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 April 17, 2015,
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—March 6, 2015

4.0 Coordinating Committee Reports
The Regional Coordinating Committee met on March 11, 2015. A report on the meeting will be given by the Transportation Committee's representative. The Local Coordinating Committee will meet on May 13, 2015.

5.0 FFY 14-19 Transportation Improvement Program (TIP) - Amendments and Administrative Modifications
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 2016 Unified Work Program (UWP)
The UWP project selection has been completed. The recommended program will be presented.
ACTION REQUESTED: Recommendation of approval of the 2016 UWP program to the MPO Policy Committee and Regional Coordinating Committee.

7.0 Early Considerations for the Next Long-Range Plan
The next long-range plan is due October 2018. Early discussion of key issues is essential for a successful process. A memo outlining an initial list of topics is included with the packet.
ACTION REQUESTED: Discussion

8.0 Local Technical Assistance Program – Upcoming Call for Projects and Local Match Requirements

The recent evaluation of the LTA program highlighted the importance of local commitment. One way to assess local commitment is through the requirement of a local match. Recommendations for how to administer a local match are described in the attached memo.

ACTION REQUESTED: Information

9.0 Service Boards (Chicago Transit Authority, Metra and Pace) – Capital Program Development

CTA, Metra and Pace will present the 2015 annual element and 2015-2019 capital programs and provide an opportunity for stakeholder and public input on development of future programs. The presentations will include capital program funding sources, capital fund uses in terms of investments, general highlights of the five-year program including continuing and upcoming initiatives. This is an opportunity for essential capital program input.

ACTION REQUESTED: Information/Discussion

10.0 State Legislative update

A legislative update will be presented to the committee

ACTION REQUESTED: Information

11.0 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 included in the meeting materials.

ACTION REQUESTED: Information

12.0 Other Business

13.0 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.

14.0 Next meeting – May 15, 2015

15.0 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

March 6, 2015

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, Charles Abraham - IDOT DPIT, Reggie Arkell – FTA, Michael Bolton – Pace, Bruce Carmitchel – IDOT OP&P, Lynette Ciavarella – Metra, John Donovan – FHWA, Heidi Files - Kane County, Luann Hamilton – CDOT, Pete Harmet – IDOT District One, Scott Hennings – McHenry County, Emily Karry – Lake County, Vice Chair Sis Killen – Cook County, Patrick Knapp – Kendall County, Christina Kupkowski – Will County, Holly Ostdick – CMAP, Mark Pitstick – RTA, Peter Skosey – MPC, Kyle Smith- CNT, Chris Snyder – DuPage County, Mayor Eugene Williams – Council of Mayors, Rocco Zucchero – Illinois Tollway
Absent:	Robert Hann – Private Providers, Adrian Guerrero – Class 1 Railroads, Randy Neufeld – Bicycle and Pedestrian Task Force, Mike Rogers – IEPA, Steve Schlickman – Academic & Research, Joe Schofer – Academic & Research, Steve Strains – NIRPC, Ken Yunker – SEWRPC
Others Present:	Mike Albin, Garland Armstrong, Heather Armstrong, Jennifer Becker, Bruce Christensen, Anthony Jones, Mike Klemens, Shira Orlowek, Brian Pigeon, Chad Riddle, Michael Salamowicz, Rich Schroeder, William Schroeder, Chang Shu, David Seglin, C. Scott Smith, Sharon Sweas, Emily Tapia-Lopez, Tom VanderWoude, Mike Walczak, Mary Ellen White, Tammy Wierciak, Chris Ziemann, Barbara Zubek
Staff Present:	Lindsay Bayley, Alex Beata, Patricia Berry, Teri Dixon, Kama Dobbs, Jesse Elam, Jill Leary, Leroy Kos, Tom Kotarac, Martin Menninger, Jacquelyn Murdock, Ross Patronsky, Gordon Smith, Joe Szabo, Berenice Vallecillos.

1.0 Call to Order and Introductions

Committee Chair Michael Connelly called the meeting to order at 9:32 a.m.

2.0 Agenda Changes and Announcements

Mr. Connelly introduced CMAP's Deputy Executive Director for Policy & Programming, Tom Kotarac, and welcomed him to CMAP on behalf of the Transportation Committee.

Mr. Skosey announced that MPC has launched Accelerate Illinois, a campaign to highlight the cost of a crumbling infrastructure to the state, with particular emphasis on the cost to individual people. He distributed a flyer and noted that if any agencies want to partner in the campaign and have their logo featured on the flyer, they should visit the web site or contact MPC.

3.0 Approval of Minutes – January 16, 2015

A motion to approve the minutes of the January 16, 2015 meeting, as presented, made by Mr. Carmitchel, seconded by Ms. Killen, carried.

4.0 CMAP Local and Regional Coordinating Committee Reports

Ms. Killen reported that the Local Coordinating Committee met on February 11, 2015 and welcomed a new member representing CMAP's Land Use committee. The new member is the Director of Kane County's Development and Community Services Department. The committee also received reports on Cook County's Planning for Progress and the evaluation of the Local Technical Assistance Program. Lastly, they reviewed strategies for including local match provisions in future LTA programs, which will be discussed by the CMAP Board next week.

Mr. Connelly noted that the Regional Coordinating Committee hasn't met since the TC's last meeting and will meet next on March 11, 2015.

5.0 FFY 2014-19 TIP Amendments and Administrative Modifications

5.1 FFY 2014-19 TIP Amendments and Administrative Modifications

Mr. Kos reported that TIP revisions that exceed financial amendment thresholds have been requested and administrative modifications including line items that have been awarded, moved, or deleted were provided for the committee's information. Mr. Bolton made a motion, seconded by Ms. Hamilton, to approve the FFY 2014-19 TIP Amendments. The motion carried.

5.2 Semi-Annual GO TO 2040/TIP Conformity Analysis and TIP Amendment

Mr. Connelly stated that the semi-annual conformity analysis and TIP Amendment had been subject to a 30 day public comment period, during which no comments were received. However, late last week, CMAP staff was contacted regarding one of the projects in the proposed TIP amendment. That project has TIP ID 12-00-0035 and is Will County's Caton-Bruce Corridor from US 30 to IL 7 159th St. It was requested

that the committee allow the public comment to occur prior to taking action on the agenda item. The committee agreed, and Chair Connelly noted time limits and comment began.

Mr. Michael Salamowicz of the Village of Homer Glen stated that since the Phase 1 study for the Caton-Bruce Strategic Regional Arterial (SRA) began, there have been a lot of changes in the area, including the extension of I-355, changes to the market, and changes to development patterns that have changed traffic patterns. He stated that no one is disputing the need for another bridge crossing the Des Plaines River; however there is a dispute from the Village of Homer Glen, Homer Township, the Village of Lockport, and Lockport Township with where traffic will be going. He stated that studies to date are flawed and that jurisdictions at the other end of the project are dictating decisions that affect the Homer Glen area. He stated that in May 2009, a letter was sent announcing a Transportation Corridor Committee meeting with the purpose of updating the committee on the status of the project. Mr. Salamowicz said that at that meeting, the agenda included an informal vote on a preferred alignment. He said that two committee members were not present, and two did not vote because they wanted to discuss with their communities prior to voting. Mr. Salamowicz said that no response has been received to letters sent to the Will County Division of Transportation. He said a letter was sent to IDOT requesting a new meeting of the TCC. Mr. Salamowicz concluded, requesting that the action before the committee today be tabled until the TCC could meet.

Mr. Richard Schroeder of Homer Township stated he is requesting the same action as Mr. Salamowicz, that today's item be tabled until the TCC could be reconvened. He stated he owns a farm that would be directly impacted by the preferred "Middle Alignment" and believes there are other good alternatives that should be reconsidered. He read a statement made in 2009 by attorney Gerald Zansitis. "The "middle alignment" was rejected by the City of Lockport based on over eight months of traffic, economic, and environmental studies, and the professional recommendation by Houseal Lavign Associates, which state that existing Cedar Road provided the best option for new SRA route. This conclusion was based on a number of factors. First, Cedar Road is an existing road with existing right-of-way, while the proposed "middle alignment" would have to be built from scratch, on property that the county does not own. He said the cost savings here are obvious. Additionally, he said the fact that condemnation along Cedar Road will be minuscule compared to the "middle alignment" option is a further indication that the Cedar Road option is the most cost-effective." He read a statement from Wade Light & Associates, representatives of two area developers. "From a practical perspective, I do not understand the current or future need for a brand new SRA located so close to an existing interstate with current interchange access and future additional interchange access already currently provided for. Quite frankly, I have never in my 25 years of real estate development related practice seen a proposal

which is so duplicative on its face of the existing transportation network. The completion of I-355 has obviated the need for the portion of the Proposed Roadway East of I-355." He stated Homer Glen School District 33-C opposes the alignment as the preferred alternative. He stated Ms. Claire Bozic of CMAP provided information regarding SRA's terminating at interstates. . He showed the committee a map of the corridor and noted that the community is okay with the bridge, but opposes the alignment east of Gougar Road.

