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 July 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— May 15, 2015**

4.0 **Executive Director**
Joe Szabo, new Executive Director - CMAP, will introduce himself and have a brief Q&A with the committee.

5.0 **Coordinating Committee Reports**
The Regional Coordinating Committee met on June 10, 2015. A report on the meeting will be given by the Transportation Committee's representative. The Local Coordinating Committee will meet on August 12, 2015.

6.0 **FFY 14-19 Transportation Improvement Program**

6.1 **FFY 14-19 TIP Amendments and Administrative Modifications (LeRoy Kos)**
TIP revisions that exceed financial amendment thresholds have been requested. Revisions include line items that have been awarded, moved, or deleted. The TIP amendments and modifications are attached.
ACTION REQUESTED**:** Approval of TIP amendments.

6.2 **Semi-Annual GO TO 2040/TIP Conformity Analysis and TIP Amendment (Leroy Kos)**
Release of the semi-annual GO TO 2040/TIP conformity analysis and TIP amendment for public comment is requested. The analysis and amendment will be subject to a 30 day public comment period.
ACTION REQUESTED: Release of the semi-annual GO TO 2040/TIP conformity analysis and TIP amendment for a public comment period from July 17 to August 17, 2015.

6.3 Congestion Mitigation and Air Quality Improvement (CMAQ) Program and Transportation Alternatives Program (TAP) (Doug Ferguson)

Funding recommendations for the FFY 2016-2020 CMAQ program and the FFY 2015-2017 TAP program are being presented for consideration and release for public comment. The CMAQ program was considered by the CMAQ Project Selection Committee at its June 25, 2015 meeting and was recommended to the Transportation Committee for release for public comment. The programs to be released for public comment can be found in the attached memo as well as in a spreadsheet format on the CMAQ/TAP Program Development webpage.

ACTION REQUESTED: Release of the recommended programs for a public comment period from July 17 to August 17, 2015.

7.0 Local Technical Assistance Program (Erin Aleman)

In conjunction with the RTA's Community Planning program, CMAP held a call for LTA projects in spring and summer 2015. Applications were due on June 25, 2015. In total, 72 applications were submitted by 61 different applicants to the LTA program. An additional 17 applications were submitted to the RTA for consideration through their Community Planning program. Staff will provide an overview of the applications received.

ACTION REQUESTED: Information

8.0 The Next Long-Range Plan (Jesse Elam)

8.1 Options for Defining Regionally Significant Projects

Identifying a prioritized, fiscally constrained list of capital projects is one of the primary purposes of a metropolitan planning organization's (MPO) long-range transportation plan. In CMAP's last quadrennial MPO certification review, the reviewers recommended that the "identification of Major Capital Projects should be based on impact, not scope, of projects." Staff has developed several alternative approaches to define regionally significant capital projects in the next long-range plan for committee discussion.

ACTION REQUESTED: Discussion

8.2 Strategy Paper Development Process

Part of the development process for the next long-range plan is a series of strategy papers to provide agency direction on new topics or explore refinements to existing plan recommendations. This item follows up on committee discussions with a list of topics to be pursued this year. Staff is also seeking direction on a remaining paper topic.

ACTION REQUESTED: Discussion

9.0 Legislative update

9.1 Federal (Alex Beata)

A legislative update will be presented to the committee.

ACTION REQUESTED: Information

9.2 State (Gordon Smith)
A legislative update will be presented to the committee.
ACTION REQUESTED: Information

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

11.0 Other Business

12.0 Public Comment
This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion.

13.0 Next meeting – September 18, 2015

14.0 Adjournment

Committee Members

_____ Charles Abraham	____ Robert Hann	_____ Tom Rickert
_____ Reggie Arkell***	____ Scott Hennings	_____ Leon Rockingham
_____ Darwin Burkhart	____ Emily Karry	_____ Steve Schlickman
_____ Michael Bolton	____ Jennifer (Sis) Killen**	_____ Joe Schofer
_____ Bruce Carmitchel	____ Fran Klaas	_____ Peter Skosey
_____ Lynnette Ciavarella	____ Christina Kupkowski	_____ Kyle Smith
_____ Michael Connelly*	____ Wes Lujan	_____ Chris Snyder
_____ John Donovan***	____ Randy Neufeld	_____ Steve Strains
_____ John Fortmann	____ Holly Ostdick	_____ Ken Yunker
_____ Luann Hamilton	____ Mark Pitstick	_____ Rocco Zucchero

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

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Chicago Metropolitan Agency for Planning (CMAP) Transportation Committee

Draft Minutes

May 15, 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, Jennifer Becker – Kendall County, Mike Bolton – Pace (via phone), Brian Carlson – IDOT District One, Bruce Carmitchel – IDOT OP&P, David Chandler - CNT, Bruce Christensen – Lake County, John Donovan – FHWA, Luann Hamilton – CDOT, Jessica Hector-Hsu – RTA, Scott Hennings – McHenry County, Vice Chair Sis Killen – Cook County, David Kralik – Metra, Christina Kupkowski – Will County, Holly Ostdick – CMAP, Tom Rickert - Kane County, Peter Skosey – MPC, Chris Snyder – DuPage County, Mayor Eugene Williams – Council of Mayors, Rocco Zucherro – 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, Noel Basquin, Kevin Donahue, Janell Jensen, Mike Klemens, Patrick Knapp, David Landeweer, Ashley Lucas, Beth McCluskey, Kirsten Mellem, Chad Riddle, Adam Rod, David Seglin, Tom Vander Woude, Mike Walczak, Tammy Wierciak, Barbara Zubek
Staff Present:	Jill Leary, Bob Dean, Joe Szabo, Tom Kotarac, Gordon Smith, Alex Beata, Patricia Berry, Teri Dixon, Kama Dobbs, Jesse Elam, Doug Ferguson, Leroy Kos, Martin Menninger, Liz Schuh, Simone Weil.

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

None.

3.0 Approval of Minutes – April 17, 2015

A motion to approve the minutes of the April 17, 2015 meeting, as presented, made by Mr. Carmitchel, seconded by Ms. Hamilton, carried.

4.0 Coordinating Committee Reports

Ms. Killen reported that the Local Coordinating Committee met on May 13, 2015 and received updates on two grants to build CMAP's capacity to incorporate stormwater management and disaster resilience into the LTA program, work to date and continued partnerships of the Kane County Planning Cooperative, and the call for LTA projects that was initiated on May 1 in partnership with the RTA and the Cook County Department of Public Health.

Mr. Connelly noted that the Regional Coordinating Committee has not met since the last Transportation Committee meeting and will meet next on June 10, 2015.

5.0 FFY 14-19 Transportation Improvement Program (TIP)

5.1 FFY 14-19 Transportation Improvement Program (TIP) - Amendments and Administrative Modifications

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

5.2 FTA Subarea Allocation between Indiana-Illinois and Wisconsin-Illinois of Section 5307/5340 Capital and Planning Funds, 5337 State of Good Repair Funds, and 5339 Bus Funds

Mr. Kos reported that the RTA Board approved the splits of §5307/ §5340, §5337, and §5339 funding with northwestern Indiana and §5307/§5340 and §5339 funding with southeastern Wisconsin and the recommended distribution to the CTA, Metra, and Pace. In response to questions from Mr. Snyder, Ms. Hector-Hsu confirmed that the service boards were consulted about the splits, which are similar to past years. In response to a question from Mr. Snyder, Mr. Connelly stated that the splits to the service boards occur after the splits to Indiana and Wisconsin are taken off. Mr. Rickert made a motion, seconded by Ms. Killen, to recommend approval of the subarea allocations between Northwestern Indiana-Northeastern Illinois and Southeastern Wisconsin- Northeastern Illinois and concurrence with financial distributions to CTA, Pace, and Metra to the MPO Policy Committee. The motion carried.

Mr. Kos reminded the committee that TIP changes for the next conformity analysis are due June 5. The committee will be asked to release the conformity analysis and TIP amendments for public comment at their July meeting. The analysis and TIP amendment is scheduled to be considered by the CMAP Board and MPO Policy Committee at their joint meeting in October.

5.3 Transportation Alternatives Program – Local (TAP-L) Update

Mr. Ferguson provided an update on the status of the eight projects in the TAP-L program. He stated that three projects have missed milestones, but are progressing, and therefore staff does not recommend any action at this time. Mr. Carmitchel complimented CMAP staff on the timeliness of project development, monitoring, and management of the TAP-L program. Mr. Snyder stated that these projects are part of the first TAP-L program, using FFY 2013 and 2014 funds, and that the recently closed call for projects will use FFY 2015 and 2016 funds. He stated that more projects may include ROW, and that by the time projects are selected, a full year has gone by and therefore he suggested that the region program further out. Mr. Ferguson stated that due to the uncertain future of this new program, staff is reluctant to program too far out, but also recognizes that with 55 bicycle facilities applications received, it may make sense to program a third year of funding. .

6.0 The Next Long-Range Plan

6.1 Long-Range Plan Schedule and Strategy Paper Development Process

Mr. Elam reviewed the overall plan development schedule that calls for prep work, gathering background information, and preparing strategy papers over the next year, followed by financial plan developments and regionally significant project evaluations the following year. He stated that scenario planning and robust public involvement are planned. Mr. Connelly added that the timeline is broad and this will be a long process involving significant effort by staff and the Transportation Committee.

Mr. Elam explained that informal topic specific working groups including Transportation Committee members, and other subject matter experts would be utilized for development of strategy papers. Papers are expected to take 6-12 months to develop and four papers on transportation topics will be developed this year. An initial list of potential topics was provided, which Mr. Elam reviewed. Mr. Skosey asked about the Regional Transportation Operations Coalition (RTOC) committee. Mr. Elam explained that they are an ad hoc group that meets approximately quarterly to discuss transportation management and operations. Mr. Snyder added that the group is made up of operations engineers. Mr. Connelly stated that they are also involved in the review of CMAQ applications and funding recommendations. Mr. Rickert stated they discuss new technologies and share

information and are a good group to inform the development of an operations and management focused strategy paper.

Mr. Skosey stated that MPC would like to be involved in the development of alternative funding concepts and transit modernization strategy papers. Ms. Hamilton stated that any paper related to car sharing should be focused on mobility sharing and include a wider range of mobility sharing, including consideration of bike sharing.. Mr. Rickert stated that asset management and alternative funding concepts strategy papers should be pursued because they have been topics of heavy discussion with the movement toward performance based programming. Mr. Zucherro stated that there is no champion for Intelligent Transportation Systems (ITS) and technology solutions in the state and asked what the region needs to do to be sure we are investing in the right technologies.

Mr. Bolton stated that Pace is finding that pedestrian access and safety are huge issues that are unaddressed in planning using state and federal funds and suggested that with the increase in the aging population, these issues should be included in the strategy papers. Ms. Hamilton stated that Chicago concurs that this is an important issue and noted that the suggested topics are for only the first four of several papers to be developed.

