, Tom Wilson, Barbara Zubek. |
| **Staff Present:** | Alex Beata, Patricia Berry, Randy Blankenhorn, Teri Dixon, Kama Dobbs, Jesse Elam, Doug Ferguson, Leroy Kos, Jacquelyn Murdock, Dan Olson, Ross Patronsky, Arthur Prokosch, Liz Schuh, Stephanie Truchan, Andrew Williams-Clark. |

### 1.0 Call to Order and Introductions
Committee Chair Michael Connelly called the meeting to order at 9:30 a.m.

### 2.0 Agenda Changes and Announcements
Mr. Connelly announced that the Federal Certification Review Report was received on July 9, 2014. The report is posted on the CMAP web site and several copies are available on the

side table. Work is underway to address the recommendations included in the report. Mr. Connelly noted that while only the call for LTA projects is on today's agenda, the Transportation Committee's discussion on implementation and evaluation of the LTA program to most effectively focus future resources will continue at the September meeting.

**3.0 Approval of Minutes – June 6, 2014**

A motion to approve the minutes of the June 6, 2014 meeting as presented made by Mr. Bolton, seconded by Mr. Snyder, carried.

**4.0 Coordinating Committee Reports**

Mr. Connelly reported that the Regional Coordinating Committee met on June 11, 2014. The committee recommended approval of the FY 2015 UWP to the CMAP Board and received an update on the status of the GO TO 2040 Plan Update. The committee also received reports on the O'Hare Subregional Freight Drill-Down Report and the CMAQ Process Review.

**5.0 FFY 10-15 TIP Amendments and Administrative Modifications**

Mr. Kos reported that TIP amendments and modifications were included with the meeting materials. Mr. Carmitchel made a motion, seconded by Ms. Hamilton, to approve the FFY 10-15 TIP amendments. The motion carried.

**6.0 Transportation Alternatives Program (TAP)**

Mr. Elam reported on the background of the TAP program and explained that staff is recommending that the program remain focused on bicycle facilities and that the next call for projects be conducted in conjunction with the next CMAQ call for projects. Staff also recommends two screening criteria for funding consideration: sponsors must have substantially completed Phase I Engineering and projects must be included in at least one formally adopted or approved bike plan, comprehensive plan, or other local or regional plan.

Project evaluation using the same scoring criteria as the last programming cycle is also recommended. Regarding management of the program, Mr. Elam stated that projects will be required to meet established milestones to demonstrate progress toward implementation, based on whether the projects require right of way or not. If projects are failing to meet milestones, those projects will be brought to the Transportation Committee to decide what to do. Given that projects will have substantially completed Phase I Engineering, project scope and cost estimates should be solid and staff is recommending that cost increases using TAP funds not be allowed and that minor scope changes may be submitted to staff for entry into the TIP for consideration at the following Transportation Committee meeting.

In response to questions from Ms. Hamilton, Mr. Elam stated that approximately $7.5 million is available to program, for a total of $15 million for two years. Preference will be given to projects implementing the Regional Greenways and Trails Plan, but on-street facilities that make connections to Plan routes will be considered. The density score for a project is based on population and employment together and the level of accommodation

for non-motorized transportation score is based on the change in conditions by subtracting the score before the improvement from the score with the improvement.

Ms. Hamilton noted that cost overruns often occur during construction and asked if other funds, such as STP could be used to fund these overruns. Mr. Elam responded that it is the responsibility of the sponsor to secure non-TAP funds for cost increases. Mr. Riddle added that once a project is federally authorized, a new federal fund source cannot be added under the existing local agency agreement between the sponsor and IDOT. Ms. Karry stated she is concerned about the inability to secure additional funds and asked if the no cost changes policy applies to the current program. Mr. Elam responded that a current Lake County Forest Preserve sponsored project has already received a cost increase, which used up the balance of funds available for the current program.

In response to a question from Mr. Sullivan, Mr. Elam added that the increase that was received was presented to the Transportation Committee as part of the TIP Amendments earlier this year. Mr. Kyle Smith stated that TAP is a good program for our region and noted that if a community wants to connect to a regional trail, they would only get 10 points. Mr. Elam confirmed that statement and added that the maximum number of points in the category is 30, with a range of partial points. Mr. Neufeld added that the Bicycle and Pedestrian Task Force has had many discussions over the last two CMAQ programming cycles and the last TAP cycle regarding the importance of bicycle and pedestrian projects benefiting transit while at the same time ensuring that not all of the funding is spent within the densest urban area. He said the Task Force sees the TAP scoring as a good compromise between density, transit access and opportunities to connect to regional trails.

In response to questions from Mr. Snyder, Mr. Elam confirmed that TAP funds would be programmed at an 80/20 match and that Phase II Engineering, Right of Way and Construction are eligible for funding. An off-road bicycle facility being constructed with a road improvement is eligible. Mr. Elam said staff will consider bicycle facility applications under both the CMAQ and TAP programs. Mr. Neufeld added that the state also has TAP funds available for projects that are more like Transportation Enhancements.

Mr. Snyder said that based on the schedule, the two-year FFY 2015-16 program would not be approved until the beginning of FFY 2016 and asked if consideration should be given to developing a three year program. Mr. Elam replied that staff will look into it. Mr. Snyder noted that there are many parallels between this discussion and those occurring at the CMAQ Project Selection Committee. Mr. Elam agreed that there are parallels, and that although the points being discussed are different, consistent criteria definitions are needed. Mr. Snyder said that while TAP is transportation focused program, his understanding is that the Greenways and Trails plan is more recreational. Mr. Elam said that regional trails are used for recreation and transportation and that while the lines may be blurry in some cases, the TAP program would not fund a loop trail, or other trail that served a primarily recreational purpose.

In response to questions from Mr. Snyder, Mr. Elam said realistic milestones were developed from the IDOT milestones, using the long end of ranges. The milestones are

intended to keep projects on course and judgment would be applied to determine if projects missing three milestones are off course. Mr. Snyder suggested that cost increases be allowed, based on funding availability. Ms. Hanlon suggested allowing consideration of increases up to a set percentage. Mr. Elam stated there are infinite ways to consider allowing for increases, but that with Phase I Engineering complete prior to programming, costs should be stable. Ms. Hamilton added that this is a new program, and the increased engagement and tracking between staff and sponsors from Active Program Management is working.

In response to questions from Ms. Hanlon, Mr. Elam confirmed that the scoring criteria are proposed to remain the same as the previous call and Mr. Neufeld confirmed that the Bicycle and Pedestrian Task Force believes that the program that resulted from the last call achieved a good balance of projects. Mr. Elam noted that the density quartile thresholds depend on the projects submitted and that a map from the last call is posted on the TAP web page. Mr. Connelly concluded the discussion, noting that TAP has been a well-received program. Mr. Pitstick added that achieving a balance of projects with these criteria is good.

**7.0 Local Technical Assistance Program (LTA) Call for Projects**

Mr. Olson presented an overview of LTA applications received. He reported that 104 applications from 77 applicants were being reviewed by CMAP and 22 were being reviewed by the RTA. Mr. Olson also reported on the mix of applications by geography and project type. As noted by Chair Connelly, further discussion of the program evaluation will occur at the committee's September meeting. Mr. Olson invited members to submit comments on the applications (posted on the CMAP web site) to Bob Dean by August 22. A final program recommendation will be presented to the Transportation Committee on October 3 and the program will be considered at the joint meeting of the CMAP Board and MPO Policy Committee on October 8.

**8.0 Congestion Mitigation and Air Quality (CMAQ) Improvement Process Review Update**

Staff has been reviewing the procedures and project ranking methods with the Project Selection Committee and other stakeholders over the last several months. Mr. Elam stated that there has been much discussion of the definition of substantially complete phase 1 engineering, having comparable criteria for transit and highway projects, and new criteria, such as requiring projects to be included in a planning document have also been discussed. It is anticipated that policy recommendations will come to the Transportation Committee at its September meeting and to the CMAP Board and MPO Policy Committee for consideration at their October meeting.

In addition to the policy review, the ranking methods are also being discussed. Mr. Elam explained that in past application cycles, staff analyzed projects for their air quality benefits and then looked to the focus groups for their expertise. There was a fair amount of variation in how the program focus groups handled their evaluation of projects. Staff is trying to take the good work of the program focus groups to set ranking criteria to meet sponsor expectations and focus on new and good project types for the region. Mr. Elam stated that the criteria being discussed are for ranking projects on technical merit and that professional judgment always applies when developing a program. He added that

although the changes are modest, there has been heated discussion at the Project Selection Committee. Mr. Connelly stated the CMAQ Project Selection committee discussions are ongoing, with the next meeting scheduled for August 21. In response to a question from Mr. Neufeld, Mr. Elam stated that the ranking documents being discussed are available on the CMAQ Project Selection Committee Meeting Materials web page.

Mr. Carmitchel added that Mr. Elam has accurately portrayed the unsettled discussions at the Project Selection Committee, where minute details are being looked at. He added that he looks forward to the Transportation Committee looking at the criteria after August 21.

**9.0 GO TO 2040 Update**

Mr. Williams-Clark reported that the public comment period for the GO TO 2040 Plan Update concludes today. He stated that a series of open houses were held throughout the region and that a summary of comments received throughout the comment period would be provided to the committee in September in anticipation of CMAP Board and MPO Policy Committee consideration of the update in October. He invited the committee to express any additional questions or concerns before the comment period closes.

In response to a question from Ms. Hanlon, he reported that including form letters, about 600 comments were received. Not including form letters, about 100 were received.

Mr. Strains stated that NIRPC has submitted a comment letter requesting that the West Lake commuter rail project identified by the Northern Indiana Commuter Transportation District be included as an unconstrained project in GO TO 2040. Development of a draft EIS is underway and FTA New Starts funding is being pursued, therefore the project should be on both CMAP and NIRPC's radar.

Ms. Killen applauded CMAP for staying the course and she and Mr. Kyle Smith expressed support for the update.

**10.0 FFY 2014-19 Transportation Improvement Program**

Ms. Dobbs reported that concurrent with the GO TO 2040 Plan Update, the FY 2014 – 2019 TIP was available for public comment. To date there have been no written comments received that apply directly to the TIP document. She said that questions at the public meetings were generally focused on individual local projects. Staff answered schedule and funding questions based on information included in the TIP and provided project implementer contact information for more detailed project specific questions. The TIP map was well-received at the public meetings. Once staff has reviewed all comments received, if there are any comments specific to the TIP, a summary will be prepared and distributed in September. Consideration of approval of the FY 2014 -19 TIP by the CMAP Board and MPO Policy Committee is anticipated in October, per federal requirements.

**11.0 Regional Freight Leadership Task Force Report**

Mr. Beata provided an overview of the activities of the Task Force and the final report issued in May 2014. The report has three main recommendations related to regional freight planning, funding, and institutional organization. More specifically, the report calls

for the establishment of a Metropolitan Chicago Freight Fund and calls on existing units of government and freight stakeholders to implement its recommendations.

In response to a question from Mr. Strains, Mr. Beata stated that FedEx, the freight railroads and others participated in what were very robust discussions. In response to a question from Mr. Kyle Smith, Mr. Beata stated that the Task Force did not identify the specific projects that would be funded through the regional freight fund and that identification of projects or project types would be discussed going forward. Mr. Snyder asked if there was any discussion by the Task Force about the spirit of cooperation between public agencies and the railroads. He noted that there are not a lot of highway projects that impact the railroads, and they generally do not see the benefits to the railroads from those that do come up. Mr. Beata said that the intention of being good partners was discussed in the context of allocating costs and benefits of projects to the different participating agencies and the use of public-private partnerships, but the discussions were not as specific as what Mr. Snyder described.

**12.0 Status of Local Technical Assistance Program and Major Capital Projects**

Mr. Connelly noted that an updated LTA status report was provided with the meeting materials.

**13.0 Other Business**

Mr. Skosey reported that the MPC Commute Options pilot project has been completed with a recommendation that the region institutionalize TDM. He stated that IDOT's Long Range Plan also includes this idea and that an RFP for development of a TDM strategy should be issued by IDOT very soon.