Ms. Mary Ellen White, resident of Homer Glen, stated that the middle alignment runs generally adjacent to I-355 and mirrors traffic patterns. She said that if built, there would be four major north-south corridors within a one and a half mile area: Cedar, the SRA, I-355 and Gougar. She stated the middle alignment would have to be built from scratch on land not owned by the County and requested that the committee table action until further study is completed.

As there were no further comments, Mr. Kos requested consideration of a recommendation of the semi-annual GO TO 2040/TIP conformity analysis and TIP amendment for approval to the Regional Coordinating Committee and MPO Policy Committee. Chair Connelly asked the Will County representative for remarks.

Ms. Kupkowski stated the Will County has been working on this project since 1999 and with a consultant since 2001. $5.2 million in state, federal, and county funds have been expended to date. Twenty-five alternatives were considered and the preferred alternative was selected. Until recently, there has been no opposition to the preferred alternative expressed through the TCC and study outreach. She stated that subsequent to the May 2009 TCC, where the preferred alternative was selected, County Executive Larry Walsh invited elected officials from nine communities to a meeting at the County, where consensus was reached. In July 2009, the County Board adopted a resolution selecting the preferred local alternative. The project has been through the NEPA 404 Merger process and FHWA has approved the preferred alignment. The County wants to move forward with the project and submitted a TIP change request for including the project in the region's conformity determination. There has been ample opportunity for comment and Will County has responded to all correspondence received.

In response to a question from Mr. Carmitchel, Ms. Ostdick stated that if the project were removed from consideration, the conformity analysis, which includes the entire TIP, as proposed to be adopted, would have to be re-run and released for a new 30 day public comment period.

Mr. Carmitchel made a motion, seconded by Ms. Kupkowski, to recommend the semi-annual GO TO 2040/TIP conformity analysis and TIP amendment for approval

to the Regional Coordinating Committee and MPO Policy Committee. The motion carried.

5.3 Period of Performance for FHWA Authorizations

Mr. Donovan reported that the federal Office of Management and Budget (OMB) recently issued 2 CFR 200, which is being referred to as the "super circular". The intent of the super circular is to streamline all federal award procedures. The impacts on federal-aid highway programs are generally post-authorization of funds. Subpart 309 of the circular establishes a requirement for defining a "period of performance" for all federally funded projects.

The period of performance will set both a start and end date for projects. Any costs which are incurred outside of those dates will not be eligible for federal reimbursement. The super circular became effective on December 26, 2014.

FHWA is working with states to implement these requirements; different states are approaching implementation differently. IDOT has established timeframes based on project cost. Projects over $1 million will have seven years, projects under $1 million will have five years. Preliminary engineering will have 10 years and right-of-way will have 15 years. He stated this policy continues to advance issues that FHWA has been working on such as identifying inactive projects and addressing unobligated balances.

Mr. Riddle stated that IDOT continues to work with FHWA to establish timeframes. Internally, the local roads agreement form 5310 is being revised to incorporate end dates. Mr. Snyder asked if local agencies are being asked for input on the timeframes. Mr. Riddle stated that discussions are between IDOT and FHWA at this time, but local agencies can negotiate agreements.

Ms. Hamilton stated that CDOT's biggest concern is with project close outs. Mr. Riddle stated that projects aren't complete until the close-out paperwork is complete, even if the facilities are open to the public. In response to a question from Mr. Snyder, Mr. Donovan stated that the end date affects only unspent funds and that billing for expenses incurred after the end date would not be allowed.

Mr. Connelly suggested that committee members follow-up with FHWA and IDOT. Mr. Carmitchel stated that IDOT Central Office is considering requesting longer periods of performance, based on typical projects.

Mr. Arkell stated that from the FTA perspective, 2 CFR 1201 should be reviewed. FTA will be updating 5010 grants management agreements and that more information will be coming from headquarters. A comparison of FY 2014 and FY

2015 master agreements is available. He added that the super circular is not retroactive and questions can be sent to FTAsupercircularguidance@dot.gov.

6.0 Local Technical Assistance (LTA) Program: Des Plaines River Corridor Plan

Ms. Bayley provided an overview of the Des Plaines River Corridor Plan LTA project. The plan was developed by Houseal Lavigne Associates, Active Transportation Alliance, and Gewalt Hamilton for the Northwest Municipal Conference. The plan will improve access to and enhance the transportation and recreational value of the Des Plaines River Corridor in northern Cook County. Mr. Skosey asked if the plan looked at development along the river. Ms. Bayley stated that most of the land is forest preserve, but connections between employment and residences were studied. Mr. Connelly added that the plan was of interest to the committee for its transportation focus, regional impact, and individualized community recommendations.

7.0 Federal Legislative Agenda

Mr. Beata reported that using GO TO 2040 as a guide, staff developed a set of principles, adopted by the CMAP Board in February, to inform federal legislators and other national policy makers about CMAP's positions on national policy issues. The federal agenda focuses on principles that will help to guide CMAP's support or opposition to specific pieces of legislation over the course of the federal legislative calendar. He noted that the agenda was reorganized and a graphical brochure was developed.

Reauthorization principles adopted in June 2014 were added to the beginning of the federal legislative agenda, language was clarified and references were updated. Finally, he noted that one principle was added under "Increase Commitment to Public Transit", that being supporting parity between parking and transit tax benefit programs.

8.0 State Legislative Update

Mr. Gordon Smith reported that Governor's proposed budget for FY 2016 totals $65 billion, of which $28.4 billion is General Funds, which is a 9.7% decrease from FY 2015. He noted that although IDOT's budget includes a zero in the CMAP line item, the Secretary has assured CMAP that funding is secure. More than 6,000 bills have been introduced in the General Assemble to date and CMAP is monitoring those bills according to the State Legislative Framework and Agenda.

Next week the CMAP Board will consider staff recommendations on three bills. Two will be in support of bills that encourage consolidation of local services: SB 40 which would allow for townships that are co-terminus with a municipal boundary to be dissolved and HB 229 which provides a process for counties to dissolve units of local government. The third will be in opposition to HB 1375 which proposes a 50/50 split of road funds. CMAP opposes the legislation of arbitrary funding splits.

Mr. Skosey noted that SB 1226 is a shell bill for MPC language to create a transit area facility tax to address value-capture. The language is project specific and includes Union Station, the Red Line Extension and Red/Purple Modernization projects, which are all GO TO 2040 Major Capital Projects. There is the ability to add additional projects to the bill.

In response to questions from Mayor Williams, Mr. Gordon Smith stated that HB 229 would require a county ordinance to propose dissolving a local unit of government, followed by an audit process. At the conclusion of the audit, another county ordinance to recommend action would be needed. The idea came from DuPage County, where Chairman Cronin was concerned about a lack of accountability from smaller units of government. Mr. Gordon Smith reported that CMAP continues to discuss Fund 2040 with members of the General Assembly. He concluded his report, noting that staff analysis of the Governor's budget proposal is available on the CMAP Policy Updates web page.

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

Mr. Connelly reported that both status reports are available. Further, he noted that he had made a request at the UWP Committee's March 5 meeting that an accounting of fund sources and amounts for each LTA project be added to provide a more complete report.

10.0 Other Business

None.

11.0 Public Comment

Garland Armstrong stated that it is difficult for people with disabilities and those coming from out of town to navigate through the terminals of O'Hare Airport to get to the remote parking area for access to Pace Route 250 or 330 and the Metra. The committee should be aware of this issue. Mr. Armstrong will also mention it to the Metra ADA Committee.

12.0 Next Meeting

The next meeting of the Transportation Committee is scheduled for April 17, 2015.

13.0 Adjournment

A motion to adjourn at 10:32 a.m., made by Mr. Bolton, seconded by Mr. Zucchero, carried.

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MEMORANDUM

To: **Transportation Committee**

From: Dolores Dowdle
Deputy Executive Director, Finance and Administration

Date: April 10, 2015

Re: FY 2016 Unified Planning Work Program (UPWP)

The Unified Planning Work Program (UPWP) lists the planning projects the Chicago Metropolitan Agency for Planning (CMAP) and other agencies undertake each year to enhance transportation in northeastern Illinois and to fulfill federal planning regulations. The UPWP time frame is consistent with the State of Illinois fiscal year, which starts July 1. The final UPWP document includes the transportation planning activities to be carried out in the region, detailing each project's description, products, costs and source of funding.