Mr. Rickert stated that we need a better regional understanding of where PROWAG (proposed guidelines for accessible rights-of-way released by the U.S. Access Board) is going, the fiscal ability to address guidelines, and the metrics to keep facilities up to standards when cost and liability discourage them. Ms. Hamilton stated that PROWAG requires making accommodations whenever a signal is "touched", but the definition of "touch" is unclear, such as whether re-timing a signal is considered to be "touching" that signal. Mr. Donovan stated information is trickling out, and he would have to get back to the committee with more.

Mr. Snyder stated that car sharing and sharing in general has been discussed in DuPage to address "last mile" challenges that are a huge issue in the suburbs where people can arrive on trains or buses, but not quite get to their final destination. He agreed with Ms. Hamilton's point on the broadening the topic to mobility sharing.

Mr. Connelly stated that the committee conversation has been good, but of course not all guidance is clear or complete at this time. Regarding the structure of groups to work on the strategy papers and plan development, he noted that Ms. Hamilton had stated at the last meeting that during the development of previous plans there was a "re-write" committee and asked for additional discussion on subcommittees or working groups. Ms. Hamilton stated that breakout meetings after the Transportation Committee on specific topics sounds like a workable structure. Mr.

Elam noted that the Local and Regional Coordinating Committees will do a lot of the "steering" of the plan development.

In response to a question from Mr. Snyder about the next steps, Mr. Elam stated that in July staff will present scoping information for a final list of paper topics and will seek approval of those. Staff will be reaching out for volunteers to participate in working groups between now and then. Mr. Carmitchel stated it would be good to see a link between economic development and transportation as a paper topic. He also noted that the definition of regionally significant projects is a big part of the timeline and asked if staff is reaching out for help. Mr. Elam stated that the hope is that the definition will be developed by the region this fiscal year, so that solicitation for projects and analysis of projects could begin next fiscal year. Staff wants to focus on this concept in July and September so that staff can develop recommendations for discussion and consideration in September or November.

Mr. Zucchero stated that the region should be conducting post-project evaluations to determine if the investments being made in the transportation system are resulting in a good return. He stated the Tollway collects a lot of data that should be shared and analyzed to determine what worked. Mr. Bolton stated that UC Berkeley and the Mineta Transportation Institute have done significant work on analyses, particularly related to transit, and suggested CMAP staff look at that research. Mr. Carlson stated that these are good points especially as the region tries to wrap its arms around determining the economic benefits of projects. Mr. Bolton added that things change and that technological changes in the logistics field, for example, mean that a warehouse that used to provide 100 jobs per 100 thousand square feet may now only provide 5 jobs per 100 thousand square feet, and the region needs to understand the impact of these changes. Mr. Elam stated that CMAP is working on improving economic impact analyses and that would be a place for looking at post-project impacts. Mr. Zucchero added that anecdotal accounts can also be useful.

In response to a question from Ms. Killen, Mr. Elam stated that additional topic suggestions could be emailed to staff, with the understanding that likely only four could be addressed this year. Suggestions will be gathered and sent back out for consideration and discussion.

Mr. Chandler stated that economic benefits tie back into past discussions about priority development areas and determining where clusters are located. He asked how the four strategy papers fit with regional economic development strategies. Mr. Donovan stated that although the papers being discussed by the Transportation Committee are directly related to transportation topics, some cross-pollination is good. Topics should not be isolated and the full range of issues should be discussed. Mr. Chandler stated that how the freight plan fits into the larger plan should be determined. Mr. Rickert stated that the definition of regionally significant projects

will be a good discussion and it is an appropriate approach to talk about financial planning this year, but it may be necessary to start addressing alternatives sooner with changes to state and federal funding being discussed.

Mr. Elam reviewed the milestones for committee engagement in the development of the plan over the upcoming year and thanked the committee for a good discussion.

6.2 Transportation Elements of CMAP Draft FY 2016 Work Plan

Mr. Elam provided an overview of work plan elements in Performance Based Programming related to long range plan development that may be of interest to the committee. Mr. Rickert thanked staff for providing the Work Plan and asked if the Transportation Committee could see the projects a couple months in advance next year.

7.0 Legislative Update

Mr. Smith reported that the update presented to the CMAP Board on Wednesday includes information on the 2015 budget fix bills and fund sweeps affecting various accounts including the Grade Crossing Protection Fund. He reported that as deadlines pass, the number of bills being watched by CMAP is shrinking. One new bill that CMAP is watching is SB 277, which MPC is involved with. Mr. Skosey stated that the bill would amend the TIF law to allow value capture on specific transit projects, including the Red/Purple Modernization, Union Station improvements, and the Red Line South Extension. The Senate also added Blue Line Modernization and Expansion. 80% of TIF funds would be allocated for transit, and 20% to the taxing district. In districts where Chicago Public Schools receive the funding, there would be no change. Mr. Smith also reported that CMAP is monitoring appropriations discussions, particularly funding for CMAP planning activities.

8.0 Status of the Local Technical Assistance Program

Mr. Connelly stated that a current status report on the LTA program was included in the meeting materials.

9.0 Other Business

Mr. Seglin thanked retiring CMAP Finance and Administration Deputy Executive Director Dolores Dowdle for her outstanding work. He also reported two milestones for CDOT. As of today, Divvy is the largest bike-sharing program in North America, surpassing Montreal. As of tomorrow, Ms. Luann Hamilton has been with CDOT for 30 years.

10.0 Public Comment

Mr. Garland Armstrong stated that he commends the committee for hearing and discussing what Mr. Bolton said about pedestrian access being a priority. He also stated that the persons who take calls for paratransit services need specific addresses for pick-up

points, and that is difficult to provide at walk events held at parks or forest preserves, or at congested locations such as Union Station.

11.0 Next Meeting

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

13.0 Adjournment

A motion to adjourn at 10:32 a.m., made by Ms. Killen, seconded by Mr. Snyder, carried.

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

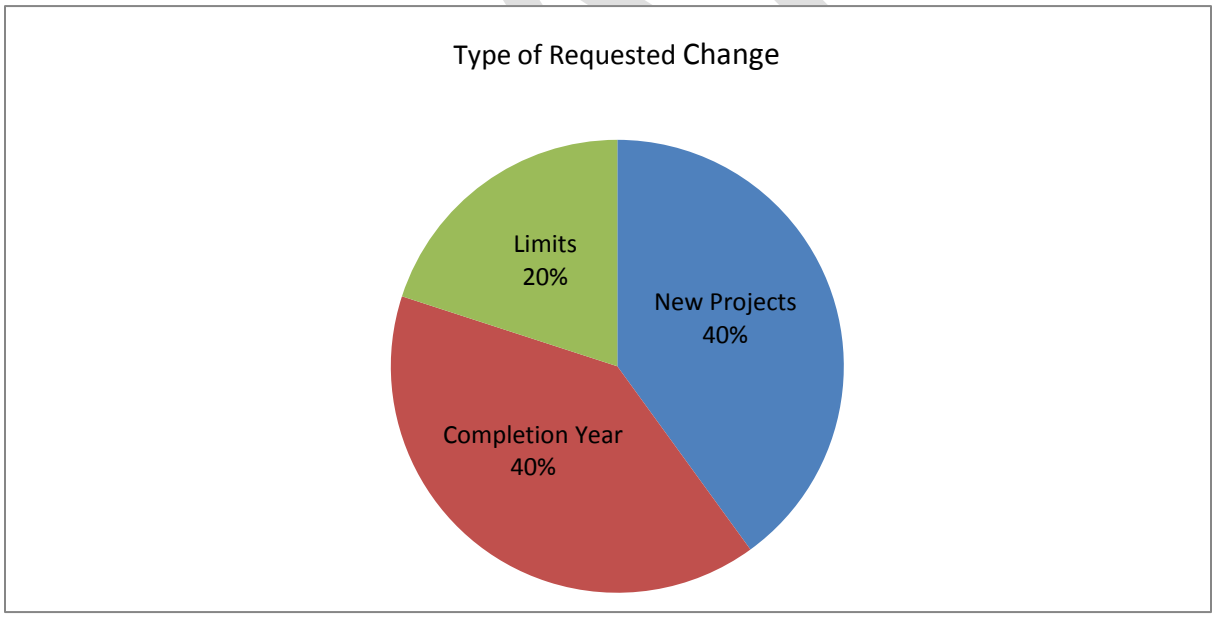
To: **CMAP Transportation Committee**

From: **July 9, 2015**

Date: **CMAP Staff**

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

In accordance with the semi-annual conformity analysis policy CMAP staff asked programmers to submit changes, additions, or deletions to non-exempt projects for inclusion in the regional air quality analysis of the Transportation Improvement Program (TIP) and GO TO 2040. Of the changes requested, five (5) projects require air quality conformity analysis. Below is a summary of the types of requested changes.



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

The new projects are:

- TIP ID 09-15-0015: Adding lanes and replacing a bridge on US 30 from west of Dugan Road to Municipal Road.
- TIP ID 09-15-0019: An intersection improvement, reconstructing the current Collins Road, and extending Collins Road from Blue Heron Drive to Minkler Road.

One project requested a reduction to the original limits of the project:

- TIP ID 10-03-0005 Adding lanes and intersection improvements on Deerfield Road, from US 45 Milwaukee Avenue to Saunders Road in Riverwoods rather than Wilmot Road in Riverwoods.

Two projects are requesting changes to their completion year. The completion year indicates when a project is anticipated to be in service to users. The conformity analysis is conducted for selected analysis years between now and 2040. The analysis years are currently 2015, 2025, 2030 and 2040. If a change in completion year results in moving a project across an analysis year, the project must be included in a new conformity analysis. Sponsors indicated that several projects have updated completion years; two of those crossed an analysis year:

- TIP ID 03-09-0073: Adding lanes, resurfacing, curb and gutter improvements, and lighting on IL 19 Irving Park Road from Schaumburg Road to Bartlett Road, the sponsor has requested changing the completion year from 2015 to 2017.
- TIP ID 12-07-0021: Replacing a bridge, adding a continuous bi-directional turn lane, and adding lanes on Ridge Road from south of Minooka Road to McEvilly Road, the sponsor has requested changing the completion year from 2015 to 2016.

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

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

TIP projects are also viewable in a map format.

Each TIP ID includes a hyperlink to the TIP database for current project information. Changes can also be seen in the Conformity Amendments report which were coded in the 2015, 2025, 2030, and 2040 highway and transit networks. The regional travel demand model was run using the updated networks. The resultant vehicle miles traveled (VMT) by vehicle class, speed, time of day, and facility type were entered into US Environmental Protection Agency's MOVES model. The model generated on-road emission estimates for each precursor or direct pollutant in each analysis year.