**14.0 Public Comment**

Mr. Garland Armstrong stated that freight is a concern in Elmwood Park because freight trains can be in the area at any time, causing uncertainty for motorists due to the length and speed of the trains. He stated that people need options for getting around trains and that they often make illegal turns or other unpredictable movements that are unsafe.

Ms. Heather Armstrong asked if there will be an under or overpass to get freight into O'Hare airport from the freight yard on the south end of the airport.

**15.0 Next Meeting**

The next meeting of the Transportation Committee is scheduled for September 19, 2014 and a special meeting has been scheduled for October 3.

**12.0 Adjournment**

A motion to adjourn at 10:43 am, made by Mr. Snyder, seconded by Ms. Karry, carried.

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# MEMORANDUM

**To:** Working Committees and Partners

**From:** Bob Dean, Deputy Executive Director for Local Planning

**Date:** July 2014

**Re:** Local Technical Assistance (LTA) Program Evaluation, Part 2: Project Implementation

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Over the next several months, CMAP will continue to engage its working committees and other partners in an evaluation of the first three years of the LTA program, with the intent of using the results to focus future resources most effectively. This will be a multi-part discussion, held over a series of committee meetings. A rough timeline of topics is contained below, although please note that this may vary from committee to committee based on meeting schedules.

- Basic program statistics – June (complete)
- Results of external surveys by project sponsors – June (complete)
- Review of new applications – July/August (covered in separate memo)
- Implementation progress – July/August (covered in this memo)
- Results of internal evaluation – August/September
- Results of municipal survey – August/September

This memo covers the fourth bullet above – implementation progress. New applications will also be discussed at committee meetings in July and early August but will be covered in a separate memo.

**ACTION REQUESTED: Discussion.**

## Implementation – definitions

In this memo, implementation is described in two ways. The first involves implementation of GO TO 2040, the region's long-range plan. Many recommendations of GO TO 2040 can best be implemented by reflecting them in locally-adopted plans and regulatory documents. The first part of this memo tracks how the recommendations of GO TO 2040 have been integrated into products of the LTA program, under the heading "Implementation of GO TO 2040."

The second part of this memo addresses implementation of the LTA products themselves. Reflecting a recommendation of GO TO 2040 in a local plan is not particularly helpful if that plan is not actively used by the local community. Therefore, this memo also discusses actions that have been taken to implement plans produced though the LTA program, under the heading "Implementation of LTA Plans."

## Part 1: Implementation of GO TO 2040

### *GO TO 2040 recommendations*

GO TO 2040 made recommendations in twelve areas, divided into four themes. These include:

**Livable communities**

1. Achieve greater livability through land use and housing
2. Manage and conserve water and energy resources
3. Expand and improve parks and open space
4. Promote sustainable local food

**Human capital**

5. Improve education and workforce development
6. Support economic innovation

**Efficient governance**

7. Reform state and local tax policy
8. Improve access to information
9. Pursue coordinated investments

**Regional mobility**

10. Invest strategically in transportation
11. Increase commitment to public transit
12. Create a more efficient freight network

GO TO 2040 also recognized the importance of many other topics, and included treatment of these within the twelve major chapters, as well as in the "Context and Best Practices" chapter of the document. For example, health is a significant issue, and is referenced and linked to other topics in several areas in GO TO 2040. Other issues like historic preservation, arts and culture, demographic change, and many others are also touched upon within GO TO 2040.

### *LTA alignment with GO TO 2040*

Each completed LTA plan has been assessed in terms of its alignment with the policies and principles of GO TO 2040. The twelve recommendations of GO TO 2040 are used for this purpose. Some recommendations (like land use and housing) that are particularly relevant for local planning have been further subdivided into key components; others that are less focused on local government action (like education and workforce development) are not subdivided, as they are less commonly the focus of local plans.

The recommendations and their key components are shown below:

1. Achieve greater livability through land use and housing
    - Infill and reinvestment
    - Housing choice
    - Mixed-use, context-sensitive development
    - Dense, transit-supportive development
    - Multi-municipal collaboration
2. Manage and conserve water and energy resources
    - Water supply
    - Stormwater
    - Energy
3. Expand and improve parks and open space
    - Parks
    - Preserves
    - Greenways
4. Promote sustainable local food
    - Production
    - Access
5. Improve education and workforce development
6. Support economic innovation
7. Reform state and local tax policy
8. Improve access to information
9. Pursue coordinated investments
    - Service sharing
    - Intergovernmental coordination
10. Invest strategically in transportation
    - Maintenance and modernization
    - Bicycle and pedestrian
    - Parking
    - Major capital projects
11. Increase commitment to public transit
    - Transit service
    - Supportive infrastructure
12. Create a more efficient freight network
    - Cargo-oriented development
    - Truck routes
13. Other

Each completed LTA plan has been "scored" by CMAP staff in terms of its alignment with these recommendations. Each plan is assessed in terms of whether it has a high, moderate, or low focus on each GO TO 2040 recommendation. It should be noted that some projects (like comprehensive plans) are broad in scope and address many GO TO 2040 recommendations, while others (like water supply studies) are considerably narrower by design. The scoring of LTA projects is not meant to imply that a higher score is better; it simply demonstrates a broader scope.

Figure 1 shows the scoring of two sample projects – the Park Forest sustainability plan and the Joliet Correctional Center redevelopment study. The scoring reflects the degree to which the plan addressed each GO TO 2040 recommendation: high, moderate, or minimal / did not address (indicated by a blank cell). A score of "high" indicates that the plan had this topic as a central focus of its recommendations. A score of "moderate" indicates that the plan addressed this topic at some level, but not as a highly significant or central element. Plans were limited to no more than five "high" scores each, to ensure that these only represented the truly central elements of the plan.

**Figure 1. Relationship of GO TO 2040 recommendations to selected LTA projects**

| GO TO 2040 theme | GO TO 2040 recommendation | Key component of recommendation (if applicable) | Joliet Correctional Center redevelopment study | Park Forest sustainability plan |
|---|---|---|---|---|
| Livable Communities | Land Use and Housing | Infill and Reinvestment | high | high |
| | | Housing Choice | moderate | moderate |
| | | Mixed-use, Context-sensitive Development | moderate | moderate |
| | | Dense, Transit-supportive Development | | high |
| | | Multi-municipal Collaboration | | |
| | Water and Energy | Water Supply | | moderate |
| | | Stormwater | | moderate |
| | | Energy | | high |
| | Open Space | Parks | high | |
| | | Preserves | high | moderate |
| | | Greenways | moderate | moderate |
| | | Conservation Design | | |
| | Local Food | Production | moderate | moderate |
| | | Access | | moderate |
| Human Capital | Education and Workforce | N/A | | moderate |
| | Innovation | N/A | moderate | |
| Efficient Governance | Tax Policy | N/A | moderate | |
| | Access to Information | N/A | | moderate |
| | Coordinated Investment | Service Sharing | | |
| | | Intergovernmental Coordination | high | moderate |
| Regional Mobility | Transportation Investments | Maintenance and Modernization | moderate | moderate |
| | | Bicycle and Pedestrian | moderate | high |
| | | Parking | | moderate |
| | | Major Capital Projects | | |
| | Public Transit | Transit Service | | high |
| | | Supportive Infrastructure | | moderate |
| | Freight | Cargo-oriented Development | | |
| | | Truck Routes | | |
| Other | Other | N/A | moderate (historic preservation) | moderate (health, arts and culture) |

As this shows, both projects are similar in some areas, such as the high degree of focus on supporting infill development within existing communities. In others, they are quite different; for example, the Joliet project focuses significantly on converting elements of the Joliet Correctional Center to serve as local parks and regional preserves. In Park Forest, on the other hand, significant parks and preserves already exist, and the sustainability plan focuses instead on other issues like energy efficiency, public transit, and walking and biking.

The chart below shows the number of LTA plans with "high" and "moderate" focuses on each of GO TO 2040's recommendations. For example, the two plans described earlier as examples – Joliet and Park Forest – are two of the 23 plans that have a high level of focus on infill development. For comparison, this analysis includes a total of 66 completed projects.

**Figure 2. Relationship of GO TO 2040 recommendations to overall LTA program**

| GO TO 2040 theme | GO TO 2040 recommendation | Key component of recommendation (if applicable) | # of LTA plans that address this recommendation at a high level | # of LTA plans that address this recommendation at a moderate level |
|---|---|---|---|---|
| Livable Communities | Land Use and Housing | Infill and Reinvestment | 23 | 16 |
| | | Housing Choice | 13 | 21 |
| | | Mixed-use, Context-sensitive Development | 22 | 18 |
| | | Dense, Transit-supportive Development | 10 | 26 |
| | | Multi-municipal Collaboration | 11 | 22 |
| | Water and Energy | Water Supply | 12 | 7 |
| | | Stormwater | 13 | 12 |
| | | Energy | 4 | 14 |
| | Open Space | Parks | 6 | 17 |
| | | Preserves | 8 | 7 |
| | | Greenways | 9 | 22 |
| | | Conservation Design | 6 | 3 |
| | Local Food | Production | 6 | 7 |
| | | Access | 3 | 13 |
| Human Capital | Education and Workforce | N/A | 1 | 15 |
| | Innovation | N/A | 2 | 7 |
| Efficient Governance | Tax Policy | N/A | 3 | 14 |
| | Access to Information | N/A | 3 | 7 |
| | Coordinated Investment | Service Sharing | 0 | 5 |
| | | Intergovernmental Coordination | 14 | 38 |
| Regional Mobility | Transportation Investments | Maintenance and Modernization | 10 | 33 |
| | | Bicycle and Pedestrian | 19 | 27 |
| | | Parking | 5 | 18 |
| | | Major Capital Projects | 1 | 5 |
| | Public Transit | Transit Service | 5 | 8 |
| | | Supportive Infrastructure | 8 | 27 |
| | Freight | Cargo-oriented Development | 1 | 2 |

| | | | | |
|---|---|---|---|---|
| | | Truck Routes | 3 | 5 |
| Other | Other | Other | 3 | 14 |

The most common GO TO 2040 recommendations that are addressed at a high level of detail in local plans relate to infill, mixed-use and context-sensitive development, and bicycle and pedestrian improvements. This is not surprising, as these recommendations of GO TO 2040 include a number of implementation actions targeted directly to local governments, who are the most common participants in the LTA program.

GO TO 2040 recommendations that are most commonly addressed at a moderate level involve intergovernmental coordination and maintaining existing transportation infrastructure. The fact that these are generally addressed at a moderate level rather than a high level is notable; few LTA plans have these topics as their primary focus, but most plans address them in some way.

In contrast, some topics that were featured in GO TO 2040 have rarely been addressed in LTA plans. Many of these topics, like education and workforce development, innovation, and access to information, are less relevant for local governments to address. Others, like service sharing between local governments, are local issues but are highly specialized and have not been the focus of any completed projects (although one current project focuses on this issue). Finally, the limited number of projects addressing freight is somewhat surprising, and indicates an area where LTA plans could focus more.

These results should be considered in light of CMAP's funding sources. LTA plans most frequently address issues at the intersection of land use and transportation, which reflects CMAP's primary reliance on federal transportation funding to support the LTA program. Topics like workforce development, innovation, service sharing, and others have often required CMAP to secure external funding before pursuing projects that focus on these elements. While this has not prevented CMAP from considering these topics, it has contributed to the lower number of projects that address them.

## Part 2: Implementation of LTA plans

The first half of this memo focused on the alignment of LTA plans with the recommendations of GO TO 2040. While important, alignment between local and regional plans matters little if the local plans are not implemented. The remainder of this memo uses a number of approaches to describe the implementation of LTA plans themselves.

First, case studies for three plans (Joliet, Park Forest, and Will County/Fairmont) are presented. These plans were selected because they were among the first completed through the LTA program in spring 2012, and implementation activities for each have been underway for two years. Second, this part of the memo describes CMAP's process for reporting on implementation. Finally, this memo discusses implementation roles and responsibilities, and concludes with further discussion of potential approaches to implementation.