On March 5, the UPWP Committee approved a proposed FY 2016 Unified Planning Work Program, totaling $21,155,358. This includes $16,757,725 in FHWA and FTA regional planning funds and $4,397,633 in local match funds. Attached is the summary of the allocation of funding and awarded projects.

ACTION REQUESTED: Recommend approval of FY 2016 Unified Planning Work Program

UNIFIED PLANNING WORK PROGRAM EXECUTIVE SUMMARY

The Fiscal Year 2016 (FY 16) Unified Planning Work Program (UPWP) for transportation planning for northeastern Illinois programs a total expenditure of $21,155,358 in metropolitan planning funds from the Federal Transit Administration (FTA), the Federal Highway Administration (FHWA), state and local sources. The program is fiscally constrained, as the new budget totals are within the IDOT estimated funding marks. The FY 2016 UPWP programs $16,757,725 in FHWA/FTA funds and $4,397,633 in state or local sources to provide for the necessary matching funds.

The UPWP was developed through the UPWP Committee of the Chicago Metropolitan Agency for Planning (CMAP). The eight voting members of the UPWP committee are the City of Chicago, CTA, Metra, Pace, CMAP, RTA, the Council of Mayors and the counties. IDOT chairs the committee and votes in instances of a tie. Non-voting members include IEPA, FHWA and FTA. Member agencies of the UPWP Committee traditionally receive UPWP funding, but any other MPO Policy Committee member agency can submit proposals or sponsor submissions from other entities.

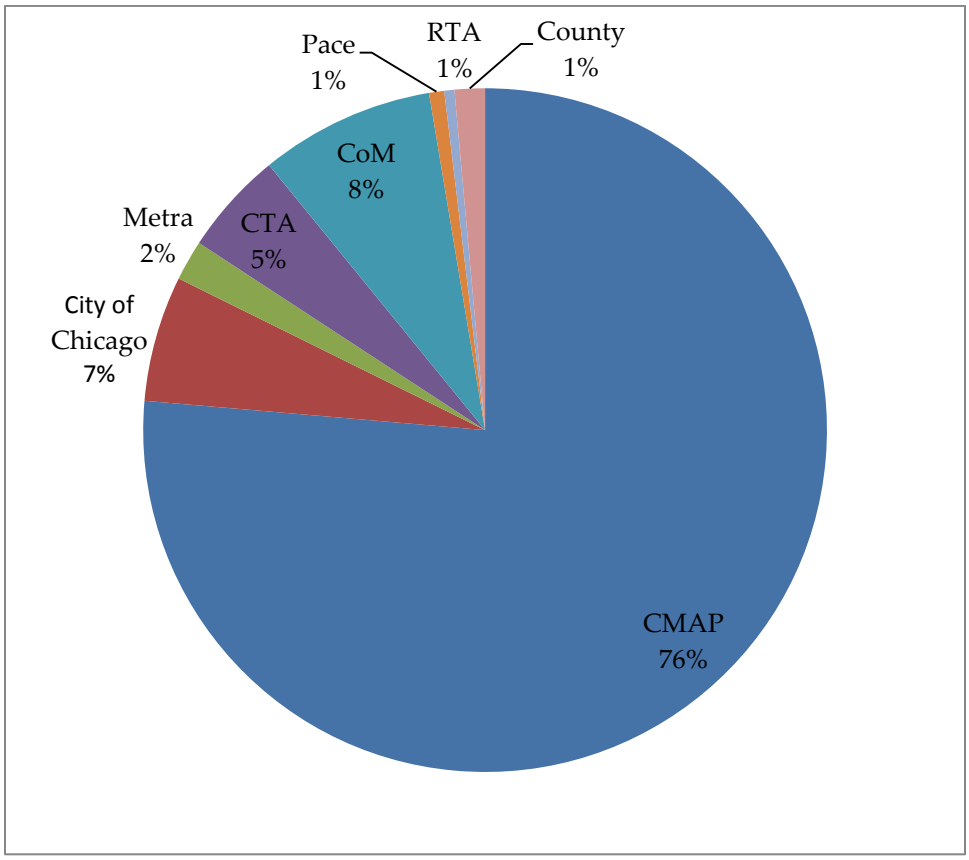
The FY 16 UPWP is a one year program covering the State of Illinois fiscal year from July 1, 2015 through June 30, 2016. The UPWP Committee developed the FY 16 program based on the FY 15 UPWP funding mark for the metropolitan planning area. A final figure for the FY 16 program will not be available until Congress has passed the reauthorization bill this spring. Project selection was guided using a two-tiered process. The initial tier funded core elements, which largely address the MPO requirements for meeting federal certification of the metropolitan transportation planning process. The second tier, a competitive selection process, programmed the remaining funds based upon a set of FY 16 regional planning priorities developed by the UPWP Committee in concert with the Transportation Committee, MPO Policy Committee and CMAP Board. The UPWP Committee also utilizes a quantitative scoring process to evaluate project submissions in the competitive round.

The UPWP is submitted to CMAP's Transportation Committee, which recommends approval of the UPWP to the Regional Coordinating Committee and the MPO Policy Committee. The Regional Coordinating Committee recommends approval of the UPWP to the CMAP Board. Approval by the MPO Policy Committee signifies official MPO endorsement of the UPWP.
FY 16 UPWP funds will be programmed to CMAP, CTA, the City of Chicago, Regional Council of Mayors, Metra, Pace, RTA, and Kane County. The program continues to be focused on the implementation of three major pieces of legislation: the Clean Air Act Amendments of 1990; the Americans with Disabilities Act; and the Moving Ahead for Progress in the 21st Century Act (MAP-21).

Funding by Agency

Figure 1 shows the share of FY 16 UPWP funds programmed to each agency.

FIGURE 1
Share of FY 2016 UPWP Funds by Agency



CMAP is receiving 76% of the FHWA PL and FTA section 5303 funds to implement the region's long range plan *GO TO 2040*, support local planning efforts, collect, analyze, and disseminate transportation data, support required MPO activities such as the TIP and Congestion Management Process, perform a range of transportation studies, provide technical assistance, and engage in coordinated regional outreach. CMAP, in coordination with RTA, will be administering the Community Planning Program and will allocate part of the funds to RTA depending of the projects.

The CTA, Metra, and Pace are receiving 5%, 2%, and 1% of the funds, respectively, for program development, participation in the regional planning process, and to perform studies and analytical work related to their systems. In the competitive round, CTA received funding to support conceptual planning for a Brown Line Core Capacity project.

The City of Chicago is receiving 6% of the funds for transportation planning and programming and planning support for the South Lakefront and Museum Campus access alternatives and feasibility assessment project. The RTA is receiving 1% of the funds for the regional transit planning staff support.

The Regional Councils of Mayors are receiving 8% of the funds. The Council of Mayors Planning Liaison (PL) program is responsible for serving as a general liaison between CMAP

and local elected officials. PLs also facilitate the local Surface Transportation Program (STP) process and monitor other transportation projects from various funding sources. Kane County is funded for their County Long Range Transportation Planning program.

Summary of UPWP Projects and Budgets by Recipient Agency

Agency	Project Title	FTA	FHWA	Local Match	Total
CMAP	MPO Activities	1,606,563	10,710,892	3,079,364	15,396,819
CMAP	Community Planning Program	480,000		120,000	600,000
CMAP Total		**2,086,563**	**10,710,892**	**3,199,364**	**15,996,819**
CTA	Program Development	400,000		100,000	500,000
CTA	Expand Brown Line Core Capacity	420,000		105,000	525,000
CTA Total		**820,000**	**-**	**205,000**	**1,025,000**
City of Chicago	Transportation and Programming	660,000		165,000	825,000
City of Chicago	South Lakefront and Museum Campus Access Alternatives and Feasibility Assessment	336,000		84,000	420,000
City of Chicago Total		**996,000**	**-**	**249,000**	**1,245,000**
Council of Mayors	Subregional Transportation Planning, Programming and Management		1,384,270	554,269	1,938,539
Council of Mayors Total			**1,384,270**	**554,269**	**1,938,539**
County of Kane	Long Range Transportation Planning	240,000		60,000	300,000
County Total		**240,000**	**-**	**60,000**	**300,000**
Metra	Program Development	320,000		80,000	400,000
Metra Total		**320,000**	**-**	**80,000**	**400,000**
Pace	TIP Development and Modeling	60,000		15,000	75,000
Pace	Rideshare Services Program	60,000		15,000	75,000
Pace Total		**120,000**	**-**	**30,000**	**150,000**
RTA	Regional Transit Planning Staff	80,000		20,000	100,000
RTA Total		**80,000**	**-**	**20,000**	**100,000**
FY 14 UWP Total		**4,662,563**	**12,095,162**	**4,397,633**	**21,155,358**