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

Both the annual direct fine particulate ($PM_{2.5}$) and NOx emissions inventories are below the applicable budgets from the attainment SIP.

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

	Fine Particulate Matter		Nitrogen Oxides	
Year	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2015	**2,768.10**	5,100.00	**61,168.33**	127,951.00
2025	**1,824.18**	2,377.00	**31,224.61**	44,224.00
2030	**1,752.18**	2,377.00	**29,028.24**	44,224.00
2040	**1,831.11**	2,377.00	**29,766.07**	44,224.00

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

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

	Volatile Organic Compounds		Nitrogen Oxides	
Year	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2015	**76.66**	117.23	**162.53**	373.52
2025	**52.29**	60.13	**80.22**	150.27
2030	**50.70**	60.13	**74.10**	150.27
2040	**53.54**	60.13	**75.67**	150.27

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

Notes:

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

Results updated as of July 1, 2015

DRAFT

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Conformity Amendments

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
03-09-0073	Northwest Council of Mayors	Completion Year	$3000	$3500	$ 500	16.67%

IL 19 Irving Park Road FROM Schaumburg Road (COOK/Streamwood) TO Bartlett Road (COOK/Streamwood)

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

Project Work Types Before Revision:
HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - CURB AND GUTTER
SAFETY - LIGHTING
HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Project Work Types After Revision:
HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - CURB AND GUTTER
SAFETY - LIGHTING
HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	CONSTRUCTION	15	12000	3000	

Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	CONSTRUCTION	16	12000	3500	

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
09-15-0015	IDOT District 1 Division of Highways	New Project		$0		

US 30 from W OF DUGAN RD (KANE/Big Rock) to MUNICIPAL RD (KANE/Sugar Grove)

Completion Year: 2020

Project Work Types After Revision:
HIGHWAY/ROAD - ADD LANES
BRIDGE/STRUCTURE - REPLACE

Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	NHPP	CONSTRUCTION	MYB	46000	36800	1-78763-0000
	ILL	ENGINEERING-II	15	2851	0	1-78763-0200
	ILL	ENGINEERING-II	16	450	0	1-78763-0210
	ILL	ENGINEERING-II	17	550	0	1-78763-0220
	ILL	ENGINEERING	MYB	5400	0	1-78763-0300
	ILL	ROW ACQUISITION	MYB	350	0	1-78763-0511

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
09-15-0019	Kendall County Highway Department	New Project		$0		

FAU 2514 Collins Road from FAU 3792 Minkler Road (KENDALL/Oswego) to CH 2 Grove Road (KENDALL/Oswego)

Completion Year: 2021

Project Work Types After Revision:
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE
HIGHWAY/ROAD - NEW ROAD
Hiighway/Road - Roundabout

Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	GEN-OP	ENGINEERING-I	17	1000		
	GEN-OP	ENGINEERING-II	18	1500		
	GEN-OP	CONSTRUCTION	19	10000		

Gray Financial Data Records are for informational purposes only and not included in the TIP.
This public notice of the revisions being made by CMAP's Transportation Improvement Program satisfies the Program of Projects requirement of
Title 49, U.S. Code Section 5307 (c) (1) through (7)
CMAP, the Chicago Metropolitan Agency for Planning – 233 South Wacker Drive, Suite 800, Chicago, IL 60606 312-454-0400 (voice), 312-454-0411 (fax)

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
10-03-0005	Lake County Department of Transportation	Location Changed	$0	$5856	$ 5856	

Before Revision: CH A47 DEERFIELD RD from IL 21 US 45 MILWAUKEE AVE (LAKE/Riverwoods) to FAU 2718 WILMOT RD (LAKE/Riverwoods)

After Revision: CH A47 DEERFIELD RD from IL 21 US 45 MILWAUKEE AVE (LAKE/Riverwoods) to CH W24 SAUNDERS ROAD (LAKE/Riverwoods)

Completion Year Before Revision: 2025
Completion Year After Revision: 2025

Project Work Types Before Revision:
HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

Project Work Types After Revision:
HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT
New Bicycle Facility

Financial Data Before Revision

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	MFT-ALL	ENGINEERING-II	16	2000	0	
	MFT-ALL	CONSTRUCTION	MYB	20110	0	

Financial Data After Revision

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-C	ENGINEERING-I	16	2400	1920	
	STP-C	ENGINEERING-II	18	1920	1536	
	STP-C	ROW ACQUISITION	18	3000	2400	
	STP-C	CONSTRUCTION	MYB	7231	5785	
	CTEF	CONSTRUCTION	MYB	19169	0	Includes E3

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
12-07-0021	Grundy County Highway Department	Completion Year	$2000	$2000	$ 0	0%

Before Revision: FAU 384 RIDGE ROAD FROM FAU 400 (1/4 MI. SOUTH OF) MINOOKA RD (GRUNDY/Minooka) FAU 393 MC EVILLY ROAD

After Revision: FAU 384 RIDGE ROAD from FAU 400 (1/4 MI. SOUTH OF) MINOOKA RD (GRUNDY/Minooka) to FAU 393 MC EVILLY ROAD (GRUNDY/Minooka)

Completion Year Before Revision: 2015
Completion Year After Revision: 2016

Project Work Types Before Revision:
HIGHWAY/ROAD - ADD LANES
BRIDGE/STRUCTURE - REPLACE
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

Project Work Types After Revision:
HIGHWAY/ROAD - ADD LANES
BRIDGE/STRUCTURE - REPLACE
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

Financial Data Before Revision

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
A	GEN-OP	ENGINEERING-II	12	750	0	
	GEN-OP	ROW ACQUISITION	15	100	0	
	GEN-OP	CONSTRUCTION	15	11000	0	
A	ILL	ENGINEERING-I	09	300		
	STP-L	CONSTRUCTION	15	6300	2000	

Financial Data After Revision

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ILL	ENGINEERING-I	09	300		
	GEN-OP	ENGINEERING-II	12	750	0	
	GEN-OP	ROW ACQUISITION	15	100	0	
	GEN-OP	CONSTRUCTION	15	11000	0	
	STP-L	CONSTRUCTION	15	6300	2000	

Gray Financial Data Records are for informational purposes only and not included in the TIP.
This public notice of the revisions being made by CMAP's Transportation Improvement Program satisfies the Program of Projects requirement of Title 49, U.S. Code Section 5307 (c) (1) through (7)
CMAP, the Chicago Metropolitan Agency for Planning – 233 South Wacker Drive, Suite 800, Chicago, IL 60606 312-454-0400 (voice), 312-454-0411 (fax)

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: July 2015

Re: Review of FFY 2015-2017 Transportation Alternatives Program and FFY 2016-2020 CMAQ program

---

As part of the development process for the FFY 2016-2020 Congestion Mitigation and Air Quality Improvement (CMAQ) and the FFY 2015-2017 Transportation Alternatives (TAP) programs, CMAP staff is presenting funding recommendations to the Transportation Committee (TC) for discussion and potential adjustment. The recommended programs can be found attachment to this memo as well as in spreadsheet format on the **CMAQ/TAP Program Development** webpage.

The projects were generally recommended from among those submitted in a joint CMAQ/TAP call for projects held from January to March 2015. Staff evaluated the projects over the spring and discussed the results with the Bicycle and Pedestrian Task Force and Regional Transportation Operations Coalition in May and June as well as with individual sponsors. The CMAQ program was then considered by the CMAQ Project Selection Committee and recommended to the TC to release for public comment. Staff requests that the TC release both programs with any adjustments for public comment for a period lasting from July 17 to August 17, 2015.

Transportation Alternatives Program

While the CMAQ program funds bicycle facilities in addition to other types of projects, TAP is focused only on bicycle facilities. Thus bicycle facilities could receive funding under either program, depending on how they ranked under either program's scoring criteria. The TAP criteria focus on helping to complete the Regional Greenways and Trails Plan, showing that a significant market for the facility exists (using population and employment density around the project as the metric), and improving the safety and attractiveness of bicycling. Demonstrating project readiness is also an important part of the evaluation. More details on the scoring system can be found in the **application materials**.

In the recommended program, projects are shown ranked by the evaluation criteria scores. Each criterion had a potential score of 30 points except for the bonus which is 10 points (5 points for having no right-of-way to acquire and 5 points for having phase II engineering complete). The maximum score is thus 100. A brief rationale is also provided for the funding recommendation. A total of 55 projects were submitted for TAP and CMAQ consideration. Of these, 17 are being recommended for TAP funding. One additional project is also included in the recommendation as discussed below. Eight of the 55 projects are being recommended for funding in the proposed CMAQ program.

Two items are worth mentioning. The first is the inclusion of a project in the recommended list that was not submitted for consideration during the call for projects. On June 10th, the Village of Bridgeview notified staff that they would be unable to proceed with the Bridgeview Community Multi-Use Path which was programmed during the FFY 2013-2014 TAP program cycle. Because it is critical to obligate these funds in a timely manner, it would be ideal to reprogram the funds toward a ready project. Staff is recommending the funding of a previously funded CMAQ project, the Forest Preserve District of Cook County's North Branch Trail Extension (TIP ID 01-08-0001). This project recently went out for construction letting and the bids came in significantly higher than the authorized amounts. The sponsor has decided to proceed only with part of the project from Devon Ave to Forest Glen Ave that can be funded with the programmed CMAQ funds as the District does not have available local funds to meet the entire cost of the increase. The available TAP funds from the Bridgeview project will allow for the remainder of the project to be constructed from Forest Glen Ave to Foster Ave. The project was evaluated using the TAP criteria and received a score of 100.

The second item involves the programming mark for this cycle. Staff had originally proposed to program funds only from FFY 2015 and 2016. After evaluating the projects and noting the number of proposed bicycle facilities that score well against the TAP criteria, staff recommends programming funds for FFY 2017 as well. This will help with upcoming program cycles so that only future funds are programmed rather than also funds for years that have already past. It also aligns TAP and CMAQ with a future call starting in FFY 2018. The resulting mark is based upon an annual allotment of $8.78 million. With the additional funds from the Bridgeview project ($1.68 million) and three years of allotment ($26.34 million), the programming mark for this cycle comes to $28 million.

Congestion Mitigation and Air Quality Improvement Program

The CMAQ Project Selection Committee met on June 25, 2017 to consider the staff funding recommendations and has recommended the proposed program to the Transportation Committee to release for public comment. In the draft program, projects are shown ranked by the cost-effectiveness of emissions reductions within each project category, but they take into account transportation impact criteria and regional priorities. A brief rationale is also provided for the funding recommendation. More details on the scoring system can be found in the **application materials**.

Seven sponsors requested hardship funding for phase I engineering. Requests for phase I engineering funding were evaluated on the expected benefits of the project, as with all other

applications. Two projects ranked high enough to be recommended for funding (an intersection improvement in the City of Berwyn and a bikeway in Sauk Village).