### *Implementation case study: Joliet Correctional Center redevelopment study*

The Joliet Correctional Center redevelopment study recommends ways to reuse the vacant Joliet Correctional Center, an iconic but deteriorating facility. The study was sponsored by the City of Joliet, and conducted through a Technical Assistance Panel by the Urban Land Institute (ULI) with funding from CMAP. Leadership on plan implementation has been taken by the Collins Street Task Force, which is led by Illinois State Senator Pat McGuire and Representative Larry Walsh Jr., with representation from many other public, private, and nonprofit groups.

The study recommends separate approaches to the prison's east and west sites. The 160-acre Prison East site contains primarily open space, and the Prison West site contains the majority of the former prison buildings. The Will County Forest Preserve District is exploring the acquisition of the Prison East site, and has begun to investigate the existing conditions of the Prison East parcel to assess environmental issues. A Phase One Environmental Report has been completed, and a more detailed Phase Two Environmental Report is expected to be completed later this year.

The Prison East parcel has significant potential for recreational and open space use. This photo shows Will County Forest Preserve District staff and partners touring the site.

Realignment of Woodruff Road was necessary to improve access to the Prison East site, and this has been accomplished. The City of Joliet worked with the Canadian National Railway and the Illinois Department of Corrections to construct the new road. The realignment removes the previous street-level railroad crossing on the southeastern edge of the site, and Woodruff Road now runs parallel to the rail line. As part of the realignment, a nearby State of Illinois shooting range was relocated to the grounds of Statesville Prison. The newly realigned Woodruff Road opened in fall 2013.

Less progress has been made on the Prison West site. The City of Joliet is envisioned to become the owner of the Prison West property. During a January 2014 tour with the Collins Street Task Force, a preliminary visual inspection by City staff identified the most pressing building upgrades and estimated costs. This spring, legislation was introduced by State Representative Larry Walsh Jr. to permit the property to be sold to the City of Joliet. The legislation stalled in early June, as did a second bill that would offer tax credits to private investors to develop state-owned properties such as the prison.

### *Implementation case study: Park Forest sustainability plan*

The Park Forest sustainability plan, Growing Green, comprehensively addresses sustainability in this south suburban community. The plan is divided into fourteen chapters, addressing issues such as transportation, the built environment, local food, and municipal policies and practices, and less common topics like education, health, and arts and culture.

Immediately following the adoption of the sustainability plan, the Village was awarded a grant from the Chicago Community Trust to hire a Sustainability Coordinator, who was tasked with implementation of the plan. This grant has subsequently been renewed for two additional years. The Sustainability Coordinator has been instrumental to many of the Village's implementation efforts, and has also worked with the Sustainability Team, an internal group of representatives from the Village's various departments, to assign specific implementation responsibilities to Village departments.

Other municipal policy changes have also occurred. The Village adopted an environmentally preferable purchasing policy, and staff now purchase biodegradable, reusable, and other environmentally-friendly options when possible. The lighting in four Village facilities has been updated with DCEO and Illinois Clean Energy Act grants. Education of community members is part of the sustainability plan, and the Village has incorporated information on sustainability on its website, in community announcements and publications, and at Village Hall. The Village has installed interpretive signage at three locations within the Aqua Center complex (rain garden, butterfly garden, and solar panels) to explain those demonstration projects.

The local food recommendations of the sustainability plan have advanced significantly. In the Village's third year of its community gardening program, six gardens have been established and a food forest is approved for the Wildwood School site. Community interest in the program is expanding, and the Village continues to look for further sources of funding to support it.

Consistent with the sustainability plan's recommendations on local food, a community garden has been established at St. Irenaeus Church.

CMAP is conducting two follow-up LTA projects in Park Forest. The first, a new Unified Development Ordinance (UDO), will merge the current Zoning and Subdivision Ordinances and be consistent with the sustainability plan. The second project is a bicycle and pedestrian plan, which also involves resources from the RTA's Community Planning program – the first local project that CMAP and the RTA have undertaken jointly.

In part due to its implementation efforts, the Village's sustainability efforts have begun to be externally recognized. In 2014, the Village was one of twenty communities nationwide invited to participate in the 2014 Leadership Star Community Program, and is expected to achieve Star certification next year.

### *Implementation case study: Will County Fairmont neighborhood plan*

The Fairmont neighborhood plan covers an unincorporated area of Will County between Joliet and Lockport – coincidentally, immediately adjacent to the Prison East site discussed earlier. The neighborhood plan seeks to improve infrastructure and attract reinvestment to this disinvested community.

The first bus shelters in the Fairmont community, including the one shown in this photo, were installed following the completion of the Fairmont plan.

Since the plan's adoption, significant infrastructure improvements have been made, in line with the plan's recommendations. The County, through a Safe Routes to School (SRTS) grant, constructed approximately 1,000 feet of sidewalk along Green Garden Avenue in 2013, and recently reapplied to install more sidewalks in the neighborhood. Lockport Township installed a new drainage pipe along Barrett Street, in an area that had significant flooding issues that were raised during the development of the Fairmont plan. Finally, several new Pace bus shelters, along with informational signage, benches, and concrete pads, were installed in 2012 along Green Garden Avenue.

Further infrastructure improvements are also being planned. The County recently hired an engineering firm to create a stormwater management plan for the neighborhood. The County has involved the Township, local residents, and CMAP in this process. At the same time, Lockport Township Park District is working on completing their master plan, which will consider the Fairmont plan's recommendations for new park space.

Other small-scale improvements that improve quality of life in the community have also been accomplished. A community garden opened in 2013 on Lockport Township Park District property adjacent to the Fairmont Community Center. The local senior club – the Fairmont Silver and Gold Club – has begun to plant, maintain, and harvest the garden. The Fairmont plan also recommended that the rich history of Fairmont be preserved, documented and

celebrated. In 2012, a County intern interviewed a number of long-time residents to create a written history of the community, completed later that year.

Continued involvement of community members in decisions affecting their community was another element of the Fairmont plan. Will County and Fairmont residents have created an advisory council of residents and business owners (termed the "Fairmont Community Partnership") that meets on a monthly basis to discuss various issues and initiatives.

One of the more complex elements of the Fairmont plan was the creation of a faith-based community development corporation (CDC) to lead redevelopment efforts, particularly the creation of a new Neighborhood Center. Before jumping into forming a new organization, the plan recommended conducting a feasibility study and coordinating among the Fairmont churches to ensure the CDC's viability. The County has pursued several potential philanthropic funding sources, but without success, restricting progress on this recommendation.

### *Implementation tracking*

Following the completion of LTA projects, CMAP remains involved with the local sponsor for two years. The information contained in the case studies on the previous pages was taken from implementation update memos prepared by CMAP on the two-year anniversary of completion of each plan. There are only a few examples of two-year implementation memos, as the initial round of projects had just begun to be completed in 2012.

During the two-year implementation period, CMAP tracks progress through quarterly discussions with the project sponsor. Quarterly updates are provided to the CMAP Board as part of the monthly LTA updates (see the April Board report for an example). Each quarter, CMAP staff also works with the community sponsor to update an implementation matrix. Typically, implementation matrices laying out specific tasks, responsibilities, and timelines are included within LTA plans.

Below, a sample matrix for the Park Forest sustainability plan shows specific strategies identified for one of the sustainability plan's fourteen chapters. For each strategy, CMAP updates phasing and status each quarter, and writes a brief update on recent progress (if any). Shaded rows indicate that the relevant strategy is currently an area of focus. The final column in the matrix identifies whether any role for CMAP is expected over the next quarter. The cells in this column are typically blank, as CMAP will typically target a small number of activities to assist with.

**Figure 3. Park Forest Sustainability Plan implementation matrix: Local Food Systems recommendation**

| Strategy | Pg. | Phasing | Status | Dept. Lead* | Quarterly Update | CMAP Role |
|---|---|---|---|---|---|---|
| 1. Establish a community garden program. | 66 | Ongoing | Underway | DRP | Terra Engineering prepared a site plan for the Wildwood School community garden site. Applied for a grant from Fiskars. | Forward grant opportunities |
| 2. Explore the creation of standards for raising honeybees and fowl on residential lots. | 66 | Mid-term | Not yet begun | DCD | LTA ordinance revisions project will address this. | LTA project |
| 3. Support the farmers' market and South Suburban Food Cooperative. | 67 | Ongoing | Underway | VPF | SC has remained involved with Food Co-op Board and members. EBT was recently launched at farmers market. | |
| 4. Expand food-related educational opportunities. | 67 | Ongoing | Not yet begun | DRP, HD | | |
| 5. Work with schools to launch "Farm to School" programs. | 67 | Mid-term | Not yet begun | HD | | |

DRP: Department of Recreation and Parks. DCD: Department of Community Development. VPF: Village of Park Forest. HD: Health Department.

### *Implementation roles*

Leadership on implementation needs to be locally driven. Over the past two years, it has become extremely evident that local commitment to project success is the primary driver of implementation. "Local commitment" does not necessarily mean commitment of financial resources or staff time, although these certainly help. Instead, the term is used to mean a combination of responsiveness, energy, leadership, and willingness to use plan recommendations for day-to-day prioritization and decision-making.

While local leadership of implementation is a precondition of success, supportive roles can be played by other organizations. As noted above, CMAP remains involved following plan adoption for a period of two years. Tracking of implementation progress – the focus of the previous section of this memo – is an important activity on its own merits. But to advance implementation progress, CMAP often takes a more active role. Each quarter, CMAP discusses potential upcoming roles with the sponsor community and identifies a few limited activities to take on. CMAP allocates about 20 hours per quarter (80 hours over the course of a year, or approximately 5% of an FTE) to each completed project, but actual time spent varies considerably.

Roles taken on by CMAP often include the following:

- Conducting a follow-up LTA project. A common example is a zoning project that follows a comprehensive plan. CMAP is currently doing just this for Berwyn, where a zoning revision is following a completed comprehensive plan.
- Assisting with grant applications. CMAP has helped several communities submit applications to philanthropic, federal, or state funding sources, often with success. For example, CMAP assisted Park Forest in writing their first application to the Chicago Community Trust for funding for staff support to implement the sustainability plan. CMAP does not help communities submit applications to funding sources that are administered by CMAP, for obvious reasons.
- Linking communities with other public agencies. Many communities need assistance making the right contacts at state or regional agencies. CMAP has played an intermediary role in these cases, in terms of identifying the best points of contact, setting up and facilitating meetings, and ensuring follow-up afterwards. For example, CMAP facilitated a series of discussions between Blue Island, IDOT, and the Southwest Conference of Mayors which resulted in Blue Island receiving funding for an important transportation infrastructure project.
- Training. Through an arrangement with the Illinois chapter of the American Planning Association (APA-IL), CMAP has sponsored plan commissioner trainings in multiple communities. For example, CMAP just sponsored plan commissioner trainings in Lynwood and Geneva, following completion of LTA projects, and invited the surrounding communities to participate as well.
- Other types of assistance have also been provided in a few cases. CMAP has assisted with proposal review and consultant selection, sponsored workshops to discuss redevelopment potential, and served on steering committees for follow-up projects.

Most of the above examples, while facilitated by CMAP, have involved resources and expertise from other groups. Other examples can be found in the case studies earlier. In all of these

cases, CMAP's role was limited in terms of time and resources committed, but involved linking good projects with relevant pools of resources and expertise. This finding may help to shape CMAP's implementation approach in the future.

Most implementation activities involving partners, including all of the examples identified above, have occurred on a case-by-case basis. Typically, CMAP, the local community, or a partner organization identifies an opportunity for collaboration on implementation, and then relationships are formed around that opportunity. While this has worked for the examples above, there are almost certainly missed opportunities. It may be possible to approach partner involvement in implementation more systematically.

An example of a more systematic approach can be found in the most recent round of local grants approved by the Chicago Community Trust. With CMAP's help, two nonprofit groups – IFF and Enterprise Community Partners – each identified three communities in south and west Cook County that had completed LTA plans that recommended infill development. Each nonprofit then applied to the Trust for funding to conduct more detailed development feasibility assessments for one site in each community and to begin to recruit developers and solicit proposals for viable sites. Each organization is a Community Development Finance Institution (CDFI), meaning that beyond assessing development feasibility, they can help to provide financing for appropriate development types. This approach differs from opportunistic, project-by-project implementation: instead, CMAP identified the strengths of a partner organization, and then guided them to appropriate opportunities to assist with implementation.