Brief Synopses of FY 2016 Recommended UPWP Projects

MPO Activities **Purpose:** CMAP is responsible for the implementation of the region's long range plan GO TO 2040; supporting local planning efforts; collecting, analyzing and disseminating transportation data; supporting required MPO acitivites such as the TIP and Congestion Management Process; performing a range of transportation studies; providing technical assistance; and engaging in coordinated regional outreach. Some of the major areas to be addressed in this program include transportation financing and tax policy, the connections between transportation and economic development (with a focus on the freight industry), housing/job access, and legislative and policy analysis efforts. CMAP provides regional forecasts and planning evaluations for transportation, land use and environmental planning.	**$15,396,819**
Community Planning Program **Purpose:** CMAP will provide planning assistance to local governments to undertake planning activities that integrate transportation – particularly transit – with land use and housing. Projects will be selected through a competitive application process administered jointly by CMAP and the Regional Transportation Authority (RTA). CMAP will suballocate to RTA for projects with a heavy transit focus.	**$600,000**
Chicago Metropolitan Agency for Planning (CMAP)	**Agency Total: $15,996,819**
Program Development **Purpose:** The program facilitates CTA's efforts to coordinate the provision of capital projects for customers in its service area to projects identified within the Chicago area regional five-year Transportation Improvement Program. Major tasks include: Develop CTA's capital programs for inclusion in the five-year regional TIP; Identify and analyze potential capital projects for funding eligibility; Prioritize capital projects for inclusion in the CTA's capital program and the constrained TIP; Monitor capital program of projects progress and adjust as needed for amending or for inclusion into the TIP.	**$500,000**
Expand Brown Line Core Capacity **Purpose:** The purpose of this project is to provide support for conceptual planning for a Brown Line Core Capacity project, including expansion of Kimball Yard, signal upgrades, and infrastructure realignments to improve travel time. This need for this project is supported by increasing ridership on the Brown Line, correlating with population shifts and new development along the Brown Line. This growth has taken place since the completion of the 2009 Brown Line Modernization Project, which improved stations and increased platform lengths to allow 8-car trains to operate on the branch. The 2009 project did not include the key supporting infrastructure improvements proposed here.	**$525,000**
CTA	**Agency Total: $1,025,000**
Transportation and Programming **Purpose:** The purpose of this project is to support regional objectives by providing for the strategic participation of the City of Chicago in the region's transportation planning process including the development of the RTP and the TIP, by identifying and developing potential transportation projects and policies and to provide technical analysis and other requested information to agencies, elected officials and the general	**$825,000**

public. Such policy, funding and planning assistance facilitates the full and effective participation of the City of Chicago in the regional planning process.	
South Lakefront and Museum Campus Access Alternatives and Feasibility Assessment: CDOT's recently completed Museum Campus Transportation Study has identified two key potential infrastructure investments that would significantly improve transit access and capacity to the cultural attractions and special event venues in the Campus. These recommendations are (1) to create a South Lakefront Busway by enhancing and extending the McCormick Place Busway, and (2) to investigate the opportunity to increase transit access and capacity to Museum Campus along the Cermak corridor. This study would assess alternatives and feasibility for adding new access points and stations to the existing McCormick Place Busway, transforming it into the South Lakefront Busway.	**$420,000**
City of Chicago	**Agency Total: $1,245,000**
Subregional Transportation Planning, Programming and Management **Purpose:** The purpose is to provide for strategic participation by local officials in the region's transportation process as required by MAP-21, the Regional Planning Act and future legislation and to support the Council of Mayors by providing STP, CMAQ, SRTS, BRR, HPP, ITEP and other program development and monitoring, general liaison services, technical assistance and communication assistance	**$1,938,539**
Council of Mayors	**Agency Total: $1,938,539**
County of Kane, Long Range Transportation Plan **Purpose:** The purpose is to update the socio-economic projections and modeling efforts for the Kane County's long range comprehensive planning efforts. The project will also include an extensive public outreach effort.	**$300,000**
County Projects	**Agency Total: $300,000**
Program Development **Purpose:** This program helps facilitate Metra's efforts in capital transit planning and administration. Metra is responsible for developing the capital and operating programs necessary to maintain, enhance, and expand commuter rail service in northeastern Illinois. Metra participates in the MPO process accordingly. Core element activities done by Metra include: regional transportation planning efforts; transit planning; private providers coordination; planning with protected populations; safety and security planning; facilitation of communication between local and regional governmental entities.	**$400,000**
Metra	**Agency Total: $400,000**
Rideshare Services Program **Purpose**: The Pace Rideshare program supports individuals and employers in the Northeastern Illinois region in forming carpools and vanpools to reduce single occupancy vehicle trips, therby reducing traffic congestion and air pollution, as well as providing transportation to improve job accessibility. A critical component of the program involves strategic marketing that achieves critical mass to improve the matching potential of the participants	**$75,000**
TIP Development and Modeling **Purpose:** Pace will develop a fiscally constrained Pace bus Capital Improvement	**$75,000**

Program for the Northeastern Illinois region which is consistent with and supportive of the five-year regional TIP.	
Pace	**Agency Total: $150,000**
Regional Transit Planning Staff Support **Purpose:** This project includes staff time for regional transit planning and programming efforts conducted by RTA staff. The RTA is charged with financial oversight of the three Service Boards, including developing a five-year capital program and conducting capital asset condition assessments, setting and monitoring performance measures and regional planning efforts that support improved transit access and increased ridership.	**$100,000**
RTA	**Agency Total: $100,000**

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
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www.cmap.illinois.gov

MEMORANDUM

To: **CMAP Transportation Committee**

From: CMAP staff

Date: April 2015

Re: Early considerations for the next long-range plan

The Transportation Committee (TC) will be integral to the development of the next long-range plan. It is expected that in developing a new plan, the policies of GO TO 2040 will be used as a launching point to advance into more specific recommendations. Communication and collaboration throughout the plan development process will help to assure a successful outcome. In particular, discussions on key issues related to the planning approach should begin early in the process, and an initial list is provided in this memo for discussion.

- **Committee engagement process.** A high priority for staff is engagement with TC members to understand their needs and respond appropriately. A possible approach is to hold periodic forums after TC meetings on specific issues which members and others can choose to attend based on their interests and expertise. Where discussions could benefit from specialized expertise, members may be asked to identify subject matter experts at their agencies or groups they represent to attend and give feedback at these forums. Some of the transportation-related working groups would also be engaged for technical review.

- **Financial plan.** The GO TO 2040 financial plan assumes flexibility in funding. This has some attractive aspects – in particular, it enables discussion of trade-offs across programs – as well as some challenges. Members may have already reviewed how other MPOs carry out the financial planning process and CMAP staff can research and present information to help determine how to proceed in the upcoming plan. Members and staff may also provide research into cost estimates and additional or "reasonably expected" revenues for consideration in the next plan.

- **Performance targets.** MAP-21 requires MPOs to use a **performance-based approach to transportation decision-making and development of plans**. Additional measures and targets will likely be needed in the next long-range plan. One important consideration is how to link the achievement of the targets back to the strategies and financial outlays in

the plan. Staff estimates that CMAP will need to begin developing its targets in mid-2016.

- **Project definition for regionally significant projects**. Currently, the region considers new interstate capacity and "comparable" new capacity on the transit system to be regionally significant projects, termed "major capital projects (MCPs)" in the plan. Only these projects are specifically itemized in the fiscal constraint demonstration. The MPO certification review in 2014 suggested that CMAP reconsider the definition of regionally significant project and base it on project "impact" rather than "scope." During the GO TO 2040 update process, TC members also mentioned the potential importance of capturing arterial expansion needs and Bus Rapid Transit/Arterial Rapid Transit, among other project types. Staff will work with members to develop options on defining regionally significant projects to try to address these issues and meet other stakeholder needs

- **Project evaluation: documenting and addressing needs on the system.** Given that more observed data on transportation system performance is available than previously, evaluating needs on the system and the degree to which proposed projects address these needs is a possibility. The Regional Transportation Operations Coalition (RTOC) has seen a very early version of work that staff has done to use observed performance data to identify needs. After further technical review by RTOC and other stakeholders, the Transportation Committee would be engaged in this discussion.

- **Project evaluation: role of benefit-cost analysis.** Formal benefit-cost analysis has not been part of the capital project evaluation process to date. Staff hopes to explore with the TC and other working committees the conceptual issues associated with benefit-cost analysis as well as the pros and cons of using this technique.

- **Strategy papers.** Similar to the original GO TO 2040 process, it is anticipated that white papers will be developed to provide background on planning issues and to investigate potential plan recommendations. The TC is asked to explore potential topics, and staff will collaborate with relevant member agencies to produce discussion drafts.