The mark for this cycle was based on a number of factors. First, the annual apportionment to the state is assumed to be $105.5 million in each of the years of the program, the same as it was in FFY 15, and it is furthermore assumed that northeastern Illinois can program against the entire state's apportionment. Second, a carryover balance of $209.2 million was added to the expected FFY 2016 apportionment, which is the amount that is currently unobligated. Third, since the CMAQ program as a whole has $127.7 million programmed in advance construction (AC) status that could be obligated at any time, this amount was accounted for by subtracting it from the FFY 16 amount ($105.5 apportioned + $209.2 unobligated carryover – $127.7 in AC = $187.0 million). Lastly, the amount currently programmed was subtracted in each federal fiscal year to give the unprogrammed balance. Altogether this yields $274 million, which is slightly higher than the $260 million estimate from the grant application materials because of updated information on obligations.

Table 1. Summary of recommended FFY 2015-17 TAP and FFY 2016-20 CMAQ programs

Project Type	Recommended Funding	Number of Projects Recommended*
Bicycle Facilities	$32,693,421	26
Bottleneck Elimination	$10,000,000	2
Direct Emissions Reduction	$9,692,300	2
Intersection Improvement	$48,783,942	10
Other	$14,762,000	3
Signal Interconnect	$7,107,377	7
Transit Facility Improvement	$125,000,000	1
Transit Service and Equip	$38,603,356	3
Transit Access	$15,140,740	6
Grand Total	**$301,783,136**	**60**

Conclusion

The combined funding recommendation for the TAP and CMAQ programs is shown in Table 1. Following the public comment period, staff will suggest any changes that should be made to the programs based on comments received. Any suggested changes will be presented at the September TC meeting before requesting approval of the programs at the CMAP Board and MPO Policy Committee meeting in October.

Action Requested: Release draft programs for public comment

Chicago Metropolitan Agency for Planning

Staff-Recommended FFY 2015-2017 Transportation Alternatives Program

Sponsor	Project Title	Ranking Criteria Scores: Completion of RGTP[1]	Population & Employment Density	Safety & Attractiveness	Bonus	Total Points	Requested Funds	Proposed FY16	Proposed FY17	Notes
Cook Co FPD	North Branch Trail	30	30	30	10	**100**	$ 1,600,000	**$ 1,600,000**	**$ -**	The project will fill a gap in the regional North Branch trail and its connection to the proposed Weber Spur Trail and thereby the Sauganash Trail/Skokie Valley Line Trail.
CDOT	43rd St Access Bridge to Lakefront Trail	25	30	30	0	**85**	$ 17,320,000	**$ 11,648,000**	**$ -**	This project provides an access point to the Lakefront Path from an underserved area by replacing a pedestrian-only bridge that is not designed for cyclists and is in poor condition. While in general it is not preferable to provide partial funding for projects, the sponsor indicates that the remainder of the federal funding can be provided through STP so that the project can be implemented in a timely way.
FPD of Kane County	Fox River Trail UPRR Underpass	30	24	30	0	**84**	$ 1,774,896	**$ 143,680**	**$ 1,631,216**	This project replaces a bridge at Poplar Creek that was washed out in 2013 that allows for passage under the UP tracks, restoring access to a larger trail network.
Crystal Lake	Prairie Path Re-Route	25	24	30	5	**84**	$ 109,356	**$ 10,000**	**$ 99,356**	This small project provides an important connection in the Regional Greenways and Trails Plan as well as improving bicycle safety by directing bicyclists to an off-street facility to avoid crossing a state highway and railroad tracks. Staff is concerned that it is inefficient to federalize this project, as engineering and construction costs will be escalated significantly.
Frankfort	Hickory Creek Multi-Use Trail	30	24	30	0	**84**	$ 426,000	**$ -**	**$ -**	Sponsor did not submit a draft PDR to IDOT prior to June 15, 2015 as required by screening criteria.
Orland Park	108th Av Trail Connection	30	24	24	5	**83**	$ 150,800	**$ 150,800**	**$ -**	This project will link the existing path along 153rd Street to the path along Jillian Road leading to the Metra station, but also connect the subregional trail systems in the Tinley Creek and Sag Valley Forest Preserve Trails as well as the Homer Glen trails.
FPD of Will County	Black Rd Trail from DuPage River Trail to Rock Run Trail	30	24	24	5	**83**	$ 1,644,630	**$ 74,540**	**$ 1,570,090**	This project connects two regional trails separated by Interstate 55 and the DuPage River; the nearest alternative route across these barriers is several miles north.
Glenview	Milwaukee and Lake Av Multi-use Path	20	30	24	5	**79**	$ 523,808	**$ -**	**$ 523,808**	This project takes advantage of a programmed IDOT intersection improvement to add a multiuse path that builds a section of the Centennial Trail.
DuPage County DOT	Benedictine Connector	25	30	24	0	**79**	$ 992,000	**$ 712,000**	**$ 280,000**	Helps build the East Branch DuPage River Greenway Trail as well as providing improved bicycle access to the Lisle Metra station and two Pace routes.
Kane County DOT	Longmeadow Parkway Bike Path Extensions	25	24	30	0	**79**	$ 1,400,023	**$ -**	**$ -**	This project is being recommended for CMAQ funding.
Homer Glen	Homer Glen Heroes Bike Trail-Goodings Grove Extension	25	24	30	0	**79**	$ 249,600	**$ 20,800**	**$ 228,800**	This project provides access between several residential areas and helps build out a trail system with regional connections.
Barrington	US 14/Northwest Hwy from Hough St to Lake Zurich Rd	30	24	24	0	**78**	$ 1,409,000	**$ -**	**$ -**	While this project ranks well, it depends on construction of a much larger, $63 million grade separation that is only 20% funded. The sponsor would be at risk of wholly missing the TAP accomplishment milestones. The sponsor is encouraged to return in a future TAP cycle when the grade separation is funded.
Lake County Forest Preserves	Lyons Woods Bike Path	25	24	24	5	**78**	$ 2,000,000	**$ 2,000,000**	**$ -**	Trail helps build out regional system by connecting to Robert McClory Bike Path and ultimately to the Des Plaines River trail system.
Lake County Forest Preserves	Middlefork Savanna Forest Preserve Trail	25	16	30	5	**76**	$ 2,066,320	**$ 2,066,320**	**$ -**	Project helps extend bicycling corridor through forest preserve property.
Bensenville	Church Rd from Irving Park Rd to Grove Av	20	30	18	5	**73**	$ 477,620	**$ 64,000**	**$ 477,620**	This off-street shared-use path is part of a larger facility extending south and tying in with numerous proposed bikeways to form a network.
Romeoville	Multi-Use Path from Weber Rd to Airport Rd and I-55	20	24	24	5	**73**	$ 1,318,400	**$ 89,600**	**$ 1,228,800**	Provides a multi-use path connection between the existing Airport Rd path and the planned Weber Rd path. In addition it will also help connect Romeoville to Plainfield via a proposed spur that runs west to an existing, unimproved I-55 underpass.
DuPage County DOT	Gary Av Trail	10	30	24	0	**64**	$ 729,840	**$ 469,840**	**$ 260,000**	Trail provides a connection from the Great Western Trail north to Army Trail Rd and the Lies Road Trail which runs through central Carol Stream and connects to the West Branch DuPage River Trail.
Glenview	Chestnut Av Multi-Use Path	10	30	18	5	**63**	$ 478,304	**$ -**	**$ -**	Application is requesting construction funding ($422K) in 2020 which is outside the programming years of this TAP cycle.
Skokie	Old Orchard Rd from Harms Rd to Woods Dr	10	24	24	5	**63**	$ 376,000	**$ -**	**$ 376,000**	Part of a larger trail effort on Old Orchard Rd that will run from the North Branch Trail all the way to the municipal border with Evanston.
Schaumburg	Golf Rd Path from Roosevelt Blv to Ring Rd	10	24	24	5	**63**	$ 1,306,432	**$ 80,000**	**$ 1,226,432**	A bicycle facility providing a link under I-290 between the Busse Woods trail system and the retail areas just to the west.
Palos Heights	Ridgeland Av from College Dr to 135th St	10	24	24	5	**63**	$ 788,000	**$ 101,677**	**$ 686,323**	Part of a larger Ridgeland Ave corridor effort that will provide a bicycle facility between the Cal-Sag Trail and the Tinley Creek Trail system.
Hanover Park	Hawks Hollow Forest Preserve Trail Connection	10	24	24	5	**63**	$ 80,000	**$ 7,200**	**$ 72,800**	BPTF comments indicated that this trail would have a wider benefit, particularly by connecting to a Metra station and another regional trail system. Staff remains concerned that it is inefficient to federalize this project, as engineering and construction costs will be escalated significantly.
Aurora	Montgomery Rd Multi-use Path	10	30	18	5	**63**	$ 430,068	**$ -**	**$ -**	This project is being recommended for CMAQ funding.
Highland Park	Walker Av from St. Johns Av to Oak St	10	24	24	5	**63**	$ 132,000	**$ -**	**$ -**	Sponsor did not submit a draft PDR to IDOT prior to June 15, 2015 as required by screening criteria.
Mundelein	Maple Av Bike Path	10	24	24	5	**63**	$ 974,500	**$ -**	**$ -**	This project is being recommended for CMAQ funding.
Mundelein	Midlothian Rd Multi-Use Path	10	24	24	5	**63**	$ 562,395	**$ -**	**$ -**	This project has a relatively high cost and two other projects are already programmed for Mundelein.
Bensenville	EOWA Corridor Bike Trail	0	30	24	5	**59**	$ 693,760	**$ -**	**$ -**	Below TAP funding cutpoint.
Frankfort	Harlem Av Trail from Old Plank Rd Trail to Laraway Rd	10	20	24	5	**59**	$ 262,000	**$ -**	**$ -**	Below TAP funding cutpoint.