### *Conclusions and further discussion*

This memo summarizes CMAP's initial efforts to describe and organize implementation of LTA plans, which is by its nature a messy topic. While it is premature to arrive at firm conclusions without committee input and further internal evaluation of project success, a few findings – summarized in the bullets below – may provide a good starting point for discussion.

- Some elements of GO TO 2040 are not commonly found in LTA plans. For some topics, like education or access to information, this is to be expected. For others, like housing choice or water supply planning, securing external funding to allow these topics to continue to be addressed in LTA plans is a priority. And for one notable topic, freight, the limited focus indicates a missed opportunity that should be addressed.
- There is an ongoing implementation role for CMAP beyond simply tracking progress. This includes linking local sponsors with partner organizations that can supply resources for implementation. Approaching this systematically rather than as a series of individual case-by-case activities is worth exploring.
- Partnerships with nonprofit (or private) groups are common while LTA plans are being developed, and are tracked carefully until plan completion. However, CMAP does not currently track partner involvement in implementation. Part of the systematic approach to implementation described above could include tracking partner involvement after plan completion.
- The projects summarized in this memo include only those that were conducted with staff time. Projects that were contracted to consulting firms – about 25% of LTA plans –

may be a different story. The role of consulting firms in implementation should be discussed.

- Implementation should be considered more strongly during development of LTA plans. Potential implementing partners should be included in project steering committees, which may require adding them partway through the project. Also, infrastructure recommendations, which often emerge from LTA plans, could be more carefully evaluated for feasibility and then directed explicitly to the most appropriate funding source.
- Even if resources per project are fairly limited, the number of completed projects (now approaching 75) means that even modest commitments per project add up to a large total. Therefore, devoting staff or financial resources to implementation will inevitably reduce the new projects that can be taken on through the LTA program – but is preferable to producing large volumes of new plans that are not implemented.
- Finally, while this discussion has focused largely on potential roles for CMAP, it is clear that local commitment is the single largest factor driving successful implementation. Ideally, CMAP could assess and predict local commitment during the evaluation process for new LTA projects – but how exactly to do that is uncertain. It is also possible that a good planning process can increase local commitment – but whether this can compensate for low initial commitment levels is also uncertain. Committee feedback on this issue is particularly welcome.

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

# MEMORANDUM

**To:** Working Committees and Partners

**From:** Bob Dean, Deputy Executive Director for Local Planning

**Date:** September 2014

**Re:** Local Technical Assistance (LTA) Program Evaluation, Part 3: Internal Project Evaluation

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This summer, CMAP is engaging its working committees and other partners in an evaluation of the first three years of the LTA program, with the intent of using the results to focus future resources most effectively. This is a multi-part discussion, held over a series of committee meetings. A rough timeline of topics is contained below, although please note that this may vary from committee to committee based on meeting schedules.

- Basic program statistics – June (complete)
- Results of external surveys by project sponsors – June (complete)
- Review of new applications – July/August (complete)
- Implementation progress – July/August (complete)
- Results of internal evaluation – September (covered in this memo)
- Results of municipal survey – September (covered in separate memo)
- Overall conclusions – October

This memo covers the fifth bullet above – the results of an internal evaluation of individual projects. The results of the recent municipal survey will also be discussed at committee meetings in September but will be covered in a separate memo.

**ACTION REQUESTED: Discussion.**

### *Introduction*

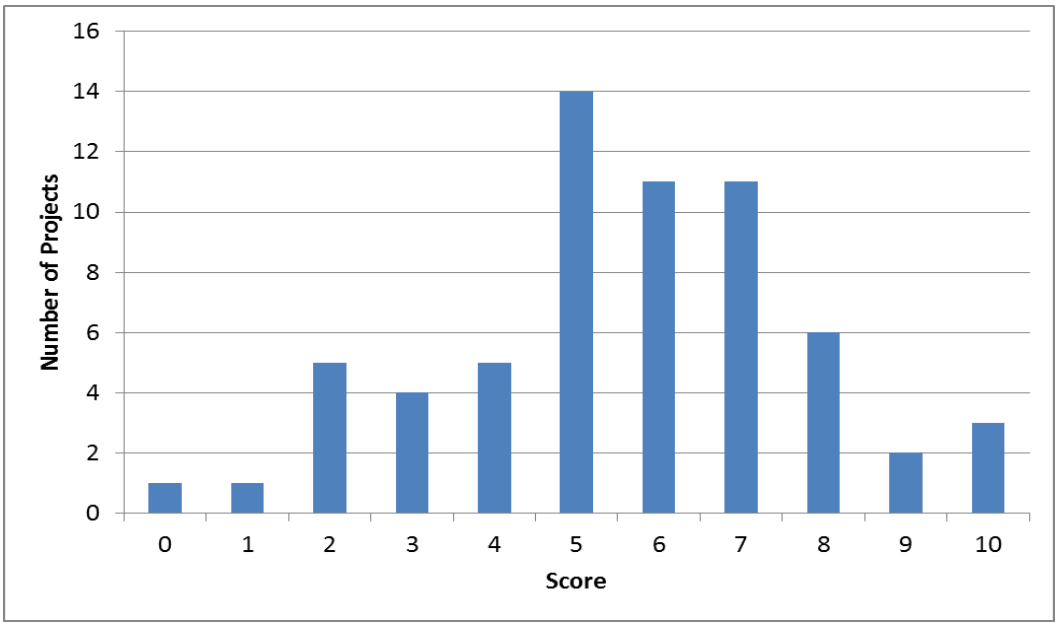
This memo describes the results of an internal evaluation of individual projects within the LTA program. The key findings of the evaluation will be described below, but the quantitative methods used will not be discussed in much detail to allow a more direct focus on findings.

Throughout this memo, individual projects are not called out. The point of this memo is to draw general conclusions from the analysis, rather than identify individual projects. Because of this, the discussion is fairly general, without the use of specific examples, to keep the focus on the program as a whole.

Please also note that this analysis focuses entirely on staff-led projects. Many projects have also been led by consulting firms, and CMAP is in the process of evaluating these projects, but these results are not yet ready for discussion.

### *Project scoring*

Each LTA project was scored internally on a number of different elements. Qualitative elements included quality of deliverables, advancement of GO TO 2040, level of innovation, involvement of partner organizations, quality of outreach, and progress toward implementation. Two elements, adherence to schedule and adherence to budget, were assessed quantitatively. Each project was scored on each of these elements, which were then combined into a final score that ranged between 0 (the worst) and 10 (the best). The following chart shows the number of projects with each score.




As this chart shows, projects most commonly have scores in the 5-7 range, and the mean project score is 5.5. Projects with scores over 7 are among the best products of the LTA program, and are typically characterized by very high quality products and processes, significant partner involvement, on-schedule completion, and progress toward implementation. On the other hand, projects with a score of 3 or less typically display less innovation, are more likely to have experienced major delays, and are less likely to have seen implementation progress.

### *Analysis of project scores*

The purpose of scoring projects is to allow correlations and trends to be identified and analyzed for the LTA program as a whole. CMAP used the data on project scoring to ask and attempt to answer the questions below. Committee members should feel free to suggest other questions, with the understanding only simple analysis is possible due to the relatively small dataset.

Question: Does the *overall project size* (in terms of budget) have an influence on project outcomes?
Answer: Yes, but in different ways. In general, larger projects – meaning those with a larger budget – are more successful in terms of overall quality, outreach, partner involvement, implementation, and other qualitative elements. Larger projects, however, are also more likely to fall behind schedule and are less likely to adhere to initial budget expectations – partly because the level of effort for these projects was often underestimated at their outset.

Question: Does *local commitment* have an influence on project outcomes?
Answer: Without a quantitative measure of local commitment, this question could not be answered. However, anecdotal evidence suggests that the answer is a very strong yes. All of the projects with low scores had significant issues with the project sponsors, often involving turnover of staff or elected officials during the planning process.

Question: Does *community need* have an influence on project outcomes?
Answer: No. Community need is calculated based on a combination of median income, local tax base, and community size. Since its inception, the LTA program has prioritized projects in higher-need communities. This has led to questions about the ability of higher-need communities to conduct good planning projects and then implement them: is there a tradeoff between community need and implementation potential? Based on CMAP's analysis, this does not appear to be the case. Local commitment does matter, but local commitment and community need are not mutually exclusive, and a number of higher-need communities have shown the ability to produce and implement good plans.

Question: Does *project type* have an influence on project outcomes?
Answer: Not for most types. All major project types – including comprehensive plans, subarea plans, zoning ordinances, transportation plans, environmental plans, and housing plans – have average scores in the 5-7 range. However, projects in the "other" category, which are unique projects that do not fit neatly into a category, have an average score of 4. This is not surprising, as it is easier to conduct projects which have an established process and scope.

Question: Does *project sponsor type* (e.g. municipality, county, multijurisdictional group, or other group) have an influence on project outcomes?
Answer: Yes, although it is difficult to tell if the results are meaningful. Projects sponsored by Counties have averaged the lowest scores (4), and those submitted by multijurisdictional groups of municipalities have been the highest (6), but there are many exceptions to this general finding.

Question: Does *location within the region* have an influence on project outcomes?

Answer: No. Projects in Chicago, suburban Cook County, and the collar counties have average scores that are nearly identical.

Question: Can CMAP's *initial review of applications* predict project outcomes?
Answer: Yes, to some degree. Evaluation results from past years show that CMAP's initial impressions of a project are a fairly good predictor of its success. Projects which were initially considered "iffy" to be selected for the program, but which were ultimately selected, ended up with an average score of 4. In contrast, projects which were immediately judged to be good fits had an average score of 6. Put another way, more than half of "iffy" projects ended up having scores of 3 or less, compared to only 10% of the projects that were immediately seen as good fits.

### *Discussion and conclusions*

The project evaluation supports the continuation of some elements of the LTA program but also should lead to consideration of some changes. Current practices include prioritizing resources to lower-capacity communities, and seeking a geographic balance in projects selected; these should continue. Project eligibility should remain broad (as broad as possible, given funding restrictions), although new, untested project types should be entered into with caution.

As noted in past memos in the LTA evaluation series, local commitment is very important, although this cannot be demonstrated quantitatively. Commitment to a particular project can fade over time, particularly with turnover of local staff or elected officials, so starting projects quickly after selection is important. Immediate project startup is currently a challenge due to a full slate of ongoing projects, and CMAP should keep this in mind during future project selection.

Several of this memo's findings can be addressed during project selection. Local commitment should also be assessed, as much as possible, when reviewing applications, and a high level of commitment should be a precondition to receiving assistance. Applications that show flaws during the selection process are likely to have significant problems later on. Therefore, CMAP should be more aggressive about screening projects before they are selected, as well as addressing emerging problems early in the scoping process.

The findings of this analysis will begin to be used immediately during the current LTA project selection process. Already, CMAP has begun to conduct more extensive follow-up with some shortlisted projects. Committee members should expect a more competitive selection process than previous years, partly due to increased commitment of resources to implementation, but due also to the other factors noted above. Also, CMAP will begin more extensive use of a new project type, a "planning priorities report," which allows community needs and commitment to be assessed before taking on a significant planning effort.

The longer-term impacts of these findings will be communicated, along with the findings from previous memos, in a summary memo on LTA evaluation that will be presented in October.

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

# MEMORANDUM

**To:** **Transportation Committee**

**From:** CMAP Staff

**Date:** September 2014

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

---

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

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

- Project readiness requirements have been clarified to indicate that design approval, submission of a final Project Development Report (PDR), or submission of a preliminary PDR (if IDOT indicates that cost and scope are adequately defined) will be taken to show that Phase I Engineering is substantially complete.

- Bicycle projects are now required to be identified in a state, local, regional, or subregional plan. Other types of projects are not required to be found in planning documents.

- The *Policies* now provide guidance on how to score projects, indicating that scoring will take into account the cost-effectiveness of emissions reduction, transportation impact, and regional priorities.