It is not expected that TC will be able to have a substantial discussion on all of the above areas at the April meeting but would return to the discussion in upcoming meetings. Furthermore, CMAP's FY2016 staff work plan is under development and the intent is to have further discussions on the next plan and CMAP's work plan at the TC's May meeting.

Action requested: Discussion

Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: CMAP Working Committees

From: Bob Dean, Deputy Executive Director for Local Planning

Date: April 2015

Re: Local Match Requirements for Local Technical Assistance (LTA) Program

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Since its initiation in spring 2011, the LTA program has provided planning assistance to communities across the Chicago metropolitan area. To date, nearly 100 plans have been completed, with 50 more underway. While the program has been quite popular and is considered a success, improvements can always be made. During summer and fall 2014, in partnership with working committees and other stakeholders, CMAP staff have evaluated the program and recommended several changes, as described in this memo.

The most significant change involves local match. Most programs like LTA, whether they offer technical assistance or grants, require some form of local match, typically making up 20% of the project cost. CMAP's program evaluation found that local commitment is a key contributor to the success of a project, and a local match contribution can help to demonstrate local commitment and increase local ownership. However, it is important to structure the match requirement in a way that does not preclude the involvement of higher-need communities.

CMAP staff recommends that local match requirements for LTA projects begin with the new call for projects to be issued in May 2015. In March, the CMAP Board discussed staff's recommendations and provided direction to move forward. Over the next month, staff intends to discuss the local match proposal with working committees and other stakeholders to answer questions, provide clarifications, and adjust the recommendations if necessary.

Discussion of key issues

Evaluating need. As the concept of local match was discussed during fall 2014, stakeholders repeatedly emphasized the importance of keeping the program accessible to smaller, lower-capacity communities. In the evaluation of LTA projects, CMAP already measures "community need" on a scale of 0 to 100 using tax base, median household income, and population size. This may also be a suitable indicator of ability to contribute a local match.

Staff recommends describing the method used to calculate "need score" within the application materials. Applicants that wish to know their community's score would be able to contact CMAP to request this information.

Requiring match on a sliding scale. CMAP staff suggests the concept of a sliding scale, with match requirements varying according to need. Staff recommends several gradations of local match requirement:

- Very high need communities (scores over 65): 5% match requirement
- High need communities (scores between 50 and 65): 10% match requirement
- Moderate need communities (scores between 35 and 50): 15% match requirement
- Low and very low communities (scores under 35): 20% match requirement

Approximately half of the region's communities fall into the low and very low categories, requiring a full 20% match, and the other half qualify for a reduced match of less than 20%.

A simpler method would divide the region into two types of communities – those with reduced match (say, 5%), and those with full match (20%). While this is simpler, it will likely generate concerns by the communities that are barely "on the wrong side of the line," and are required to pay a 20% match, compared to similar communities that must only contribute 5%. Gradations help to avoid a single, major dividing line. Therefore, staff recommends using the sliding scale method.

It is also worth noting that the bottom of the scale is proposed to be set at 5%, not 0%. The average LTA project has a value of $100,000, and staff believes that communities can afford a match of $5,000 if the project is truly a priority, or can find a partner organization to contribute this funding for them. However, please note that some project types are recommended to be exempt from match requirements – see below for further detail on this.

Determining appropriate geography to assess match. For most municipalities, a single need score is appropriate, but in the cases of larger geographies, there are significant geographic differences between parts of the community. This is particularly true for the City of Chicago and for Counties. For these applicants, jurisdiction-wide projects will have need score calculated for the entire geography. But for projects that have a tighter geographic focus – a neighborhood within the City of Chicago, or a specific unincorporated area within a County – need will be calculated based on the demographics of the target geography, rather than the entire jurisdiction. Practically, for example, this means that City-sponsored projects in lower-income areas of Chicago will be classified as very high or high need, requiring a 5% or 10% match, while City-wide projects or those in higher-income areas would require the full 20% match.

Some applications are submitted by multijurisdictional organizations – often Councils of Government (COGs), but sometimes smaller groups of municipalities or townships. In these cases, an average need score will be calculated based on the scores of the individual participants. In the case of multijurisdictional projects, the participating communities will need to work out among themselves how much each community will contribute, prior to CMAP committing LTA resources.

For park districts, townships, and similar units of government, CMAP staff will attempt to approximate the method used for measuring need across municipalities, using the best available data for the geography covered.

Treatment of projects sponsored by nongovernmental organizations. In some cases, applicants are not units of government at all. This is particularly common in the City of Chicago, where many applications are submitted by nonprofit organizations. In these cases, need scores will be calculated based on the geography of the target project. For example, a community-based organization with a project focusing on a single neighborhood in the City of Chicago would calculate need based on the demographics of that neighborhood, while a larger nonprofit with a project that benefits a multi-community area would calculate need based on the average need scores of the communities that it serves.

In the cases of nonprofit applicants, the nonprofit organization itself is responsible for providing the local match. They could get this match from various sources – including philanthropic organizations, larger umbrella nonprofits, or public sources, like contributions from the municipality in which they are located.

In-kind contributions. Many stakeholders suggested that higher-need communities be able to offer in-kind contributions of staff time rather than a financial commitment. CMAP fully agrees that LTA project sponsors need to commit significant time to make a project a success. However, time should be committed in addition to, rather than instead of, the financial contributions described above. Lower-need and higher-need communities alike must spend time on projects to make them successful.

During this year's project evaluation, applicants were asked to contribute approximately 200 hours per project of time; only the applicants that agreed to this, and could identify the individuals who would commit the time, were selected. Time commitments were made on behalf of staff, elected officials, planning commissioners, and volunteers. This time commitment should also continue through future years of the program. For future projects, CMAP staff will ask for time commitments to be detailed in the MOU between CMAP and the project sponsor.

Exempt project types. Staff recommends that certain types of projects should be exempt from the matching requirements. First, staff proposes that Planning Priorities Reports also be exempt from the match requirements. These reports are meant to help higher-need communities understand their needs and recommend an appropriate activity to address these needs. Planning Priorities Reports also provide an opportunity to gauge local commitment, as they involve close working relationships with community leaders over a number of months.

In communities with "very high" or "high" need, staff recommends also exempting projects identified in Planning Priorities Reports from the local match requirement, as long as the community demonstrated significant commitment during the writing of the Planning Priorities Report. In other words, communities that are not capable of contributing a local match can still receive free assistance – but they will need to go through a prioritization process first, and demonstrate local commitment throughout that process, before the free assistance will be given.

This may also be appropriate for other implementation projects in higher-need communities – for example, a zoning ordinance update that follows a comprehensive plan.

Finally, staff also recommends that other very small projects, with a cost of $25,000 or less, also be exempted from match requirements. Projects this small are rare; only five of the 100 completed projects have had a cost under $25,000. Small projects like this are typically selected because they align directly with a regional priority of CMAP, and are essentially local explorations of regional issues that provide value to the agency as a whole.

Overmatching. Staff recommends that applicants should be permitted to overmatch, or contribute more local match than is required. Applicants that overmatch should be given more favorable consideration in the evaluation process than those that do not, but overmatching will not guarantee a successful application – the project will still need to be evaluated positively.

Consultant vs. staff-led. Staff recommends that match be required for all types of projects – whether they are led by staff or contracted to consulting firms.

Payment schedules. A simple payment arrangement is recommended for local match. Staff recommends requesting the match at the project's midpoint. Another option is to invoice throughout the project, but that is more administratively time-consuming, both for CMAP and the project sponsor.

Amount and use of match. The purpose of collecting a local match is to ensure local commitment, and it is not expected to significantly impact CMAP's budget. Approximately $250,000 (which is a ballpark estimate) is likely to be contributed in local match in a given year. Staff recommends that all local match collected be added to the general fund and used to support the LTA program.

ACTION REQUESTED: Discussion.

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Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: CMAP Board and Committees

From: CMAP Staff

Date: April 1, 2015

Re: Local Technical Assistance Program Update

The CMAP Board and committees receive regular updates on the projects being undertaken through the Local Technical Assistance (LTA) program, including those receiving staff assistance and grants. To date, 159 local projects have been initiated. Of these, 99 projects have been completed, 49 are fully underway, and 11 will get actively underway in the near future.