1 - Regional Greenways and Trails Plan

Sponsor	Project Title	Ranking Criteria Scores: Completion of RGTP[1]	Population & Employment Density	Safety & Attractiveness	Bonus	Total Points	Requested Funds	Proposed FY16	Proposed FY17	Notes
Frankfort	Pfeiffer Rd from Old Plank Road Trail to Sauk Trail Rd and Sauk Trail from Pfeiffer Rd to IL 43/Harlem Av	25	16	18	0	**59**	$ 1,008,000	$ -	$ -	Below TAP funding cutpoint.
Streamwood	IL 19/Irving Park Rd from Schaumburg Rd to Park Blv	10	24	24	0	**58**	$ 960,000	$ -	$ -	Below TAP funding cutpoint.
Park Forest	Western Av from Old Plank Rd Trail to Thorn Creek Trail	10	24	24	0	**58**	$ 190,900	$ -	$ -	Below TAP funding cutpoint.
DuPage County DOT	I-88 Central DuPage Regional Bikeway	10	24	24	0	**58**	$ 2,080,700	$ -	$ -	Below TAP funding cutpoint.
Geneva	IL 38/E State St from IL 25/Bennett St to Kirk Rd	10	24	24	0	**58**	$ 452,550	$ -	$ -	This project is being recommended for CMAQ funding.
Aurora	Edgelawn Dr Bikeway Project	10	30	12	5	**57**	$ 322,440	$ -	$ -	This project is being recommended for CMAQ funding.
Highland Park	Clavey Rd from Barberry Rd to Skokie Valley Bike Path	10	24	18	5	**57**	$ 78,400	$ -	$ -	Below TAP funding cutpoint.
Lake in the Hills	Lakewood Rd from Miller Rd to Algonquin Rd	10	27	18	0	**55**	$ 60,000	$ -	$ -	Below TAP funding cutpoint.
Bensenville	IL 83 from Bryn Mawr Av to Foster Av	0	30	24	0	**54**	$ 299,738	$ -	$ -	This project is being recommended for CMAQ funding.
Frankfort	Harlem Av Multi-use Trail from US30/Lincoln Hwy to Laraway Rd	10	20	24	0	**54**	$ 1,301,600	$ -	$ -	Below TAP funding cutpoint.
Oak Forest	Bike to Metra	10	29	6	5	**50**	$ 371,200	$ -	$ -	Below TAP funding cutpoint.
Sauk Village	Sauk Trail/Cottage Grove Av Bike Path Improvements	0	24	24	0	**48**	$ 124,800	$ -	$ -	This project is being recommended for CMAQ funding for phase I engineering only under the hardship exemption.
Naperville	North Aurora Rd Underpass at CN/EJ&E	0	24	24	0	**48**	$ 7,111,000	$ -	$ -	Below TAP funding cutpoint.
Clarendon Hills	Prospect Av Bicycle Route Improvements	0	30	12	5	**47**	$ 63,500	$ -	$ -	Below TAP funding cutpoint.
Algonquin	Highland Ave Multi-use Trail from Tanglewood Dr to Haegers Bend Rd	0	24	18	5	**47**	$ 211,042	$ -	$ -	Below TAP funding cutpoint.
Frankfort	Sauk Trail Rd from Larch Rd to 88th Av	0	24	18	5	**47**	$ 800,000	$ -	$ -	Below TAP funding cutpoint.
Western Springs	Flag Creek Bicycle Corridor	0	30	12	0	**42**	$ 2,316,000	$ -	$ -	Below TAP funding cutpoint.
Bensenville	Church Rd from Jefferson St to Grand Av	0	24	18	0	**42**	$ 789,600	$ -	$ -	This project is being recommended for CMAQ funding.
Bensenville	Jefferson St from Church Rd to York Rd	0	24	18	0	**42**	$ 417,600	$ -	$ -	Below TAP funding cutpoint.
Hanover Park	Sycamore Av, Walnut Av and Unmarked Street Bike Lanes	0	30	6	5	**41**	$ 99,200	$ -	$ -	Below TAP funding cutpoint.
Frankfort	Sauk Trail Rd from 80th Av to Harlem Av	20	16	0	5	**41**	$ 560,000	$ -	$ -	Below TAP funding cutpoint.
Mundelein	McKinley Av Commuter Bridge over CN at Metra	0	30	0	5	**35**	$ 1,680,000	$ -	$ -	Below TAP funding cutpoint.
Hoffman Estates	Lakewood/Eagle/Central Bicycle Connections	0	0	0	0	**0**	$ 308,340	$ -	$ -	This project was withdrawn by sponsor.
Bensenville	George St from York Rd to County Line Rd	0	0	0	0	**0**	$ 609,191	$ -	$ -	This project was withdrawn by sponsor.
Bensenville	York Rd from Washington St to Grand Av	0	0	0	0	**0**	$ 1,007,200	$ -	$ -	This project was withdrawn by sponsor.
Glen Ellyn	Taylor Av Underpass	0	0	0	0	**0**	$ 300,000	$ -	$ -	This project is not included in a plan as required by screening criteria.
Spring Grove	Winn Rd from Martin Dr to Elk Dr	0	0	0	0	**0**	$ 224,410	$ -	$ -	This project is not included in a plan as required by screening criteria.
Frankfort	LaGrange Rd from Pleasant Hill Rd to Nebraska St	0	0	0	0	**0**	$ 124,800	$ -	$ -	This is a sidewalk project which is not eligible for consideration.

1 - Regional Greenways and Trails Plan

Chicago Metropolitan Agency for Planning

FFY 2016-2020 CMAQ Proposed Program for July 17, 2015 Transportation Committee Consideration to be Released for a Public Comment Period Ending August 17, 2015

							Air Quality			Transportation Impact	Regional Priority			
SubType	**CMAQ ID**	**Sponsor**	**Facility to be Improved**	**Adjusted Project Total**	**Federal request**	**2016-2020 Recommended Total**	**Annualized $ per Kg VOC Eliminated**	**Annualized $ Per Kg PM2.5 Eliminated**	**Cost Effectiveness Score**	**Sum of All Criteria Scores**	**Major Capital Project**	**Transit Supportive Land Use**	**Composite Priority Index [1]**	**Notes**
Bicycle Facilities	BP06164156	Orland Park	108th Av Trail Connection	$215,700	$150,800	$0	$293		57.7	22			79.8	Recommend for TAP funding.
Bicycle Facilities	BP08164123	Bensenville	IL 83 from Bryn Mawr Av to Foster Av	$414,672	$299,738	$299,738	$783		54.0	15			69.2	Project will significantly improve bike friendliness on a suburban arterial and contribute to subregional bicycle network in Bensenville and beyond, thus encouraging bicycle use.
Bicycle Facilities	BP08164120	Bensenville	EOWA Corridor Bike Trail	$872,200	$693,760	$0	$1,059		52.0	14			66.1	An LTA funded planning study for bicycle accomodation in the EOWA corridor got approval to start in May 2015, suggesting that this project is not ripe. The sponsor also did not indicate that other jurisdictions would be participating, and the trail is most appropriate as a regional facility. Not clear that phase I study included proposed bike trail.
Bicycle Facilities	BP10164143	Highland Park	Walker Av from St. Johns Av to Oak St	$180,000	$132,000	$0	$1,988		45.9	24			69.8	Recommend for TAP funding.
Bicycle Facilities	BP12164147	Homer Glen	Homer Glen Heroes Bike Trail-Goodings Grove Extension	$312,001	$249,600	$0	$1,993		45.9	17			62.6	Recommend for TAP funding.
Bicycle Facilities	BP02164141	Glenview	Milwaukee and Lake Av Multi-use Path	$753,011	$523,808	$0	$2,009		45.8	19			64.7	Recommend for TAP funding.
Bicycle Facilities	BP09164115	Aurora	Edgelawn Dr Bikeway Project	$428,051	$322,440	$322,440	$2,610		42.2	18			60.1	The proposed project would connect two regional trail systems to promote bicycle over auto travel.
Bicycle Facilities	BP08164130	DuPage County DOT	Gary Av Trail	$2,596,300	$729,840	$0	$2,631		42.1	19			60.9	Recommend for TAP funding.
Bicycle Facilities	BP08164118	Bensenville	Church Rd from Irving Park Rd to Grove Av	$647,024	$477,620	$0	$3,285		38.5	17			55.2	Recommend for TAP funding.
Bicycle Facilities	BP08164144	Hanover Park	Hawks Hollow Forest Preserve Trail Connection	$109,000	$80,000	$0	$3,307		38.4	14			52.7	Recommend for TAP funding.
Bicycle Facilities	BP09164116	Aurora	Montgomery Rd Multi-use Path	$567,585	$430,068	$430,068	$3,438		37.8	19			56.9	This off-street trail connects to the Waubonsie Creek Trail, and a future trail by the Fox Valley Park Distirict at the eastern terminus is expected to make a connection to the Southern DuPage Trail, thus providing an expanded trail network to promote bicycling rather than driving.
Bicycle Facilities	BP08164119	Bensenville	Church Rd from Jefferson St to Grand Av	$1,389,000	$789,600	$789,600	$3,697		36.5	18			54.3	This off-street shared-use path is part of a larger facility extending north and tying in with numerous proposed bikeways to form a network.
Bicycle Facilities	BP09164138	Geneva	IL 38/E State St from IL 25/Bennett St to Kirk Rd	$717,393	$452,550	$452,550	$4,199		34.1	19			53.3	This project provides a bike connection between downtown Geneva and the regional Fox River Trail, promoting bicycle use.
Bicycle Facilities	BP05164163	Western Springs	Flag Creek Bicycle Corridor	$2,946,000	$2,316,000	$0	$6,693		24.4	16			40.3	Sponsor did not submit a draft PDR to IDOT prior to June 15, 2015 as required by screening criteria.
Bicycle Facilities	BP10164152	Mundelein	Maple Av Bike Path	$1,268,125	$974,500	$974,500	$7,201		22.8	19			41.5	Provides a direct connection to the Millenium Trail Bike Path, promoting regional bicycle travel.
Bicycle Facilities	BP08164129	DuPage County DOT	Benedictine Connector	$3,751,267	$992,000	$0	$7,677		21.3	20			41.5	Recommend for TAP funding.
Bicycle Facilities	BP02164162	Skokie	Old Orchard Rd from Harms Rd to Woods Dr	$543,500	$376,000	$0	$7,681		21.3	24			45.0	Recommend for TAP funding.
Bicycle Facilities	BP07164160	Sauk Village	Sauk Trail/Cottage Grove Av Bike Path Improvements	$1,770,000	$124,800	$124,800	$7,698		21.3	13			34.8	Project would play an important role in improving bicycle infrastructure in Sauk Village.
Bicycle Facilities	BP09164148	FPD of Kane County	Fox River Trail UPRR Underpass	$2,218,620	$1,774,896	$0	$7,867		20.8	23			43.7	Recommend for TAP funding.
Bicycle Facilities	BP03164145	Hanover Park	Sycamore Av, Walnut Av and Unmarked Street Bike Lanes	$134,000	$99,200	$0	$7,919		20.7	14			34.5	Below CMAQ funding cutpoint.
Bicycle Facilities	BP10164142	Highland Park	Clavey Rd from Barberry Rd to Skokie Valley Bike Path	$108,000	$78,400	$0	$9,193		17.4	17			34.4	Below CMAQ funding cutpoint.
Bicycle Facilities	BP09164149	Kane County DOT	Longmeadow Parkway Bike Path Extensions	$1,831,130	$1,400,023	$1,400,023	$9,644		16.4	20			36.3	This project depends on the construction of a larger roadway project. However, the 2016-2021 IDOT MYP largely would fund the non-bridge portions of the Longmeadow Parkway, so that the bicycle element could proceed in a timely way.