- The portion of engineering costs for transit projects that is eligible for CMAQ funding has been revised from 50% to 70%.

- Policies related to match have been clarified, including the use of soft match and the match percentage allowed for private entities proposing to use CMAQ funds for

purchase of lower-emitting vehicles or engines. References to 100% CMAQ funding have been eliminated based on current federal law.

- The class of "extraordinary" projects has been eliminated as an option for meeting the annual obligation goal.

- Additional detail on semi-annual update requirements has been provided.

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

**Action requested: Recommend approval of the updated CMAQ Programming and Management Policies to the MPO Policy Committee and Regional Coordinating Committee.**

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

# CMAQ Programming and Management Policies

## Draft Update

# A: Programming of CMAQ Funds for New Projects

### 1) Application materials and requirements

a) The applicant is solely responsible for application completeness.

b) Applications submitted without the following will be rejected:

i) Complete project financing & CMAQ funding request section;
ii) Input Module Worksheets for traffic flow improvement projects only;
iii) Pedestrian/Parking Deck Supplements, if applicable;
iv) Sign-off by the applicable Planning Liaison (PL), for municipal agency sponsors only (see section A:1)e)).

c) Applications must meet the following screening criteria:

i) For projects requiring Phase 1 Engineering, that phase must be substantially complete. Projects for which design approval has been received by the date indicated in the application materials meet this requirement. This requirement may also be met by IDOT certifying that a final Project Development Report has been submitted for signatures by the date indicated in the application materials or that a preliminary Project Development Report has been received by the same date with an accurate cost and clear scope established.

ii) For transit projects that require engineering, the sponsor must demonstrate that sufficient work has been completed to establish accurate cost information and a clear scope.

iii) Bicycle facility projects must be featured in at least one formally adopted or approved bike plan, comprehensive plan, or other plan by a local government, subregional council, CMAP, or the State of Illinois.

iv) Milestone schedules must be realistic and consistent with project phase accomplishment goals. Each project phase will have the federal fiscal year in which it is programmed, plus two additional years (three years total) in which to meet the phase accomplishment goal.

v) All projects must have an air quality benefit. Projects without air quality benefits are not eligible and will not be scored on any other criteria.

d) If an application is missing other information, only one attempt will be made to collect that information (notice will be via a "read receipt" e-mail). The deadline for submission of missing information is 30 days from the date of the emailed notification from CMAP. If the sponsor does not respond by the deadline, the application will be rejected.

e) Project applications submitted by municipal agencies (villages, cities, counties, park districts, school districts, forest preserve districts, townships, etc.) are required to be reviewed by their Council of Mayors PL.

i) The individual PLs are responsible for reviewing applications and advising the sponsor of missing information.

ii) The PL sign-off is incorporated into the application form.

iii) The deadline for submission for PL review is two weeks in advance of the deadline for submission to CMAP. The deadline for submitting applications to the PLs will be included in the CMAQ program development schedule.

## 2) EVALUATION CRITERIA, SCORING, AND PROJECT SELECTION

a) Projects will be scored based on the criteria and weighting system stipulated in application materials posted on the CMAP website prior to the call for projects.

b) Project applications will be initially evaluated on the cost effectiveness of emission reduction basis with projects ranked within each project eligibility category. Secondarily projects will be evaluated and scored on other criteria including measures related to transportation impacts and regional priorities. Raw data for each criterion will be available for inspection.

c) Input from the four modal focus groups (Bicycle and Pedestrian Task Force, Regional Transportation Operations Coalition, Direct Emissions Reduction Focus Group and the Transit Focus Group) or other CMAP committees will be solicited during development of the draft program. Focus group input on a project or group of projects will be a qualitative description of challenges and benefits not captured by the scoring. Project

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

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

## 3) PROGRAMMING THE FUNDS

a) The CMAQ program mark for a given federal fiscal year will be the State's federal apportionment adjusted by the Project Selection Committee to account for programming balances.

b) Phase I engineering will be the responsibility of the project sponsor to complete without CMAQ funding.

i) A sponsor can request funding for phase I engineering based on financial hardship.

(1) When funds for Phase I Engineering are awarded based on hardship, CMAQ funding for future phases is dependent on successful competition in a future CMAQ program cycle.

(2) All remaining eligible phases will be programmed at a maximum level of 80% federal funding.

c) Phase II engineering, right-of-way acquisition (ROW), construction and implementation are eligible for CMAQ funding at 80% federal participation, with the following exceptions:

i) For transit proposals where phase I and phase II engineering are not clearly defined, 70% of the engineering costs will be eligible for CMAQ funding at an 80% federal participation rate with all of the costs of the remaining phases eligible for up to 80% federal participation.

ii) For signal interconnect projects, phase II engineering costs will not be eligible for CMAQ funding.

iii) For proposals involving private corporations in which an entire vehicle or engine is being purchased to replace a higher-emitting vehicle or engine, the funding levels will be addressed on a case-by-case basis up to a maximum 65% federal share. For proposals involving private corporations in which only the cost difference between a

lower-emitting version of a vehicle/engine and a conventional one is being funded, an 80% federal share is acceptable.

iv) Projects which qualify for a higher federal participation rate under federal guidelines will be considered on a case by case basis.

d) Soft match, including Transportation Development Credits, will be considered on a case-by-case basis. Federal requirements may restrict the situations in which soft match can be used, and IDOT policies must be followed. Sponsors must identify on the application form if soft match is requested.

e) Proposals that are not selected for funding but are shown to have air quality benefits will be included in a "Vetted" project list that can be used to help meet the annual obligation goal described in further details under section B:4).

f) All sponsors will be required to attend a project initiation meeting. The meeting will include distribution of necessary forms and information needed to initiate the project(s) and review of general project schedules and deadlines. Unless specific approval has been granted by CMAP, project consultants may not attend in the stead of project sponsors. Consultants are encouraged to accompany the project sponsors. Failure to attend will subject the project to removal from the program. This decision will be via recommendation of the Project Selection Committee to the Transportation Committee and MPO Policy Committee.

## B: Active Program Management of Projects

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

a) For FTA administered projects, accomplishment is FTA grant approval for the phase.

b) For those projects administered through the Federal Highway Administration, accomplishment is defined as:

i) Phase I engineering - design approval
ii) Phase II engineering - Pre-final plans submitted to IDOT District 1
iii) ROW - ROW certified by IDOT District 1
iv) Construction - Has been let for bid
v) Implementation - Federal Authorization

c) If a phase is not accomplished in the year it is programmed plus two years, all remaining unobligated CMAQ funds for the phase and all subsequent phases (regardless of the sunset year of those phases) will be removed from the guaranteed program and the project will be considered a deferred project. More information on deferred projects is available in section B:4)c)ii).

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

a) Due dates for semi-annual updates will be included in the Project Selection Committee meeting calendar which is approved prior to the start of each calendar year. Updates will generally be requested in late spring (May/June) and fall (October).

b) CMAP staff or the Project Selection Committee may request additional status updates at any time.

c) Semi-annual updates will be required for all project phases meeting any of the following conditions. All projects meeting these conditions that fail to provide a semi-annual status update will be subject to removal from the CMAQ program.

i) Deferred phases.

ii) Phases sunsetting at the end of the current federal fiscal year.

iii) Phases programmed in the current federal fiscal year, regardless of sunset date.

d) Every effort will be made to provide a list of phases requiring status updates and instructions for completing the updates to PLs (for municipal agency sponsored projects) and other project sponsors (service boards, RTA, IDOT, and IEPA) at least three weeks prior to the due date, but a shorter lead time may be needed in some cases.

e) Status updates may also be requested, or may be submitted without a request, for phases programmed in out years in order to assist with programming decisions for meeting the annual obligation goal.

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

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

a) The goal will be set prior to the start of the federal fiscal year.

b) The goal will be based on the anticipated apportionment for the next federal fiscal year and the anticipated unobligated balance.

c) If the obligation goal cannot be met through implementation of projects incorporated in the CMAQ program through the regular selection process, then other projects (listed below in priority order) that have demonstrated readiness as defined in B:6)b) will be selected for contingency funding to accomplish the goal:

   i) Out Year – projects programmed in the out years of the program will be moved into the annual element. This can occur at any time if funding is available.

   ii) Deferred – projects that had their funding removed for failure to meet accomplishment sunset deadlines can have their funding reinstated one phase at a time. This can occur at any time if funding is available.

   iii) Vetted – includes:

      (1) Projects that were analyzed in a prior programming cycle and showed an air quality benefit but were not included in the program, or

      (2) Partially funded CMAQ projects that have other funding for which CMAQ funds can be substituted.

d) If the actual obligation amount is expected to be within $5 million of the goal as determined by CMAP staff, then no action to implement other projects will be considered.

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

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

a) Be ready to obligate within the federal fiscal year.

b) Demonstrate readiness as defined below.

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

c) Construction is the preferred phase for contingency funding.

d) Vetted projects must meet the following phase funding minimum requirements.

i) $1 million for phase II or ROW acquisition

ii) $5 million for construction

(1) A combination bid of connected or related projects which total the above minimums is acceptable.

iii) Limits do not apply to out-year or deferred projects

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

# MEMORANDUM

**To:** **CMAP Working Committees**

**From:** CMAP Staff

**Date:** September 3, 2014

**Re:** GO TO 2040 Plan Update - Public Comment Period Summary

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## Background

As part of the federally mandated update to metropolitan Chicago's comprehensive regional plan, the public must be afforded an opportunity to provide input on the process and resulting, updated plan documents. Therefore, a public comment period was conducted by CMAP from June 13, 2014 through August 1, 2014. The comment period was designed to gather feedback from stakeholders and the general public on the draft GO TO 2040 plan update as well as the proposed Federal Fiscal Year (FFY) 2014-19 Transportation Improvement Program (TIP).

This memo will briefly describe the outreach methods employed and the resulting public participation, the comments received, and CMAP's responses to the public input. A more detailed summary of the public comment period, including tables of CMAP's responses to comments, can be found in the draft Public Engagement Summary Appendix.

## Outreach Process

Prior to the 50-day public comment period commencing on June 13, 2014, numerous outreach techniques were used to alert the public about the plan update and solicit their feedback. The philosophy behind this outreach effort was to engage CMAP's existing network, rather than forging an abundance of new partnerships (as was necessary leading up to GO TO 2040's adoption in 2010). Regional stakeholders and the broader public were engaged and encouraged to participate in the plan update process.

A variety of input methods were made available to the public, including:

- ***Public meetings***: A series of public "open house" format meetings were geographically distributed around the Chicago region in order to provide all residents of the seven-county area with adequate and convenient opportunities to participate in the plan update process.

A logical way to organize these meetings for maximum geographic coverage was to work with the subregional councils, which have strong networks to reach leaders and residents in their respective areas. It was determined by geography that a total of 10 public open house meetings, in addition to one formal public hearing, would be held during this public comment period.

At these open house meetings, visual aids and posters were displayed, summarizing the policy recommendations and implementation activities of the four themes in GO TO 2040. Several hard copies of the draft plan update summary and supporting appendices were available for participants to read in more detail and take home. CMAP staff were also available to answer questions, and comment cards were provided for attendees to write and submit formal written comments during the meeting. Approximately 220 people attended these public meetings in total.

- ***On-line comment form***: There was an on-line comment form available on the CMAP website, which included links to download and review all the relevant plan update materials. This input format facilitated participation from those people who were interested in the update process but were unable to attend one of the public meetings. Nearly 60 on-line comments were received, ranging from topics across the major themes of GO TO 2040.

- ***Form letters and other comment types***: CMAP staff also accepted comments in the form of e-mails, hard copy letters, phone calls, and faxes. One distinct category of comments received was form letters – standardized, project-specific messages from individuals who were galvanized by the advocacy of a nonprofit organization about a given topic. Table 1 summarizes the organizations, issues, and number of form letters received.