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

ACTION REQUESTED: Discussion

Projects Currently Underway

Project	CMAP lead	Timeline	Assistance type	Status and notes
Algonquin-Carpentersville Fox River corridor plan (see website)	Brian Daly	May 2014-Aug. 2015	Staff assistance	Village staff and the steering committee are reviewing the recommendations memo. The project's MetroQuest survey recently completed.
Arlington Heights bicycle-pedestrian plan (see website)	John O'Neal	May 2014-June 2015	Staff assistance	Held a public Visioning Workshop (March 12), to which approximately 50 persons attended. Work continues to incorporate Steering Committee comments to ECR. Key recommendations memo drafted and transmitted to Village staff for review.
Barrington area bikeway feasibility study	Jack Pfingston	June 2014-June 2015	Consultant assistance	Routes currently being evaluated and scored, with conceptual drawings and cross sections of selected final two routes expected in April.
Berwyn parking study (see website)	Lindsay Bayley	Nov. 2013-Sept. 2015	Staff assistance	Existing Conditions Report draft under internal review.
Berwyn zoning revisions (see website)	Kristin Ihnchak	Jan. 2013-May 2015	Staff and consultant assistance	Staff has received comments on the draft ordinance from the legal team and is incorporating edits prior to submitting it to Berwyn staff.
Blue Island capital improvement plan	Evy Zwiebach	Apr.-Dec. 2015	Staff assistance	Scoping is underway, with kickoff expected in April.
Calumet Park planning priorities report	Sam Shenbaga	TBD	Staff assistance	Scoping is underway.
Campton Hills zoning and subdivision regulations	Kristin Ihnchak	Jul. 2014-Oct. 2015	Consultant assistance	The project has been put on pause and will be picked back up in April.
CMMC infrastructure prioritization	Martin Menninger	Nov. 2014-May 2015	Staff assistance	Project on hold until TIGER application materials are released.
Carol Stream comprehensive plan (see website)	Trevor Dick	Feb. 2014-July 2015	Staff assistance	A public visioning workshop was held on March 11. Approximately 30 attendees participated in the workshop. Staff is currently working on the recommendations memorandum and the Draft Plan.
Chicago Pilsen-Little Village neighborhood plan (see website)	Evy Zwiebach	Dec. 2013-Sept. 2015	Staff assistance	No update.
Chicago Pullman National Historic Park transportation plan	Lindsay Bayley	June 2015-Sept. 2016	Consultant assistance	RFP released in March, with proposals due in April. Recommendation for consultant selection will be brought to the Board in June.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Chicago West Pullman neighborhood plan (see website)	Evy Zwiebach	Oct. 2014-Sept. 2015	Consultant assistance	The consultant team is currently working on developing the key recommendations and initial concept plans. These will be discussed at the next Steering Committee meeting, scheduled for April 28.
Chicago Heights comprehensive plan (see website)	Kendra Smith	Apr. 2013-May 2015	Staff assistance	A public hearing was held with Planning and Zoning Commissioners on March 25. The commission voted to postpone sending the plan to City Council for two weeks, so that answers to hearing questions could be relayed to Commissioners not present at the meeting.
Chinatown neighborhood plan (see website)	Stephen Ostrander	Apr. 2013-Apr. 2015	Staff assistance	CMAP staff laid out the plan for final publication and (with main community partner) awaited decision on implementation grant from Chicago Community Grant.
Cicero comprehensive plan (see website)	Jonathan Burch	Apr. 2014-Aug. 2015	Consultant assistance	A visioning meeting was held on March 11. The consultant is currently working on the key recommendations memo.
Crete comprehensive plan	Jack Pfingston	May 2014-Nov. 2015	Consultant assistance	Stakeholder interviews completed and work continues on the market analysis for the ECR.
Crystal Lake transportation plan (see website)	Nora Beck	Mar. 2014-Sept. 2015	Staff assistance	City staff are reviewing the draft existing conditions report, which is anticipated to go to the project Steering Committee in April.
Dixmoor planning prioritization report (see website)	*Jessica Gershman*	*Jan. 2014-Mar. 2015*	*Staff assistance*	*Newly completed. Village Board approved report week of March 22. Special meeting being scheduled with Board and key staff to discuss implementation.*
DuPage County / Addison Homes for a Changing Region project (see website)	Kendra Smith	Sept. 2013-Apr. 2015	Staff assistance	CMAP staff is working on layout of the final plan for publication.
DuPage County / Hanover Park Homes for a Changing Region project	Drew Williams-Clark	Nov. 2014-Oct. 2015	Consultant assistance	Stakeholder interviews continued in March. CMAP will review existing conditions data with consultants in April.
DuPage County Elgin-O'Hare bicycle and pedestrian planning	John O'Neal	May 2015-Sept. 2016	Consultant assistance	Consultant proposals are under review. Board approval of consultant selection is expected in May.
DuPage County sustainability guide (see website)	Louise Yeung	June 2014-July 2015	Staff assistance	A draft of the Sustainability Best Practices Guide has been sent to the Steering Committee for review.
Elmwood Park zoning	Patrick	Nov. 2014-	Staff	A Steering Committee meeting to kick off the project was held in February.

Project	CMAP lead	Timeline	Assistance type	Status and notes
assessment	Day	Aug. 2015	assistance	Stakeholder interviews are scheduled for completion in April.
Endeleo Institute planning priorities report	Kendra Smith	Feb.-Oct. 2015	Staff assistance	CMAP staff is currently scheduling key stakeholder interviews. CMAP staff has met with Valerie Kretchmer Associates to scope the project market analysis. Community data analysis is ongoing.
Fox Lake planning priorities report	Jack Pfingston	Dec. 2014-June 2015	Staff assistance	Stakeholder interviews and follow-ups completed, with the review of demographic data and preliminary evaluation of priority themes underway.
Franklin Park comprehensive plan	Jessica Gershman	Apr. 2015-June 2016	Staff assistance	Internal kickoff meeting occurred March 17. Village Board scheduled to pass a resolution approving the scope and MOU on April 6.
Glenview natural resources plan	Brian Daly	Feb.-Dec. 2015	Staff assistance	Scoping underway, with startup expected in March. Board approval of consultant selection is expected in May.
Governors State University green infrastructure plan	Holly Hudson	May 2015-May 2016	Consultant assistance	The RFP was released in early March and a pre-bid information session and site tour was held at GSU in mid-March. Proposals are due to CMAP in late March. Consultant interviews are planned for late April. Board approval of consultant selection is expected in May.
Harvard comprehensive plan (see website)	Nora Beck	May 2014-Nov. 2015	Staff assistance	Public kick-off meeting on March 5 was well attended. CMAP staff drafting existing conditions report, sending to Steering Committee in early April.
Huntley zoning update	Patrick Day	May 2015-Apr. 2016	Consultant assistance	Responses to RFP were reviewed in March. Contractor finalist interviews are scheduled for April. Board approval of consultant selection is expected in May.
Kane County health impact assessment (see website)	Stephen Ostrander	July 2014-Apr. 2015	Staff assistance	CMAP staff worked with Kane County staff to finalize HIA report document, and on March 18 provided an overview of process and findings for CMAP Land Use Committee.
Lake County Route 53/120 land use plan (see CMAP website and project website)	Jason Navota	Nov. 2013-Dec. 2015	Staff and consultant assistance	The land use planning effort is underway and approximately 2/3 complete. Preliminary Corridor land use scenarios have been developed and discussed individually with municipalities. A Plan implementation strategy is being researched and developed. Open space and natural resource analysis continues to undergo refinement. The IL Route 53/120 Corridor Plan Land Use Committee met for the fifth time on February 5, and the next meeting is planned for April 16.
Lake County / Round Lake Homes for a Changing Region project (see website)	Stephen Ostrander	July 2014-Oct. 2015	Staff assistance	Main project team (CMAP, MPC, MMC, and Lake County Community Foundation) completed draft key recommendations memo and proceeded with internal review, along with review by outside consultants currently working on related projects in the Round Lake cluster area.
Lemont development	Jake Seid	Jan.-May	Consultant	Project was kicked off February 16. In February and March, the consultant