1 - Composite priority index is the sum of air quality, transportation impact, and regional priority scores

							Air Quality			Transportation Impact	Regional Priority			
SubType	CMAQ ID	Sponsor	Facility to be Improved	Adjusted Project Total	Federal request	2016-2020 Recommended Total	Annualized $ per Kg VOC Eliminated	Annualized $ Per Kg PM2.5 Eliminated	Cost Effectiveness Score	Sum of All Criteria Scores	Major Capital Project	Transit Supportive Land Use	Composite Priority Index [1]	Notes
Bicycle Facilities	BP12164159	Romeoville	Multi-Use Path from Weber Rd to Airport Rd and I-55	$1,748,000	$1,318,400	$0	$11,192		13.3	17			30.0	Recommend for TAP funding.
Bicycle Facilities	BP08164128	DuPage County DOT	I-88 Central DuPage Regional Bikeway	$3,545,579	$2,080,700	$0	$13,108		10.3	20			29.9	Below CMAQ funding cutpoint.
Bicycle Facilities	BP10164050	Lake County Forest Preserves	Lyons Woods Bike Path	$2,795,000	$2,000,000	$0	$15,283		7.7	18			26.1	Recommend for TAP funding.
Bicycle Facilities	BP06164157	Palos Heights	Ridgeland Av from College Dr to 135th St	$985,000	$788,000	$0	$16,162		6.8	19			25.5	Recommend for TAP funding.
Bicycle Facilities	BP11164049	Algonquin	Highland Ave Multi-use Trail from Tanglewood Dr to Haegers Bend Rd	$306,970	$211,042	$0	$18,760		4.8	11			15.8	Below CMAQ funding cutpoint.
Bicycle Facilities	BP08164126	Clarendon Hills	Prospect Av Bicycle Route Improvements	$86,875	$63,500	$0	$21,582		3.3	19			22.5	Below CMAQ funding cutpoint.
Bicycle Facilities	BP07164158	Park Forest	Western Av from Old Plank Rd Trail to Thorn Creek Trail	$3,223,700	$190,900	$0	$22,297		3.0	18			21.5	Below CMAQ funding cutpoint.
Bicycle Facilities	BP07164155	Oak Forest	Bike to Metra	$7,412,300	$371,200	$0	$27,182		1.5	13			14.1	Below CMAQ funding cutpoint.
Bicycle Facilities	BP11164150	Lake in the Hills	Lakewood Rd from Miller Rd to Algonquin Rd	$1,125,000	$60,000	$0	$28,165		1.4	12			13.5	Below CMAQ funding cutpoint.
Bicycle Facilities	BP03164165	Streamwood	IL 19/Irving Park Rd from Schaumburg Rd to Park Blv	$1,300,000	$960,000	$0	$29,509		1.1	20			21.0	This project involves replacing a multi-use trail that will be eliminated to accommodate road widening to provide more single-occupancy vehicle capacity.
Bicycle Facilities	BP10164151	Mundelein	McKinley Av Commuter Bridge over CN at Metra	$4,730,000	$1,680,000	$0	$33,081		0.7	13			13.5	Below CMAQ funding cutpoint.
Bicycle Facilities	BP02164140	Glenview	Chestnut Av Multi-Use Path	$597,881	$478,304	$0	$42,216		0.2	21			21.1	Below CMAQ funding cutpoint.
Bicycle Facilities	BP03164161	Schaumburg	Golf Rd Path from Roosevelt Blv to Ring Rd	$1,693,040	$1,306,432	$0	$42,580		0.2	22			22.5	Below CMAQ funding cutpoint.
Bicycle Facilities	BP03164117	Barrington	US 14/Northwest Hwy from Hough St to Lake Zurich Rd	$5,262,000	$1,409,000	$0	$61,097		0.0	21			21.3	Below CMAQ funding cutpoint. While this project ranks well under TAP, it depends on the construction of the US 14 / CN railroad grade separation, which makes the expenditure of TAP funds contingent on funding a larger project.
Bicycle Facilities	BP10164131	Lake County Forest Preserves	Middlefork Savanna Forest Preserve Trail	$2,862,391	$2,066,320	$0	$63,088		0.0	14			14.3	Recommend for TAP funding.
Bicycle Facilities	BP12164132	Frankfort	Harlem Av Trail from Old Plank Rd Trail to Laraway Rd	$425,688	$262,000	$0	$77,827		0.0	14			14.2	Below CMAQ funding cutpoint.
Bicycle Facilities	BP12164133	Frankfort	Harlem Av Multi-use Trail from US30/Lincoln Hwy to Laraway Rd	$1,727,000	$1,301,600	$0	$83,695		0.0	14			14.3	Below CMAQ funding cutpoint.
Bicycle Facilities	BP12164164	FPD of Will County	Black Rd Trail from DuPage River Trail to Rock Run Trail	$3,276,270	$1,644,630	$0	$112,799		0.0	20			20.0	Recommend for TAP funding.
Bicycle Facilities	BP01164125	CDOT	43rd St Access Bridge to Lakefront Trail	$24,545,000	$17,320,000	$0	$128,481		0.0	26			26.2	Recommend for TAP funding.
Bicycle Facilities	BP08164122	Bensenville	Jefferson St from Church Rd to York Rd	$582,000	$417,600	$0	$145,160		0.0	17			17.3	Application indicates that design approval is not expected until June 2016. This is within Federal Aid flowchart timeline, but just barely can be considered ready.
Bicycle Facilities	BP12164134	Frankfort	Hickory Creek Multi-Use Trail	$557,000	$426,000	$0	$162,352		0.0	15			14.9	Sponsor did not submit a draft PDR to IDOT prior to June 15, 2015 as required by screening criteria.
Bicycle Facilities	BP12164137	Frankfort	Pfeiffer Rd from Old Plank Road Trail to Sauk Trail Rd and Sauk Trail from Pfeiffer Rd to IL 43/Harlem Av	$1,379,034	$1,008,000	$0	$175,432		0.0	12			12.2	Below CMAQ funding cutpoint.
Bicycle Facilities	BP08164154	Naperville	North Aurora Rd Underpass at CN/EJ&E	$32,841,000	$7,111,000	$0	$377,005		0.0	12			12.0	Below CMAQ funding cutpoint.
Bicycle Facilities	BP10164153	Mundelein	Midlothian Rd Multi-Use Path	$729,709	$562,395	$0	$389,910		0.0	17			16.6	Below CMAQ funding cutpoint.
Bicycle Facilities	BP12164136	Frankfort	Sauk Trail Rd from Larch Rd to 88th Av	$1,050,000	$800,000	$0	$425,156		0.0	10			10.0	Below CMAQ funding cutpoint.
Bicycle Facilities	BP11164127	Crystal Lake	Prairie Path Re-Route	$136,696	$109,356	$0	$430,384		0.0	22			21.6	Recommend for TAP funding.

1 - Composite priority index is the sum of air quality, transportation impact, and regional priority scores

							Air Quality			Transportation Impact	Regional Priority			
SubType	**CMAQ ID**	**Sponsor**	**Facility to be Improved**	**Adjusted Project Total**	**Federal request**	**2016-2020 Recommended Total**	**Annualized $ per Kg VOC Eliminated**	**Annualized $ Per Kg PM2.5 Eliminated**	**Cost Effectiveness Score**	**Sum of All Criteria Scores**	**Major Capital Project**	**Transit Supportive Land Use**	**Composite Priority Index [1]**	**Notes**
Bicycle Facilities	BP12164135	Frankfort	Sauk Trail Rd from 80th Av to Harlem Av	$752,000	$560,000	$0	$470,857		0.0	6			6.1	Below CMAQ funding cutpoint.
Bicycle Facilities	BP11164048	Spring Grove	Winn Rd from Martin Dr to Elk Dr	$396,100	$224,410	$0	-		-	0			0.0	This project does not meet the screening criteria of being included in an adopted plan.
Bicycle Facilities	BP12164166	Frankfort	LaGrange Rd from Pleasant Hill Rd to Nebraska St	$166,000	$124,800	$0	-		-	0			0.0	This is a sidewalk project, which is not eligible.
Bicycle Facilities	BP08164139	Glen Ellyn	Taylor Av Underpass	$2,860,000	$300,000	$0	-		-	0			0.0	The Project did not meet the screening criteria for project readiness and was not evaluated.
Bottleneck Elimination	BE01164081	IDOT	I-90 from Cumberland Av to Harlem Av (EB Improvement)	$15,900,000	$9,100,000	$9,100,000	$209		58.3	25	10		93.3	This project will reduce congestion at the convergence of eastbound I-90 and I-190. The project includes numerous ITS improvements fully integrated into the regional ITS system. This project is part of a GO TO 2040 major capital project.
Bottleneck Elimination	BE01164077	CDOT	71st St and CSX Grade Separation (GS19)	$17,260,000	$13,808,000	$900,000	$5,589		28.3	9	10		47.3	Construction of this project depends on CREATE P3 being built in conjunction, at a cost of that is $303 million. It is currently not fully funded. Both P3 and GS19 primarily benefit the public, and the sponsor indicated that engineering funding would be enough to keep project moving.
Bottleneck Elimination	BE03164072	Barrington	US14 Grade Separation at CN/WCL Railway	$62,668,750	$39,687,000	$0	$66,356		0.0	17			17.0	While the project has local and regional merit, and the purchase of the EJ&E by the Canadian National Railway has increased train volumes on this rail line, its cost means it does not rank well for CMAQ. The separate FY 2016-20 CMAQ/TAP request for a bike trail also depends on this project being funded.
Bottleneck Elimination	BE12164087	Monee	Egyptian Trail from Monee-Manhattan Rd to Governors Hwy	$4,348,700	$1,420,000	$0	$74,402		0.0	9			9.0	Below CMAQ funding cutpoint.
Direct Emissions Reduction	DR13164111	IEPA	Railserve\Ingredion Switcher Locomotive Engine Replacement	$4,142,000	$2,692,300	$2,692,300		$36	59.8	19			78.8	Replaces 4 pre-1973 switcher locomotives which have no emissions controls with Tier IV certified LEAF genset locomotives. This project helps the region meet its obligation requirements for addressing fine particulate matter.
Direct Emissions Reduction	OT01164101	CDOT	Chicago Water Taxi Fleet	$1,400,000	$1,120,000	$0		$320	58.4	12			70.4	While adding emissions controls to this boat would certainly reduce particulate matter emissions, the project is a better fit for one of the Clean Diesel grants that CMAQ funds separately. See http://www.illinoisgreenfleets.org/clean-diesel/current-funding.
Direct Emissions Reduction	DR13164112	IEPA	Chicago Area Green Fleet Grant Program	$14,000,000	$7,000,000	$7,000,000		$1,286	54.0	10			64.0	This project helps the region meet its obligation requirements for addressing fine particulate matter.
Direct Emissions Reduction	DR01164110	CTA	Purchase of Up To 25 Electric Buses and Charging Stations	$25,000,000	$20,000,000	$0		$3,009	46.8	19			65.8	This project expands a pilot that is meant to help CTA determine if it should begin larger scale conversion of its fleet to electric. Because of fund availability, it does not appear that the timing of the pilot would correspond well to when CTA would like to make a larger bus purchase on the basis of the results. Staff has concerns that this alternative fuel project may lose traction as did a previous CMAQ-funded CTA pilot using hydrogen fuel cells.
Direct Emissions Reduction	DR05164108	Berwyn	Public Works 2.5 Ton Fleet Vehicle Replacement 1990	$115,000	$92,000	$0	-		-	0			0.0	Direct vehicle replacements are not eligible as direct emissions projects, per FHWA.
Direct Emissions Reduction	DR05164109	Berwyn	Public Works 1 Ton Fleet Vehicle Replacement 1999	$85,560	$68,448	$0	-		-	0			0.0	Direct vehicle replacements are not eligible as direct emissions projects, per FHWA.
Intersection Improvement	II02164080	IDOT	Golf Rd at Harms Rd	$948,750	$660,000	$660,000	$1,348		50.0	10			60.0	This project will provide improved intersection capacity and signal modernization at a congested location. Benefits Pace Route 208.
Intersection Improvement	II02164083	IDOT	Willow Rd at Pfingsten Rd	$1,405,575	$1,004,400	$1,004,400	$2,492		42.9	18			60.9	This project will improve intersection capacity at a congested location. Benefits Pace Rts. 620, 623, 270.
Intersection Improvement	II10164086	Lake County DOT	Fairfield Rd at IL 134	$984,000	$699,000	$699,000	$2,549		42.6	6			48.6	This project will provide improved intersection capacity, channelization, and non-motorized facilities at a congested location.
Intersection Improvement	II10164082	IDOT	IL 176 at Roberts Rd	$1,221,250	$860,000	$860,000	$2,895		40.6	19			59.6	This project will improve intersection capacity at a congested location.
Intersection Improvement	II05164075	Berwyn	16st St from Harlem Av to Ridgeland Av	$1,653,020	$59,600	$59,600	$4,630		32.2	15			47.2	This project would provide signal modernization, a signal interconnect, and bike-ped improvements along a suburban corridor. No transit impact.