**Table 1. Form Letter Comments**

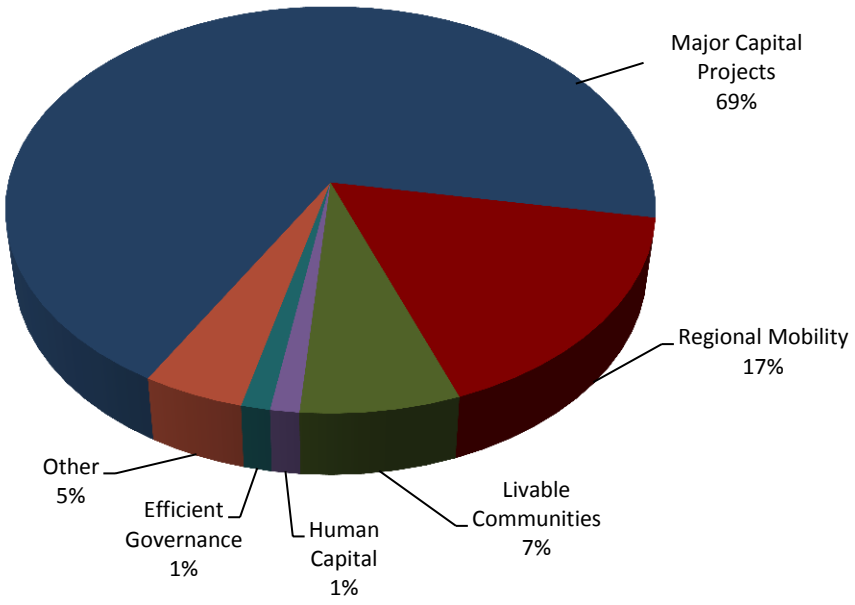
| Organizational Membership | Issue / Project of Concern | Number of Standardized Comments |
|---|---|---|
| Environmental Law and Policy Center | Opposes the Illiana Expressway | 221 |
| Midwest High Speed Rail Association | Supports the CrossRail Chicago project | 660 |
| Sierra Club – Illinois Chapter | Opposes the Illiana Expressway | 401 |

**Summary of Comments**

In total, over 1,400 comments were received during the public comment period, the majority of which were form letters (see Table 1). The approximately 150 non-standardized comments spanned submission formats, as well as levels of detail and analysis. They were submitted by a range of commenters – from private citizens to nonprofit organizations to various governmental entities – and comments were received from all across the region. Of all comments received, nearly one third were submitted from outside of the CMAP region, most of which were form letters. Excluding form letters and just examining the geographic origin of the 150 non-standardized comments, 60 percent originated in Cook County, followed by 18 percent submitted from Will County and 12 percent submitted from the remaining collar counties.

Many comments expressed an interest in principles already embedded into GO TO 2040, which reinforces the need for continued commitment to those issues. While comments were received across all four themes of GO TO 2040, the majority pertained to transportation-related issues. Figure 1 displays the distribution of comments by plan theme, with a separate category for comments about major capital projects. This chart excludes the more the 1,200 form letters in order to present a more balanced representation of the breadth of topics that were covered during the public comment period.

**Figure 1. Comments by GO TO 2040 plan theme, excluding form letters**




In total, the high volume of form letters focusing on two specific transportation projects shifted the overarching theme of public input toward a concern for major capital projects. Even excluding the form letters, this category of specific transportation projects – both on CMAP's list of major capital projects as well as other roadway and transit projects – still comprised around two thirds (or, approximately 100 comments) of the input received. Generally, people commented on the transportation projects located near where they live or work, which have the potential to directly influence their quality of life and mobility options.

**Responses to Input**

The plan update continues the same priorities of GO TO 2040, and as such no major policy changes are recommended. The following describes the areas where clarification and further detail was called for by partners and stakeholders, or where the volume of comments warrants further discussion:

- ***Discussion of Bus and Arterial Rapid Transit***: Discussion occurred during the development of the plan update about the best way to treat Bus Rapid Transit (BRT) and Arterial Rapid Transit (ART) projects in the update. The Regional Transportation Authority (RTA) offered guidance on this matter during the public comment period, suggesting text revisions that have since been made in the Plan Update Summary. These changes aim to appropriately frame BRT and ART options in the context of improving the overall transit system's operations and fiscal health, echoing the RTA's Transit Strategic Plan.

- ***Support for CrossRail Chicago***: Hundreds of form letters were submitted asking CMAP to prioritize the CrossRail Chicago project. Given its very early planning phase, this project will remain where it was listed in the draft Major Capital Projects Appendix. Language was added to the project description in the Major Capital Projects Appendix to encourage supporters to continue to study the project, identify funding sources, and identify a project implementer. As details are solidified in future years, this project can be reevaluated for consideration in the universe of major capital projects.

- ***Opposition to Illiana Expressway***: The Illiana Expressway was amended into the plan by vote of the MPO Policy Committee in 2013 and is included on the fiscally constrained major capital projects list. It received significant debate during this plan update public comment period. The most common arguments enumerated against this project included concerns that the roadway would cause environmental degradation, loss of prime farmland, and a large financial burden on the taxpayers of Illinois. Additionally, many comments questioned the project's consistency with the principles of sustainable growth for the region at the core of GO TO 2040.

  No major changes are intended for the GO TO 2040 plan during this update process, given the amount of consensus-building and research that informed the development of the original plan. There is a process that has been established to amend the major capital projects list between plan updates, and the outcomes of those processes are being preserved for this plan update. Text has been added to the Illiana Expressway project description in the Major Capital Projects Appendix to reflect the volume of comments received and the need to protect the region's open and green space during project implementation. It will be important to consider the environmental and local community impacts, as well as to protect the public interest in the Public Private Partnership funding structure, as much as possible.

- ***Implementation of Reasonably Expected Revenues***: Several comments were submitted regarding the plan update's prioritization of advancing new sources of reasonably expected revenues to invest in our region's transportation system. While acknowledging the necessity of these new revenues, many asked questions about the potential time frame and political

support needed to implement them, or wanted assurance that local and regional stakeholders would be involved in decision-making and implementation. CMAP understands the concerns about political feasibility and agrees that implementation of these revenues will need to be driven by a strong regional coalition of CMAP and its partners.

**ACTION REQUESTED: Information and discussion.**

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

# MEMORANDUM

**To:** CMAP Working Committees

**From:** CMAP Staff

**Date:** September 3, 2014

**Re:** GO TO 2040 Plan Update – Revised Draft Review

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Over a year ago, staff began the process of updating the GO TO 2040 plan, as required by federal law. CMAP released a full draft plan update for a 50-day public comment period from June 13 to August 1, 2014. All comments received and revisions made to the draft plan update are summarized in a separate memorandum and detailed in the Public Engagement Summary Appendix. Revisions have been made to the following documents, which are available for your download and review in PDF form at the links below.

- GO TO 2040 **plan update summary**
  - Appendix: **Major Capital Projects**
  - Appendix: **Financial Plan for Transportation**
  - Appendix: **Socioeconomic Forecast Update Overview**
  - Appendix: **Implementation Action Areas**
  - Appendix: **Indicator Methodology**
  - Appendix: Transportation Conformity Analysis
  - Appendix: **Travel Model Documentation**
  - Appendix: **Public Engagement Summary**

Committee members are asked to provide all remaining input on the revised draft plan update at the September meeting. Staff will make any final revisions to the plan update based on comments received at the September meetings of the CMAP Board and working committees. On October 3, the Transportation Committee will be asked to recommend MPO Policy Committee approval of the final plan. On October 8, the Regional Coordinating Committee will be asked to recommend Board approval of the final plan. Later that morning, staff will seek final approval of the plan update at the joint meeting of the Board and MPO Policy Committee.

ACTION REQUESTED: Discussion

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

# MEMORANDUM

**To:** CMAP Board and Committees

**From:** CMAP Staff

**Date:** September 3, 2014

**Re:** Local Technical Assistance Program Update

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The CMAP Board and committees receive regular updates on the projects being undertaken through the Local Technical Assistance (LTA) program, including those receiving staff assistance and grants. To date, 139 local projects have been initiated. Of these, 84 projects have been completed, 50 are fully underway, and 5 will get actively underway in the near future. Projects that appear in this document for the first time, or that were recently completed, are noted and highlighted in italics.

Further detail on LTA project status can be found on the attached project status table. Please note that to reduce the volume of material sent, the LTA Program Updates will continue updates to the "Completed Projects with Active Implementation" on a quarterly basis. The next implementation report with these updates will be sent in October.

ACTION REQUESTED: Discussion

## Projects Currently Underway

| Project | CMAP lead | Timeline | Assistance type | Status and notes |
|---|---|---|---|---|
| Algonquin-Carpentersville Fox River corridor plan | Brian Daly | May 2014-Aug. 2015 | Staff assistance | Research and key person interviews for Existing Conditions Report are underway. Staff has begun to draft the ECR. The public kickoff was held in Algonquin on July 29. CMAP will host an outreach activity at Algonquin's "It's Our River Day" event. |
| Arlington Heights bicycle-pedestrian plan | John O'Neal | May 2014-Apr. 2015 | Staff assistance | Draft of MetroQuest survey prepared for Village approval. Key stakeholders identified and interviews being scheduled. Bike ride (audit) also being scheduled. Work on ECR, including data collection and analysis, continues. |
| Barrington area bikeway feasibility study | Jack Pfingston | June 2014-June 2015 | Consultant assistance | Initial meeting held August 6 with BACOG, NWMC, CMAP, Barrington, Barrington Hills, and South Barrington. First meeting of the Steering Committee will take place September 29. |
| Bensenville comprehensive plan (see website) | Sam Shenbaga | Mar. 2013-Oct. 2014 | Staff assistance | Steering Committee meeting conducted on August 25. Plan to be presented to general public on September 11. Edits based on community and Steering Committee feedback to be incorporated after September 11. |
| Berwyn capital improvements plan | Bob Dean | Mar.-Oct. 2014 | Staff assistance | Steering Committee met August 19 to review project scoring. The next meeting, scheduled for September 9, will address expected revenue levels and initial recommendations for projects to include in the five-year plan. |
| Berwyn parking study (see website) | Lindsay Bayley | Nov. 2013-Jan. 2015 | Staff assistance | Staff continue to work on Existing Conditions Report. |
| Berwyn zoning revisions (see website) | Kristin Ihnchak | Jan. 2013-Feb. 2015 | Staff and consultant assistance | CMAP staff is creating a first draft of the zoning ordinance based on the approved recommendations memo. Staff created a draft of the sign ordinance for separate review by the City/BDC. The sign ordinance is currently being reviewed by CMAP's legal counsel before submittal to the City. |
| Campton Hills zoning and subdivision regulations | Kristin Ihnchak | Jul. 2014-Oct. 2015 | Consultant assistance | A kick-off meeting with staff was held on August 7. Camiros is scheduling stakeholder interviews to be held in September. |
| Carol Stream comprehensive plan (see website) | Nicole Woods | Feb. 2014-Apr. 2015 | Staff assistance | CMAP staff reached out to additional businesses to gain their input on the Village's strengths, weaknesses, and opportunities. Staff also collected additional data and information for the existing conditions |