Project	CMAP lead	Timeline	Assistance type	Status and notes
review process analysis		2015	assistance	reviewed the Village's current codes, forms and procedures and conducted interviews with staff to learn more about municipal procedures.
Lyons comprehensive plan (see website)	Jason Navota	July 2013-Apr. 2015	Staff assistance	Final plan has been reviewed by the Village and Steering Committee and is being formatted. Public open house was held on January 27, and public hearing and adoption are anticipated for April.
McHenry County Comprehensive Economic Development Strategy	Jonathan Burch	Jan.-Sept. 2015	Staff and consultant assistance	A kickoff meeting was held with McHenry County steering committee members in March. A survey was sent out to business and governmental representatives this month. Work continues on data collection and analysis.
North Aurora comprehensive plan	Jack Pfingston	Jan. 2014-June 2015	Consultant assistance	Draft plan reviewed by CMAP and Pace. The steering committee will meet April 8 to discuss draft plan.
North Chicago comprehensive plan (see website)	Jake Seid	May 2014-Sept. 2015	Staff assistance	Existing conditions report will be presented to Steering Committee on March 31. Community visioning session with the public is tentatively scheduled for April 28.
Oswego-Montgomery-Yorkville shared services study (see website)	Louise Yeung	May 2014-July 2015	Staff assistance	A memo on shared agreement contract language was prepared for the Advisory Committee. Shared services roundtable to be held for departmental staff in April.
Park Forest zoning revisions (see website)	Kristin Ihnchak	June 2013-Aug. 2015	Staff and consultant assistance	No update this month.
Pingree Grove comprehensive plan	Jack Pfingston	Aug. 2014-Aug. 2015	Consultant Assistance	Existing Conditions Report was reviewed and discussed by the steering committee on March 12. A public visioning workshop was held March 26.
Regional truck permitting project	Jessica Gershman	Jan. 2015-June 2016	Consultant assistance	Proposals received are under review by a team of CMAP staff and steering committee members. Interviews are expected to be scheduled for mid-April. Board approval of consultant selection is expected in May.
Richton Park zoning revisions	Jake Seid	Nov. 2014-Sept. 2015	Consultant assistance	Consultant completed stakeholder interviews, community workshops, and an assessment of the existing Zoning Ordinance in February and March. Drafting of Ordinance will take place in April, May, and June.
Roselle comprehensive plan	Dan Olson	Feb. 2015-Mar. 2016	Consultant assistance	Contract with consultant signed and initial staff meeting held March 26. Steering Committee selection underway.
Rosemont comprehensive plan (see website)	Sam Shenbaga	Oct. 2013-May 2015	Staff assistance	Draft Plan being reviewed by Village staff and Steering Committee. Draft also submitted to RTA, CTA, Metra, Pace, and ATA and comments received. Steering Committee meeting scheduled for April 2. MetroQuest site created to share Plan recommendations with public and to be released after April 2 Steering Committee meeting.

Project	CMAP lead	Timeline	Assistance type	Status and notes
South Elgin zoning update	Patrick Day	Oct. 2014-May 2016	Staff assistance	Stakeholder interviews are tentatively scheduled for March. Existing conditions review has begun.
South Holland comprehensive plan	*Stephen Ostrander*	*Apr. 2015-July 2016*	*Staff assistance*	*Newly added to monthly report. CMAP staff completed draft project scope and timeline, which was forwarded to Village following internal review.*
SSMMA Calumet Green Manufacturing Partnership	Brian Daly	May 2014-Apr. 2015	Staff and consultant assistance	CMAP is reviewing the Chicago Jobs Council's revised drafts of its existing conditions report and sustainability matrix.
SSMMA Complete Streets plan	John O'Neal	July 2014-Aug. 2015	Staff assistance	Currently receiving and processing input from South Council of Mayors member municipalities regarding bike and pedestrian plans, facilities, and issues. Completed draft for ECR. Planning for focus group meeting with major stakeholder organizations underway.
Steger planning priorities report	Jonathan Burch	Feb. 2015-Oct. 2015	Staff assistance	Outreach and research is underway.
Summit comprehensive plan (see website)	Nora Beck	Dec. 2013-Apr. 2015	Staff assistance	Public hearing on draft plan was held on February 17. CMAP staff await Village's timing for Village Board consideration of the plan.
UIC multimodal transportation plan (see website)	Lindsay Bayley	June 2013-Apr. 2015	Staff assistance	Final plan approved by Steering Committee on February 3 and is being formatted.
Villa Park zoning ordinance	Patrick Day	July 2015-Oct. 2016	Consultant assistance	RFP released March 20, with April 10 contractor bid deadline. Board approval of consultant selection is expected in June.
Waukegan subarea plan (see website)	Stephen Ostrander	Oct. 2012-Apr. 2015	Staff assistance	No update (CMAP staff awaited City's decision on timing of final presentation of plan to City Council for approval).
West Suburban Chamber of Commerce and Industry cargo-oriented development plan	Evy Zwiebach	June 2014-June 2015	Staff assistance and small contract	No update.
Westchester zoning ordinance	Kristin Ihnchak	Nov. 2014-Oct. 2015	Consultant assistance	The consultant team submitted a concepts report (recommendations memo), which is being reviewed by CMAP and Village staff.
Will County Preston Heights neighborhood plan	*Trevor Dick*	*TBD*	*Staff assistance*	*Newly added to monthly report. Scoping underway.*
Winthrop Harbor comprehensive plan (see website)	Sam Shenbaga	Sept. 2014-Sept. 2015	Staff assistance	Existing conditions report submitted to Village staff for review. Steering Committee meeting to be held in mid-April. Outreach efforts for visioning workshop begun.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Zion comprehensive plan	Nora Beck	Feb. 2014-June 2015	Consultant assistance	Zion and CMAP Staff are reviewing draft of city-wide plan components for the comprehensive plan.

Selected Projects with Active Implementation*

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

Project	CMAP lead	Recent implementation progress (updated quarterly)
Algonquin downtown study	Jack Pfingston	Village successfully adopted first TIF District for Downtown to help serve as a funding mechanism for implementing Downtown Plan recommendations.
Alsip zoning recommendations	Jake Seid	In March 2015, CMAP worked with the Village Attorney to amend the text of the zoning ordinance based on concepts from the Zoning Recommendations Summary. The amendments have been drafted by the Attorney, but are yet to be approved by the Village Board.
Bensenville comprehensive plan (see website)	Sam Shenbaga	A zoning update is being scoped and will begin in later 2015. The Village also submitted multiple bicycle facilities applications to the CMAQ program.
Berwyn capital improvements plan	Bob Dean	The City continues to seek funding for priority projects in the CIP. Most recently, the City submitted CMAQ applications for replacement of two older public works vehicles under the "Direct Emissions Reduction" category.
Blue Island comprehensive plan (see website)	Sam Shenbaga	The City has issued a RFQ seeking a redevelopment partner for the approximately 7.5 acres at the southeast corner of 119th Street and Vincennes Road. The site will serve as a gateway to Blue Island and create a commercial or mixed-use node, as identified in the Comprehensive Plan.
Calumet City comprehensive plan	Jack Pfingston	City terminated the TIF District for the Marble Street Property but can renew the TIF if a user is secured. Currently, the EPA is moving forward with this property and would like to meet with the City in the next 60 days.
Carpentersville Old Town Plan (see website)	Trevor Dick	The Village has hired the Hitchcock Group to assist with implementation of the Old Town plan. They will be starting in early 2015. Their early priorities will be development of a riverfront park/public area and development of properties along Washington Ave (old public works site etcetera). The Carpenter Creek greenway will be constructed this summer, which will link Carpenter Park to the Fox River Trail. H.R. Green Engineering is conducting a phase 1 engineering study of Washington/Main. The Village is also working with CMAP and Kane County on a health impact assessment of Washington/Main.
Cook County consolidated plan	Jonathan	The County hired BRicK partners to review existing grant processes for alignment with plan

(see website)	Burch	recommendations, development of specific implementation metrics, and outreach to key partners for outreach assistance.
Cook County Forest Preserves trail analysis and municipal connection reports (see website)	Trevor Dick	The Forest Preserve has implemented a pilot for an enhanced wayfinding system at two preserves, started a Signage and Wayfinding Master Plan that includes standardization of site infrastructure such as water fountains, benches and restrooms (all highly desired trail amenities identified in the trail analysis) and is close to completing a county-wide trail crossing inventory to identify improvements. These efforts were based on recommendations received through the Trail Analysis and Municipal Connection reports which provided the Forest Preserve with user data.
Franklin Park industrial areas plan (see website)	Trevor Dick	CMAP staff has begun to focus on implementation strategies based upon the industrial areas plan. Staff will be scheduling a meeting with Village representatives in the next month to discuss how CMAP can assist the Village in moving forward with implementation.
Hinsdale parking study (see website)	Lindsay Bayley	The Village has begun implementing recommendations from the plan. They have converted a metered parking lot to pay-by-space and increased the hourly rate and fine for violators. They have added additional free employee permit parking spaces on the eastern side of downtown (and usage increased greatly after the pay-by-space price increase). They are investigating the feasibility and cost of converting other metered spaces to pay-by-space.
Joliet former prison redevelopment (see website)	Trevor Dick	There continues to be ongoing participation in the Collins Street Task Force. The Will County Forest Preserve District is working towards acquisition of the eastern parcel with assistance from Openlands. Environmental studies have been completed for both the east and west sides. Using the results of the Will County Brownfield Study (also completed with CMAP), the County has applied for a grant to install solar panels on a section of the prison property.
Kane County / Carpentersville Homes for a Changing Region project (see website)	Jonathan Burch	East Dundee approved a residential façade improvement program and will begin implementing the program. CMAP reviewed the draft West Dundee Main Street Plan's parking and infrastructure recommendations at the request of the Village.
Kane County / Geneva Homes for a Changing Region project (see website)	Drew Williams-Clark	Participating municipalities have prioritized Employer-Assisted Housing and exploration of a Community Land Trust as year-one activities. CMAP and MPC presented an overview of EAH programs to the project steering committee in February. Municipalities reached out to chambers of commerce to gauge interest in a joint meeting to discuss EAH in March. The steering committee also held a follow-up conference call to discuss event logistics in March.
Kane County local food evaluation (see website)	Jessica Gershman	One of the potential forest preserve sites considered through this project is entering into a long-term lease with an organic farmer, who will raise plants and animals on approximately one-fifth of the forest preserve site. County planning staff were involved with the facilitation of this deal, which is in keeping with the recommendations of the LTA evaluation.
Lake County local food system project (see website)	Jason Navota	The Lake County Local Food Working Group continues to meet and discuss progress on policy issues, local projects, and other initiatives.
Lake County sustainability plan (see website)	Jessica Gershman	CMAP staff members are scheduling a meeting with County sustainability and planning staff to follow up on actions that have been taken to implement the chapter over the last few months since