1 - Composite priority index is the sum of air quality, transportation impact, and regional priority scores

							Air Quality			Transportation Impact	Regional Priority			
SubType	**CMAQ ID**	**Sponsor**	**Facility to be Improved**	**Adjusted Project Total**	**Federal request**	**2016-2020 Recommended Total**	**Annualized $ per Kg VOC Eliminated**	**Annualized $ Per Kg PM2.5 Eliminated**	**Cost Effectiveness Score**	**Sum of All Criteria Scores**	**Major Capital Project**	**Transit Supportive Land Use**	**Composite Priority Index [1]**	**Notes**
Intersection Improvement	II03164089	Schaumburg	Woodfield Rd at IL 53	$3,434,000	$2,106,000	$2,106,000	$4,706		31.8	8			39.8	This project would provide improved intersection capacity at a congested location.
Intersection Improvement	II03164090	Schaumburg	IL 62/Algonquin Rd at Meacham Rd	$4,095,000	$2,680,000	$2,680,000	$6,234		25.9	16			41.9	This project would provide improved intersection capacity, signal modernization, and non-motorized facilities at a congested location. Benefits Pace routes 895, 696.
Intersection Improvement	II04164079	Cook County DOTH	I-294 at IL 64/North Av	$39,691,908	$29,469,874	$29,469,874	$8,053		20.3	30	10		60.3	This project will significantly reduce substantial out of direction travel which includes a high percentage of trucks and therefore diesel emissions. It is part of a GO TO 2040 major capital project. Several RTOC members spoke in support of the project. Also benefits Pace route 309.
Intersection Improvement	II09164076	Geneva	IL 38/E State St from IL 25/Bennett St to Kirk Rd	$5,560,262	$4,083,068	$4,083,068	$9,862		15.9	21			36.9	This project would provide improved intersection capacity as well as improved traffic flow and safety benefits from the two-way left-hand turn lane.
Intersection Improvement	II02164091	Skokie	Old Orchard Rd from Edens Ewy to Skokie Blv	$11,882,500	$7,162,000	$7,162,000	$11,432		12.9	24			36.9	Project will address extremely poor travel time reliability along Old Orchard Road and at the Edens ramps as well as provide multi-modal travel benefits.
Intersection Improvement	II13164078	Cook County DOTH	I-294 Ramps to Franklin Av/Green St	$56,086,251	$40,768,334	$0	$14,594		8.4	19	10		37.4	This project has a high cost and it ranks near the end of the projects being recommended.
Intersection Improvement	II11164085	Lake in the Hills	Lakewood Rd at Miller Rd	$2,130,000	$80,000	$0	$17,456		5.7	0			5.7	Below CMAQ funding cutpoint.
Intersection Improvement	II10164084	Lake Forest	IL43/Waukegan Rd at Everett Rd	$2,423,500	$1,903,200	$0	$27,477		1.5	17			18.5	While an RTOC member suggested that this project would have significant benefits, it is not recommended because it is very low scoring.
Intersection Improvement	II11164071	Algonquin Township	Crystal Lake Rd and Silver Lake Roundabout	$2,500,000	$2,000,000	$0	$38,309		0.3	0			0.3	Below CMAQ funding cutpoint.
Intersection Improvement	II03164092	Streamwood	IL19/Irving Park Rd from Schaumburg Rd to Bartlett Rd	$11,344,500	$2,524,800	$0	$43,845		0.2	8			8.2	Below CMAQ funding cutpoint.
Intersection Improvement	II08164093	Warrenville	Old Town Roundabout (Batavia Rd/Warrenville Rd/River Rd)	$4,017,180	$2,521,888	$0	$51,443		0.1	0			0.1	Below CMAQ funding cutpoint.
Intersection Improvement	II06164073	Bedford Park	71st St at Sayre Av	$131,000	$96,000	$0	-		-	0			0.0	The project did not meet the screening criteria for project readiness and was not evaluated.
Intersection Improvement	II06164088	Orland Park	151st St and Regent Dr	$239,000	$169,600	$0	-		-	0			0.0	Shows no benefit for emissions reduction. No speed improvement from analysis.
Intersection Improvement	II06164074	Bedford Park	Harlem Av at 71st St	$368,000	$256,000	$0	-		-	0			0.0	The project did not meet the screening criteria for project readiness and was not evaluated.
Other	OT13164103	IDOT	Ramp metering	$3,872,000	$3,097,600	$3,097,600	$224		87.3	N/A			87.3	The metering will space vehicles entering the I-55 and I 94 (Dan Ryan Exwy) to minimize ramp platooning and weaves on the mainline. Will lead to improvements in travel time realiability from creashes and pavement blockage.
Other	OT13164105	IEPA	Partners for Clean Air	$3,000,000	$2,400,000	$0	$509		84.0	N/A			84.0	Cost-effectiveness is based on sponsor's esitmate of benefits and staff does not aggree with some of the underlying assumptions used to calculate estimated VMT reduction resulting from the project. Sponsor also has approximately two years of previous funding for the same project expended.
Other	OT13164106	Pace	Dynamic Rideshare	$877,000	$877,000	$0	$510		84.0	N/A			84.0	Cost-effectiveness is based on sponsor's estimate of benefits, but this appears speculative. It is not likely that a great deal of ridership would be generated through occasional, spur-of-the-moment ridesharing. The sponsor has not offered match and is not shouldering any risk that the project will not succeed.

1 - Composite priority index is the sum of air quality, transportation impact, and regional priority scores

							Air Quality			Transportation Impact	Regional Priority			
SubType	CMAQ ID	Sponsor	Facility to be Improved	Adjusted Project Total	Federal request	2016-2020 Recommended Total	Annualized $ per Kg VOC Eliminated	Annualized $ Per Kg PM2.5 Eliminated	Cost Effectiveness Score	Sum of All Criteria Scores	Major Capital Project	Transit Supportive Land Use	Composite Priority Index [1]	Notes
Other	OT13164107	Pace	Vanpools	$26,016,000	$26,016,000	$11,616,000	$924		79.5	N/A			79.5	CMAP staff remains concerned about the funding of replacement vehicles and the true effectiveness of the program, but Pace did indicate that many of its vehicles are past useful life, per FTA guidance. Participation would likely drop as vehicle condition degrades. No funding is recommended for the Advantage program since it is not clear that Advantage really displaces SOV trips. More broadly it is not clear additional vanpools are the best value for TDM. Sponsor indicated that its program "supported regional TDM efforts led by IDOT" but provided no evidence to that effect. What is needed is instead a regional TDM vision that would show the vanpool program to be worth doing.
Other	OT05164104	Riverside	Bike Parking	$60,500	$48,400	$48,400	$1,971		69.0	N/A			69.0	This project fulfills an LTA recommendation. The small size of the project makes it preferable that local rather than federal funds be used. However, since it is only for implementation rather than engineering or construction, federal standards and process should not raise the cost of the project unduly.
Other	OT01164102	CDOT	Divvy 2016 Expansion	$6,000,000	$4,800,000	$0	$9,977		23.5	N/A			23.5	While it is a successful and popular program, it cost-effectiveness at reducing air emissions is not especially high, it has already received significant CMAQ support in the past, and it is past the funding cutpoint for this cycle.
Other	OT01164101	CDOT	Chicago Water Taxi Fleet	$1,400,000	$1,120,000	$0	$19,294		6.7	N/A			6.7	Below CMAQ funding cutpoint.
Signal Interconnect	SI10164098	Lake County	Butterfield Rd from Allanson Rd to Buckley Rd/Peterson Rd	$1,019,610	$739,690	$739,690	$537		55.8	18			73.8	This project will provide adaptive traffic signal control, communications infrastrure, and ITS program elements to smooth traffic flow. Analysis suggests it will cost-effectively reduce air emissions. Benefits Pace route 574.
Signal Interconnect	SI10164097	IDOT	US45/Lake St from Rollins Rd to Dada Dr/Grant Av	$123,000	$85,600	$85,600	$594		55.4	20			75.4	This project will extend existing signal interconnects along US 45 to smooth traffic flow. Analysis suggests it will cost-effectively reduce air emissions. Benefits Pace route 575.
Signal Interconnect	SI06164096	IDOT	Wolf Rd from 153rd St to 159th St	$159,000	$111,200	$111,200	$731		54.4	12			66.4	This project will extend an existing signal interconnect along Wolf Road to smooth traffic flow. Benefits Pace route 832.
Signal Interconnect	SI09164094	Aurora	Indian Trail Rd from IL25/Aurora Av to Pensbury Ln	$1,140,009	$905,607	$905,607	$885		53.3	19			72.3	This project will extend an existing signal interconnect along Indian Trail to smooth traffic flow. Analysis suggests it will cost-effectively reduce air emissions. Benefits Pace route 533.
Signal Interconnect	SI10164099	Lake County	US 12/Rand Rd from IL 176/Liberty St to Miller Rd	$2,402,430	$1,836,960	$1,836,960	$1,283		50.5	26			76.5	This project will provide a signal interconnect, signal modernization, and ITS program elements to smooth traffic flow. Analysis suggests it will cost-effectively reduce air emissions.
Signal Interconnect	SI10164100	Lake County	Sunset Av/Golf Rd/Greenwood Av from McAree Rd to IL 137/Sheridan Rd	$2,115,400	$1,508,320	$1,508,320	$3,818		35.9	30			65.9	This project will provide a signal interconnect and ITS program elements to smooth traffic flow.
Signal Interconnect	SI02164095	Evanston	Green Bay Rd Corridor Improvements	$2,850,000	$1,920,000	$1,920,000	$7,566		21.7	15			36.7	Although a bit costly, this project would provide important congestion relief benefits along a.corridor with travel time reliability problems and address a 5% safety location as well.
Transit Access	TI04164065	Rosemont	Rosemont CTA Station Pedestrian Crossing	$720,008	$527,206	$527,206	$510		56.0	3		4	63.0	This is a significant pedestrian improvement for the area around a major transit hub, although unfortunately the project is more costly than it might otherwise be because the request is for an entirely new signal. Improvements to the signal equipment will have additional benefits to bus service to and from the station, as noted by Pace.
Transit Access	TI09164051	Aurora	Aurora Transportation Center (ATC) Enhancements	$14,585,612	$8,625,982	$8,625,982	$858		53.4	9		5	67.4	Project has a number of benefits, both in increasing bicycle usage and in transit usage. It is proposed in an area where parking utilization is already high, as on other nearby stations on the BNSF. The population in this area is expected to continue to grow, putting additional pressure on these facilities. The project is intended to support transit oriented development in downtown Aurora.
Transit Access	TI13164114	RTA	Access to Transit Group	$5,390,164	$4,221,392	$4,221,392	$1,545		48.7	9		6	63.7	These projects have a high ROI and are critical implementation actions for local, transit-focused plans.