| Project | CMAP lead | Timeline | Assistance type | Status and notes |
|---|---|---|---|---|
| | | | | report. An initial draft of the report is anticipated to be completed in the fall. |
| Chicago Pilsen-Little Village neighborhood plan (see website) | Evy Zwiebach | Dec. 2013-Mar. 2015 | Staff assistance | CMAP staff and DPD have been working to finalize existing conditions analysis. The Existing Conditions Report will be available online in early fall. CMAP and DPD have also been preparing for the next set of public workshops, which will focus on housing and are scheduled for the fall. |
| Chicago West Pullman neighborhood plan | Evy Zwiebach | July 2014-Aug. 2015 | Consultant assistance | Finalists were interviewed, and consultant selection is in process. The project is expected to start in September or October. |
| Chicago Heights comprehensive plan (see website) | Kendra Smith | Apr. 2013-Nov. 2014 | Staff assistance | Draft plan is underway. SCB is working on plan visualizations. Choice Neighborhood Application was submitted with Cook County, Housing Authority of Cook County, SSMMA and Chicago Heights on August 5. |
| Chinatown neighborhood plan (see website) | Stephen Ostrander | Apr. 2013-Oct. 2014 | Staff assistance | Draft plan was reviewed by project Steering Committee, and comprehensively discussed at a committee meeting on August 28. Project team began tentative scheduling of open house at Pui Tak Center to present the draft plan's recommendations to the entire Chinatown community. |
| Cicero comprehensive plan | Jonathan Burch | Apr. 2014-June 2015 | Consultant assistance | Existing conditions report underway. Consultant is currently conducting key stakeholder interviews. |
| Cook County consolidated plan (see website) | Jonathan Burch | Apr. 2013-Nov. 2014 | Staff assistance | The data-oriented front half of the plan along with a recommendations memo was reviewed by the Bureau. Based on discussion and revisions, CMAP is drafting the back half of the plan. |
| Crete comprehensive plan | Jack Pfingston | May 2014-June 2015 | Consultant assistance | Project still on hold as Crete has not yet filled the Village Administrator vacancy; Steering Committee will be assembled in September. |
| Crystal Lake transportation plan | Nora Beck | Mar. 2014-Feb. 2015 | Staff assistance | CMAP is currently promoting an online interactive survey to gather more information about the transportation system in Crystal Lake. CMAP staff is currently interviewing key stakeholders and city staff as well as drafting an existing conditions report. |
| Dixmoor planning prioritization report | Jessica Gershman | Jan.-Oct. 2014 | Staff assistance | Initial mapping and data collection complete and expert consultations are occurring to help verify the direction of the existing conditions report, which should be shared with the Village in September. |
| DuPage County / Addison Homes for a | Kendra Smith | Sept. 2013-Nov. 2014 | Staff assistance | Municipal plans and draft subregional recommendations are underway. |

| Project | CMAP lead | Timeline | Assistance type | Status and notes |
|---|---|---|---|---|
| Changing Region project | | | | |
| DuPage County / Hanover Park Homes for a Changing Region project | Drew Williams-Clark | Sept. 2014-Aug. 2015 | Consultant assistance | CMAP received proposals in response to an RFP that will allow the agency to contract with a consultant to complete a *Homes for a Changing Region* plan for Glendale Heights, Hanover Park, and West Chicago. |
| DuPage County sustainability plan | Louise Yeung | June 2014-July 2015 | Staff assistance | Conducting existing conditions research and scheduling interviews with key stakeholders. |
| Elmwood Park zoning assessment | Kristin Ihnchak | Nov. 2014-Aug. 2015 | Staff assistance | The project has been postponed until fall of 2014. |
| *Evanston bicycle plan* | *Jack Pfingston* | *June 2013-July 2014* | *Grant funds* | *Newly completed. Plan was adopted by City Council in August.* |
| Franklin Park industrial areas plan (see website) | Nicole Woods | Apr. 2013-Nov. 2014 | Staff assistance | CMAP updated the draft plan based upon feedback from Village staff and presented the draft plan to the Steering Committee. Final outreach activities are planned for October. The plan is anticipated to be completed by late fall. |
| Harvard comprehensive plan | Liz Panella | May 2014-July 2015 | Staff assistance | Currently scheduling interviews with key stakeholders. An agreement has been made with Valerie Kretchmer Associates to conduct a market study of the city. |
| Kane County health impact assessment | Stephen Ostrander | July 2014-Mar. 2015 | Staff assistance | Draft scope was forwarded to Village of Carpentersville for its review. The project team (CMAP, Kane County, and Carpentersville) scheduled the kickoff meeting for the project on September 4, which will include a brief training by County staff on the health impact assessment (HIA) process, as well as an initial overview of the Carpentersville intersection that is the focus of the HIA. |
| Kane County transit plan implementation (see website) | Trevor Dick | July 2012-Oct. 2014 | Staff assistance | CMAP staff is updating the draft report based upon County staff review. The next step is to distribute the report back to the County staff for their final review and then to the Steering Committee. |
| Kane County / Geneva Homes for a Changing Region project (see website) | Drew Williams-Clark | July 2013-Sept. 2014 | Staff assistance | The final draft plan was reviewed by participating communities in August. Final presentations are anticipated in September. |

| Project | CMAP lead | Timeline | Assistance type | Status and notes |
|---|---|---|---|---|
| Lake County Route 53/120 land use plan (see website) | Jason Navota | Nov. 2013-Dec. 2015 | Staff and consultant assistance | The land use planning effort is underway. Project team is gathering and assessing data, generating hot and cool spot maps, meeting with corridor municipalities and other stakeholders, and drafting the Existing Conditions Assessment. Public participation effort is scheduled to begin in the fall. The IL Route 53/120 Corridor Plan Land Use Committee met on March 18, May 8, and July 21. Next meeting is anticipated for September. |
| Lake County sustainability plan (see website) | Kristin Ihnchak | Mar. 2012-Oct. 2014 | Staff assistance | The document is being prepared for presentation to the Planning, Building, and Zoning Commission. |
| Lake County / Round Lake Homes for a Changing Region project | Stephen Ostrander | July 2014-June 2015 | Staff assistance | Project team from CMAP, MPC, and Lake County Community Foundation scheduled all introductory meetings with each community (taking place on September 30 and October 1). CMAP staff continued gathering data and populating model for assessment of existing conditions. |
| Lan-Oak Park District master plan (see website) | Trevor Dick | Oct. 2013-Oct. 2014 | Staff assistance | A Draft Master Plan has been submitted to Park District staff for review. Comments are due September 8. The Draft will then be sent to the Steering Committee for review and a meeting will be scheduled for the end of September. The Plan is expected to be adopted by the Board of Commissioners in October. |
| Lyons comprehensive plan (see website) | Sef Okoth | July 2013-Dec. 2014 | Staff assistance | Draft plan chapters underwent internal review and are being updated to address comments received from CMAP staff. |
| Morton Grove industrial areas plan (see website) | Nicole Woods | Feb. 2012-Oct. 2014 | Staff assistance | CMAP met with the Steering Committee to discuss public feedback on the plan to the Steering Committee. The committee approved the industrial areas plan and recommended it for adoption. The plan is expected to be adopted by the Board of Trustees in October. |
| North Aurora comprehensive plan | Jack Pfingston | Jan.-Dec. 2014 | Consultant assistance | Existing Conditions draft expected in early September. |
| North Chicago comprehensive plan | Jake Seid | May 2014-Sept. 2015 | Staff assistance | Project team held public kick-off meeting on August 12. MetroQuest site was live for the month of August to collect additional public comments. Stakeholder interviews and focus group meetings will be scheduled for September. Existing Conditions Report (ECR) will be prepared by project team in September and October. Kretchmer Associates will |

| Project | CMAP lead | Timeline | Assistance type | Status and notes |
|---|---|---|---|---|
| | | | | complete a targeted economic development assessment as part of the ECR. |
| Northwest Municipal Conference Des Plaines River trail access plan (see website) | Lindsay Bayley | May 2013-Sept. 2014 | Consultant assistance | The NWMC Executive Board will vote on approval of the final plan at their next meeting, which will be September 10. |
| Olympia Fields subarea plan (see website) | Drew Williams-Clark | Apr. 2013-Nov. 2014 | Consultant assistance | The Village Board voted to refer the final plan to the Planning and Zoning Commission for consideration as an amendment to the comprehensive plan. |
| Openlands local food policy | Jason Navota | Feb. 2013-Sept. 2014 | Staff assistance | Scope of work for a Regional Food System Study is final, a potential funder for the study has been identified, and an application has been prepared and submitted by Openlands. |
| Oswego-Montgomery-Yorkville shared services study | Louise Yeung | May 2014-Mar. 2015 | Staff assistance | Received and reviewing all responses to the RFP. Conducting interviews with key stakeholders across the region with shared services experience. |
| Park Forest active transportation plan | Lindsay Bayley | Mar. 2014-Nov. 2014 | Staff assistance | Existing Conditions Report reviewed by Steering Committee. Edits underway. Public outreach event planned for Park Forest Art Fair on September 20. |
| Park Forest zoning revisions (see website) | Kristin Ihnchak | June 2013-Nov. 2014 | Staff and consultant assistance | The revised recommendations memo has been approved by staff and the project team is moving forward with drafting the Unified Development Ordinance. |
| Pingree Grove comprehensive plan | Trevor Dick | Aug. 2014-Aug. 2015 | Consultant Assistance | Preferred consultant has been selected. Project kick-off is tentatively scheduled for October. |
| Prospect Heights comprehensive plan | Jack Pfingston | Aug. 2013-Sept. 2014 | Consultant assistance | Draft plan went before City Council August 25, with full adoption expected in September. |
| Richton Park comprehensive plan (see website) | Kendra Smith | Aug. 2012-Sept. 2014 | Consultant assistance | Project Steering Committee reviewed draft plan August 7. Consultant and Village staff are preparing for a September 23 Open House and Plan Commission meeting. |
| Richton Park zoning revisions | TBD | Sept. 2014-June 2015 | Consultant assistance | Following the completion of the comprehensive plan, the consulting firm will update Richton Park's zoning ordinance to be consistent with the newly adopted plan. |
| *Riverdale comprehensive plan* | *Erin Aleman* | *Nov. 2013-Aug. 2014* | *Consultant assistance* | *Newly completed. Plan was adopted in August.* |

| Project | CMAP lead | Timeline | Assistance type | Status and notes |
|---|---|---|---|---|
| Rosemont comprehensive plan (see website) | Sam Shenbaga | Oct. 2013-Dec. 2014 | Staff assistance | Recommendations memo submitted to staff and Steering Committee. Comments received and incorporated. CMAP staff working with transportation engineering firm on solutions to traffic congestion and bike-ped improvements. Draft recommendations from engineer expected in second week of September. |
| South Elgin zoning update | Jake Seid | Oct. 2014-May 2016 | Staff assistance | Scoping is currently underway and should be completed in September. |
| SSMMA Calumet Green Manufacturing Partnership | Brian Daly | May 2014-Nov. 2014 | Staff and consultant assistance | The Chicago Jobs Council (CJC) is completing Phase 1: Research and Best Practices. |
| SSMMA Complete Streets plan | Lindsay Bayley | July 2014-Aug. 2015 | Staff assistance | Signed MOU received. Initial contacts to SSMMA communities for participation complete. Previous plan summaries and initial data collection underway. |
| Summit comprehensive plan (see website) | Nora Beck | Dec. 2013-Nov. 2014 | Staff assistance | Given recent changes in Village administration as well as the basic findings of the existing conditions report, CMAP is restructuring this project to be a Planning Priorities Report with a completion date in fall. |
| UIC multimodal transportation plan (see website) | Lindsay Bayley | June 2013-Jan. 2015 | Staff assistance | Final plan drafting underway. Infrastructure recommendations under review by CDOT staff. |
| Waukegan subarea plan (see website) | Stephen Ostrander | Oct. 2012-Oct. 2014 | Staff assistance | CMAP staff met with City staff on August 5 and comprehensively discussed entire draft plan, and together began planning and preparation for September meetings with City planning commission to present draft plan. |
| West Suburban Chamber of Commerce and Industry cargo-oriented development plan | Evy Zwiebach | June 2014-June 2015 | Staff assistance and small contract | Phase 1 of the project, an examination and prioritization of potential cargo-oriented development sites, is underway. CMAP staff will present Phase One findings to the project Steering Committee in late September. Phase Two, the ULI TAP, is scheduled for mid-November. |
| Westchester zoning ordinance | Kristin Ihnchak | Oct. 2014-Sept. 2015 | Consultant assistance | Scoping underway. RFP released August 28. |
| Winthrop Harbor comprehensive plan | Sam Shenbaga | Sept. 2014-Sept. 2015 | Staff assistance | Project to be initiated in mid-September. |

| Project | CMAP lead | Timeline | Assistance type | Status and notes |
|---|---|---|---|---|
| Zion comprehensive plan | Nora Beck | Feb. 2014-Jan. 2015 | Consultant assistance | Consultant is drafting a community assessment report to summarize the existing conditions in Zion. A public kick off meeting is scheduled for September 3. |

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Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

# Major Capital Projects Quarterly Update September 2014

## ILLINOIS 53/120 TOLLWAY

***Project Status:*** Following the recommendations of the Illinois Route 53/120 Blue Ribbon Advisory Council, the Tollway has embarked upon a detailed engineering concept, including cost estimates and refinement of traffic and revenue projections. A Finance Committee has been formed to continue to refine project financing. In addition, CMAP is leading a corridor land use plan, in coordination with the Tollway, Lake County, municipalities, and other stakeholders in the area.