		it was approved.
Lan-Oak Park District master plan (see website)	Trevor Dick	CMAP staff assisted the Park District by reformatting the existing parks and open space figure that was included in the Plan to be used on the Park District's website and within its quarterly program guide. Using the recommendations and priorities in the Master Plan, the District is currently preparing a $750,000 capital improvement plan that will include multiple projects over two years.
Northlake comprehensive plan (see website)	Trevor Dick	The City has completed engineering for extending the Midland Trail north and south. The northern extension was thought of before the plan, but the southern extension was a new idea. According to the Mayor, construction will begin on both extensions this summer.
Olympia Fields subarea plan (see website)	Drew Williams-Clark	Camiros presented the final plan to the Village Planning and Zoning Commission for discussion in March. It is anticipated that a vote of adoption will happen in the upcoming quarter. The Village is also working with a Community Development Financial Institution to make pre-development funds available on the Town Center site.
Openlands local food policy	Jason Navota	Openlands and the project partners have continued to refine the scope of work for the first phase of a research project to examine the regional food system over the next several years. CMAP will remain involved in guiding the project.
Oswego commercial areas study	Trevor Dick	The Village and their consultant are using the results of the CMAP study in the creation of their new Village-wide Comprehensive Plan.
Park Forest bicycle and pedestrian plan (see website)	Trevor Dick	Using the newly adopted plan, the Village submitted a STAR Communities application. Currently staff is working with the Village to help draft a Complete Streets Ordinance and to complete a more detailed addendum for the Plan that includes additional implementation strategies.
Riverside Central Business District Plan (see website)	Nora Beck	Village staff have finalized a streetscaping and street resurfacing project for Burlington Street, one of the main recommendations of the CBD plan. Construction is slated for this summer. In addition, the community is working to improve access to the riverfront by creating a wider and more accessible walking path along the Des Plaines and restoring shoreline habitat.
Silver and Sleepy Hollow Creek watershed plan implementation (see website)	Nora Beck	In November 2014, McHenry County updated their Stormwater Management Ordinance, which impacts a portion of the recommendations outlined in this project. In partnership with CMAP, the City of Crystal Lake is drafting a transportation plan which will incorporate many of the ordinance recommendations of this previous project.
Westchester comprehensive plan (see website)	Sam Shenbaga	A zoning update is underway.
Wicker Park-Bucktown parking study (see website)	Lindsay Bayley	The 1st Ward has submitted a request to add meters on the busy stretch of Division Street where the LTA study showed a lack of turnover; they are also making changes to loading zone spaces to consolidate some. The WPB SSA has promoted the Chicago Parking App.

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Major Capital Projects Quarterly Update
April 2015

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-project . CMAP's Illinois Route 53/120 Corridor Land Use Plan website: http://www.lakecorridorplan.org/ .

Overall Progress since Last Report:

- The Tollway's Finance Committee met in January and March to discuss the draft and final report of the Finance Committee. The report was approved during the March meeting and has been submitted to the Tollway Board for consideration. The draft plan will be discussed at the January 20th meeting of the 53/120 Finance Committee.
- The Tollway has continued to refine cost estimates and project design as part of the 53/120 Feasibility Study.

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

- CMAP has continued to coordinate closely with the Tollway and Lake County on the Feasibility Analysis.
- CMAP's Corridor Land Use study is ongoing. Staff and consultants are drafting the final plan, developing a governance framework, and meeting with stakeholders to review proposed technical and policy elements of the plan. A meeting of the 53/120 Land Use Committee was held in February.

JANE BYRNE (FORMERLY CIRCLE) 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:

- Construction continues, focusing primarily on ramp NW from northbound I-90/94 to westbound I-290. A drive-through video animation of this ramp is posted on the Jane Byrne Interchange web site.
- A number of long-term closures have been put in place.

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:

- Work continues on the environmental review process, with a draft document expected complete in late spring 2015.

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. Options are currently being evaluated for the Locally Preferred Alternative along the Union Pacific Railroad (UPRR) tracks.

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

Overall Progress since Last Report:

- Work continues on the environmental review process, with a draft EIS expected complete in late spring 2015.

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 in 2014. 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

- The Illinois Tollway announced that the Capital Program for 2015 includes $319.8 million to continue construction this year to:
    - Complete the improvements on IL390 between US20 (Lake Street) and Rohlwing Road.
    - Continue construction of the new Elmhurst Road/I90 Interchange and new I-290 Interchange, and begin new interchanges at Meacham Road/ Medinah Road, Park Boulevard, Prospect Avenue/Arlington Heights Road, Wood Dale Road and IL 83.
    - Continue frontage road and local access improvements.
- The Illinois Tollway is building a new Rohlwing Road Bridge over Illinois Route 390 as part of the new I- 290 Interchange for the Elgin O'Hare Western Access (EOWA) Project. The bridge is scheduled to be complete in 2015. This caused temporary lane closures in March.
- Also in March, Lively Boulevard south of Thorndale Avenue was closed for traffic to allow placement of bridge beams for the new bridge carrying Illinois Route 390 over Lively Boulevard. This is part of advanced work, and will include a realignment of Lively Boulevard, which will be extended under Route 390.

CMAP's Contribution Last Report: None.

Illiana Expressway

Project Status: The project has received a Tier 2 Record of Decision. IDOT is pursuing a public-private partnership and is expected 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:

- Planning and development of the Illiana and any other major interstate construction projects was suspended by the Rauner administration on January 13th, pending review of costs and benefits. Review is still ongoing.

CMAP's Contribution since Last Report: None.

I- 290 Eisenhower Express Toll Lanes

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: The Village of Maywood hosted a town hall meeting on January 29, 2015 to discuss the proposed I-290 improvements. The meeting started with an open

house session then had a moderated question and answer session. It was held at the Proviso Mathematics and Science Academy in Forest Park.

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

I-294/57 Interchange

Status: Partial interchange opened in October 2014. New ramps were constructed 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 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

I-55 Managed Lane

Project Status: A Phase I study was initiated in 2012 and was expected to be complete in 2014. However, the study is not yet complete. 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: IDOT had to address additional engineering detail, which required a fairly significant phase I engineering budget increase. The negotiations process took longer than anticipated.

CMAP's Contribution since Last Report: None.

I-90 Addams Tollway

Project Status: Under construction. Work on rebuilding the section between Rockford and Elgin was finished in late 2014. Work on the section between Elgin and the Kennedy Expressway is expected to be finished in 2016. The project includes substantial transit and intelligent transportation system elements, most of which will be completed toward the end of the project.

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

Overall Progress since Last Report:

- Highlights of the current construction include work on interchanges, including the Elmhurst Road interchange, in conjunction with the Elgin-O'Hare Western Access project. Elmhurst Road will be the first diverging diamond interchange on the Illinois Tollway. A fact sheet and video simulation of a diverging diamond interchange has been posted on the Tollway project page.

- Transit project elements are on schedule. Funds for vehicles are being obligated. Transit schedules are being finalized. Park-and-ride categorical exclusions are being developed; Construction planning is continuing, coordinating with Tollway construction activities.
- February bid results were posted for Jane Addams project water main relocation, roadway reconstruction and widening, and Irene Road interchange expansion (Boone County).
- January bid results were posted for two Jane Addams bridge widening and reconstruction contracts.

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 how much capacity (i.e., how many years of growth) these improvements are likely to accommodate. 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: Amtrak identified $12 million for repairs to Union Station. This includes redesign of the concourse areas, safety improvements, HVAC, and facade repairs. This is a small portion of the $500 million worth of work the Master Plan is expected to identify. The master plan is not yet complete. Construction of the associated LoopLink BRT facility, serving Ogilvie Transportation Center, Union Station, and Millennium Park along two miles of Washington Madison, Canal and Clinton Streets got underway in March and is expected to be finished by autumn. Construction of the Union Station bus terminal should begin later this spring.

CMAP's Contribution since Last Report: None