***Project Website:*** http://www.illinoistollway.com/construction-and-planning/community-outreach/illinois-route-53-120-blue-ribbon-advisory-council

***Overall Progress since Last Report:***

- The Tollway's Finance Committee held two meetings discussing potential local contributions. The Finance Committee also convened three working groups to discuss specific aspects of local contribution, including the Environmental Stewardship Fund, value capture, and a motor fuel tax (MFT) and tolling discussion group. These working groups have outlined a plan that includes revenues from value capture, a county MFT, and congestion pricing and increased tolling. However, no formal recommendations have been made.
- The Tollway has continued to refine cost estimates for the environmental improvements related to the facility.

***CMAP's Contribution since Last Report (if applicable):***

- CMAP has continued to coordinate closely with the Tollway and Lake County on the next phase of the planning work.
- CMAP provided analysis of value capture funding scenarios for the Value Capture Working Group of the Finance Committee.
- CMAP's Corridor Land Use study is ongoing. Staff and consultants have drafted an Existing Conditions Analysis based on substantive data collection and stakeholder interviews, with a release of the document for public comment slated for later this fall.

## CIRCLE (BYRNE) INTERCHANGE

***Project Status:*** Construction is underway on Stage-I elements of the project, consisting of the cross-road bridges. Stage II will focus on I-290/Congress Parkway, while Stage III will focus on the I-90/94 segment. Completion is expected in 2018.

***Project Website:*** http://www.circleinterchange.org/

***Overall Progress since Last Report:***

- With recent work on the Harrison, Peoria, and Morgan Street bridges allowing for appropriate vertical clearance, the contract for the new flyover ramp to be constructed from northbound I-90/94 (Dan Ryan) to westbound I-290 (Eisenhower) was awarded on August 12 for more than $55 million. Construction on the flyover is scheduled to be complete by August, 2016.
- A live video feed of the project, a first for IDOT, has been established. See http://www.travelmidwest.com/lmiga/circleInterchangeCameras.jsp
- The reimagined interchange was recently rechristened in honor of former Chicago Mayor Jane Byrne.

***CMAP's Contribution since Last Report:*** None.

## CTA RED AND PURPLE LINE MODERNIZATION

***Project Status:*** CTA and Federal Transit Administration (FTA) have initiated the environmental review process for this project. It is expected to be completed in phases, with the first phase consisting of a flyover on the Brown Line to eliminate train delays on the Red and Purple lines north of Belmont station (Red-Purple Bypass Project) and a rebuild of the Lawrence, Argyle, Berwyn, and Bryn Mawr stations along with the tracks and structures between them (Lawrence to Bryn Mawr Modernization Project).

***Project Website:*** http://www.transitchicago.com/rpmproject/

***Overall Progress since Last Report:***

- In August, CTA was awarded $35 million federal funding from the new "Core Capacity" component of the FTA Section 5309 program for engineering work. Two Environmental Assessments (EAs) are being conducted, one EA for each of the projects within the first phase of the project.

***CMAP's Contribution since Last Report:*** None.

## CTA RED LINE SOUTH

***Project Status:*** CTA is preparing a Draft Environmental Impact Statement (EIS), expected to be published in early 2015. Several options are currently being evaluated for the Locally Preferred Alternative along the Union Pacific Railroad (UPRR) tracks. Three other alternatives are being considered as well -- a rail alternative along Halsted Street, a bus rapid transit (BRT) alternative along Michigan Avenue, and the no-build alternative.

***Project Website:*** http://www.transitchicago.com/redeis/default.aspx

***Overall Progress since Last Report:***

- In August CTA announced it had narrowed the alternatives to deciding between placing the Red Line tracks to the east or the west of the Union Pacific Railroad tracks from 99th St to 118th St.
- CTA also announced it would use $5 million of bond funds for the federal planning process on the extension.

***CMAP's Contribution since Last Report:*** None.

## Elgin O'Hare/Western Access

***Project Status:*** All approvals are in place for this project. The widening and reconstruction of the existing Elgin-O'Hare Expressway (IL 390) began this year. The remaining funding gap has been partly closed with a CMAQ grant and ROW donation by DuPage County.

***Project Website:*** http://www.illinoistollway.com/construction-and-planning/projects-by-roadway/elgin-o-hare-western-access

***Overall Progress since Last Report:***

- Building demolition and site cleanup took place at 3 sites along the Elgin O'Hare Expressway in Itasca and Franklin Park.
- The ramp carrying traffic from Irving Park Road to eastbound Illinois Route 390 is under reconstruction.
- As part of the Elgin O'Hare Western Access Project, the Illinois Tollway is completely rebuilding the I-290 Interchange at the existing Elgin O'Hare Expressway, now known as Illinois Route 390, and Thorndale Avenue. This work is underway.
- The Illinois Tollway is building a new Rohlwing Road Bridge to accommodate the new Illinois Route 390 roadway. Construction should be completed on the western half of the new bridge carrying traffic over Illinois Route 390 this year. Work will begin on the eastern half afterwards and is scheduled to be completed in 2015. The Rohlwing Road Bridge is being constructed as part of a new, larger interchange that will provide congestion relief for traffic traveling along Illinois Route 390, which will be extended east as a toll road. Currently, Illinois Route 390 ends at a signalized intersection at Rohlwing Road.
- The Illinois Tollway is reconstructing the Devon Avenue Bridge over I-290. The new, four-lane bridge is needed to accommodate the new ramps at the interchange between I-290 and the IL 390. Work began in the spring and should be complete by the end of the year. This is adjacent to the Elgin O'Hare Expressway.

***CMAP's Contribution Last Report:*** None.

## Illiana Expressway

***Project Status:*** The project is in the Tier 2 EIS phase. IDOT seeks a federal record of decision in spring 2014. IDOT is pursuing a public-private partnership. By the end of January 2015 IDOT expects to release a final RFP to shortlisted developer teams, select a preferred proposer, and enter into a P3 agreement. Project construction is expected 2015 – 2018.

***Project Website:*** http://www.illianacorridor.org/

***Overall Progress since Last Report:***

- The project continues to move through the Tier 2 process, most recently with the release of the Air Quality Technical report in August.

***CMAP's Contribution since Last Report:***

- CMAP's Tier II consultation team and NIRPC's Interagency Consultation Group on Air Quality met jointly in August 2014 and concurred on the analysis and results of the revised Illiana Expressway PM2.5 Hot Spot Analysis.

## I-290 Multimodal Corridor

***Project Status:*** The I-290 Preliminary Engineering and Environmental (Phase I) Study started from a clean slate in fall of 2009. The process will result in an EIS for the reconstruction of I-290 from west of Mannheim Road to Racine Avenue. The alternatives have been narrowed to four to be carried forward in the draft EIS, which should be released in spring of 2015. A CTA Blue Line Vision Study is underway and will address physical conditions, service characteristics and ridership.

***Project Website:*** http://www.eisenhowerexpressway.com/

***Overall Progress since Last Report:***

- Corridor Advisory Group meeting #18 was held July 30 to begin refining the four remaining conceptual alternatives to a detailed preferred alternative. The next round of I-290 evaluations are expected to include geometry/drainage (I-290 has been closed a number of times during 2014 because of flooding), cost, aesthetics, funding/financing and construction staging scenarios. An I-290 noise analysis was presented, with key findings that the right hand ramps will reduce the expressway noise over the current left hand ramps because of the lower depth and new retaining walls that will be needed and that the right hand ramp geometry shifts ramp noise away from the receptors. Current noise results mostly from the mainline traffic.
- New hydraulics modeling software will be used for re-evaluation of the trunk sewer capacity. A number of drainage concepts are being considered, and they have found that the mainline can be lowered without conflicting with drainage needs. This depth of the mainline is important for clearance and bridge height issues.
- CTA's vision study has concluded that many Blue Line elements are beyond useful life and severely worn. The overall recommendation is to completely reconstruct/modernize the Forest Park branch while maintaining existing service. They will present these findings at the next public hearing.
- The next Corridor Advisory Group meeting is scheduled for September 24th.

***CMAP's Contribution since Last Report:*** CMAP continues to participate in the Corridor Advisory Group.

## I-294/57 Interchange

***Status:*** Under construction. The Tollway will complete new ramps to connect northbound I-57 to northbound I-294 and southbound I-294 to southbound I-57, as well as an exit ramp from southbound I-294 to 147th Street and an entrance ramp from 147th Street to northbound I-294. The partial interchange is expected to be complete in October 2014. The full interchange is expected to be complete in 2024.

***Project Website:*** http://www.illinoistollway.com/construction-and-planning/projects-by-roadway/tri-state-tollway-i-94/i294/i-80/294-57interchange
& http://www.dot.il.gov/I57-294/default.html

***Overall Progress Last Report:*** The partial interchange is expected to open in October.

***CMAP's Contribution Last Report:*** None. CMAP worked with local partners earlier this year to develop a I-294/I-57 Land Use and Economic Development Plan. It is available at the project's webpage.

## I-55 Managed Lane

***Project Status:*** Phase I studies are underway and will be completed by spring 2014. The scope of work for this project is anticipated to include the addition of one lane in each direction within the existing median of I-55 to accommodate implementation of managed lanes.

***Project Website:*** http://www.i55managedlaneproject.org/

***Overall Progress since Last Report:*** None.

***CMAP's Contribution since Last Report:*** None.

## I-90 Addams Tollway

***Project Status:*** Under construction. Work on rebuilding the section between Rockford and Elgin is expected to finish by the end of 2014. Work on the section between Elgin and the Kennedy Expressway is expected to be finished in 2016.

***Project Website:*** http://www.illinoistollway.com/construction-and-planning/projects-by-roadway/jane-addams-memorial-tollway-i-90

***Overall Progress since Last Report***:

- Construction continues. While work on the expanded and reconstructed highway wraps up west of Elgin, construction projects now underway in the eastern section include new Fox River Bridges and interchange projects at Lee Street, Meacham Road (new), Roselle Road (expanded), Barrington Road (expanded), and Illinois Route 25.
- Financing of the planned expansion of the Lee Street interchange has not been identified. The interchange expansion is proposed to consist of a new eastbound exit ramp that may relieve downstream congestion in the vicinity of the I-294/I-90 interchange while improving access to potential land developments near Lee Street. However, because of the lack of financing, the expansion may be deferred until after the major capital reconstruction project.

- The Tollway has prepared a fact sheet and info-graphic regarding the Smart-Corridor features of the project, including active traffic management, an improved camera system, improved traffic sensors, improved road weather sensors, improved message signs, and a forward-looking communications network to facilitate vehicle-to-infrastructure communications.

***CMAP's Contribution Last Report***: None.

## West Loop Transportation Center

***Project Status:*** Phase I of the Union Station Master Plan concluded in May 2012. The second stage of the Study started in December, 2012. This work will include three key components: 1) A train operations simulation model of existing and possible future conditions at Chicago Union Station (CUS); 2) A pedestrian flow model of existing and possible future conditions within CUS's passenger areas; 3) A street traffic simulation model of existing and possible future conditions on 40 blocks surrounding CUS. The goal of this stage of the Study will be to establish a robust technical case for implementing the Stage 1 Study's "medium term" recommendations as soon as possible, and it will determine just how much capacity (i.e., how many years of growth) these improvements are likely to accommodate. It is anticipated that this stage of the Study will be completed in mid-2014. Work products will be posted to the website as they are approved.

Projects to create a surface bus transfer center and Central Loop BRT are funded and underway. The projects begin to address improving connections between Union Station and other transportation services.

***Project Website:*** http://www.unionstationmp.org/

***Overall Progress since Last Report:*** None

***CMAP's Contribution since Last Report:*** None