1 - Composite priority index is the sum of air quality, transportation impact, and regional priority scores

							Air Quality			Transportation Impact	Regional Priority			
SubType	**CMAQ ID**	**Sponsor**	**Facility to be Improved**	**Adjusted Project Total**	**Federal request**	**2016-2020 Recommended Total**	**Annualized $ per Kg VOC Eliminated**	**Annualized $ Per Kg PM2.5 Eliminated**	**Cost Effectiveness Score**	**Sum of All Criteria Scores**	**Major Capital Project**	**Transit Supportive Land Use**	**Composite Priority Index [1]**	**Notes**
Transit Access	TI08164113	Clarendon Hills	Burlington Av Metra Station Bicycle Parking Shelter	$58,700	$44,160	$44,160	$1,991		45.9	3		4	52.9	Although the small size of the project makes it inefficient to federalize, it still will help provide an alternative means to access transit besides driving to the station.
Transit Access	TI03164067	Streamwood	US20 Sidewalk to Hanover Park Metra Station	$430,000	$324,000	$0	$3,433			3		0	40.8	Not clear why this project is needed. There is a sidewalk on the north side of US 20 from Walnut to Scott Ln, then it becomes a multi-use path to Center. Pedestrian signals also exist along US 20.
Transit Access	TI03164066	Schaumburg	Schaumburg Metra Station Bike Racks and Lockers	$52,500	$42,000	$42,000	$3,900			3		7	45.0	The small size of the project makes it preferable that local rather than federal funds be used. However, since it is only for implementation rather than engineering or construction, federal standards and process should not raise the cost of the project unduly.
Transit Access	TI10164061	Mundelein	McKinley Av Commuter Bridge over CN RR at Mundelein Metra Station	$4,600,000	$1,680,000	$1,680,000	$5,087			3		8	40.7	This project doubles the walkshed of the Metra station and is a critical piece of an active TOD redevelopment of the town center. In addition, it serves as a connection in the regional bike trail network. The project was also analyzed as a bicycle facility, but is more appropriately thought of as access to transit.
Transit Access	TI03164068	Wheeling	Milwaukee Ave at Hintz Rd Sidewalks	$436,770	$325,576	$0	$8,192			3		3	25.9	Below CMAQ funding cutpoint.
Transit Access	TI07164063	Park Forest	211th St Metra Station Area Access Improvements	$2,269,300	$113,520	$0	$15,658			3		1	11.3	Below CMAQ funding cutpoint.
Transit Access	TI07164064	Richton Park	Richton Park Station Commuter Parking Deck	$9,757,000	$7,320,000	$0	$39,494			3		6	8.8	Below CMAQ funding cutpoint.
Transit Access	TI03164062	Niles	Access to Milwaukee Av and Oakton St Bus Service	$1,275,000	$848,000	$0	$45,074			3		3	6.1	Below CMAQ funding cutpoint.
Transit Access	TI08164070	Villa Park	North Side Sidewalk Improvements	$1,212,925	$861,140	$0	-			0			0.0	This is a residential sidewalk project, which is not eligible.
Transit Facility Improvement	TI01164054	CDOT	Washington Station Reconstruction - CTA Blue Line	$81,500,000	$4,900,000	$0	$8,432			9		10	38.3	Has not begun any engineering yet.
Transit Facility Improvement	TI01164052	CDOT	Monroe Station Reconstruction CTA Red Line	$77,500,000	$5,000,000	$0	$8,967			29		9	40.9	Sponsor indicated that RPM is a higher priority than engineering funding for the Monroe station.
Transit Facility Improvement	TI08164056	Clarendon Hills	Prospect Ave Access to Metra Improvements	$842,100	$578,080	$0	$9,102			13		10	24.6	Below CMAQ funding cutpoint.
Transit Facility Improvement	TI08164055	Clarendon Hills	Burlington Av Metra Warming Station	$958,750	$671,400	$0	$10,362			3		4	21.9	Below CMAQ funding cutpoint.
Transit Facility Improvement	TI01164053	CDOT	State/Lake Reconstruction - CTA Loop Elevated	$97,600,000	$92,000,000	$0	$12,239			3		4	45.5	CTA and CDOT indicated that the Red/Purple Line Modernization (RPM) is the priority for funding. Thus full funding for the RPM request is recommended over partial funding for State/Lake.
Transit Facility Improvement	TI01164057	CTA	Red and Purple Line Modernization-Phase One	$570,000,000	$125,000,000	$125,000,000	$12,709			24		10	49.3	This is a GO TO 2040 major capital project. It would help relieve crowding and better serve demand on the Red Line. Project improves both reliability and asset condition; reliability improvement is a better measure of its impact. Sponsor is seeking FTA Core Capacity funding for the project and has indicated that commitment of part of the expected non-Core Capacity funding is needed to help advance through FTA's process. The intention is to provide part of that funding through CMAQ.
Transit Service and Equipment	TI01164059	CTA	Bus Slow Zone Elimination Program	$24,958,580	$20,000,000	$0	$2,857			29	10		78.3	While this project ranks well and holds promise as a cost-effective way to improve bus travel times and enhance the customer experience, it does not appear that the sponsor has coordinated sufficiently with CDOT on the project. It may require significantly more engineering than contemplated in the application. Staff's recommendation is to return in the 2018 - 22 cycle with more engineering complete or potentially with one or two routes as a test.
Transit Service and Equipment	TI13164060	IDOT	Edens Expressway/I-94 Bus on Shoulder	$13,856,689	$9,992,195	$9,992,195	$3,389			22		1	61.0	This project should have a high ROI and builds on the success of the pilot I-55 bus on shoulder.

1 - Composite priority index is the sum of air quality, transportation impact, and regional priority scores

							Air Quality			Transportation Impact	Regional Priority			
SubType	**CMAQ ID**	**Sponsor**	**Facility to be Improved**	**Adjusted Project Total**	**Federal request**	**2016-2020 Recommended Total**	**Annualized $ per Kg VOC Eliminated**	**Annualized $ Per Kg PM2.5 Eliminated**	**Cost Effectiveness Score**	**Sum of All Criteria Scores**	**Major Capital Project**	**Transit Supportive Land Use**	**Composite Priority Index [1]**	**Notes**
Transit Service and Equipment	TI13164168	Pace	Pulse Dempster Line	$26,455,000	**$19,152,000**	**$0**	$5,738			**21**		**6**	**54.5**	While it is salutary that the sponsor is continuing to implement its ART plan, staff recommends that the sponsor first focus its efforts on getting the Milwaukee ART through engineering and start operations. A clearer picture of the benefits should then emerge and the sponsor should have an increased bank of experience in developing its ART projects.
Transit Service and Equipment	TI01164058	CTA	Ashland Av Transit Signal Priority and Signal Modernization-Irving Park Rd to Cermak Rd	$11,980,171	**$8,890,857**	**$8,890,857**	$6,479			**15**		**9**	**49.1**	This project has benefits for riders of the highest ridership route in Chicago and supports TSP undertaken by the RTA. Modernizing the signals and interconnecting them is is anticipated to benefit auto drivers as well.
Transit Service and Equipment	TI13164167	Pace	I-90 Corridor Transit Access Improvement Project	$24,650,380	**$19,720,304**	**$19,720,304**	$8,679			**29**	**10**		**57.1**	This project provides the transit element of a GO TO 2040 major capital project with significant benefits across the region. Yet it is concerning that the sponsor has not even transfered the previously awarded CMAQ funds from 2012 into an FTA grant. However, the project is obviously moving forward, in partnership with the Tollway, and staff expects the project to ultimately be completed.

1 - Composite priority index is the sum of air quality, transportation impact, and regional priority scores

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Summary of Local Technical Assistance (LTA) Applications July 7, 2015

CMAP has established the Local Technical Assistance (LTA) program to direct resources to communities to pursue planning work that helps to implement GO TO 2040. In conjunction with the RTA's Community Planning program, CMAP held a call for LTA projects in spring and summer 2015. Applications were due on June 25, 2015.

The remainder of this document provides basic statistics about the applications received, describes the project selection process, and includes short summaries of each project submitted. CMAP's understanding of some of these projects may change through discussions with the applicants, so the descriptions and figures in this document should be considered preliminary.

Basic application statistics

In total, 72 applications were submitted by 61 different applicants to the LTA program. This includes 15 projects that are also eligible for funding through the Cook County Department of Public Health (CCDPH) Healthy Hot Spots initiative, which will be selecting several bicycle and pedestrian plans in suburban Cook County to receive funding. CMAP and CCDPH will both be considering applications of this type. An additional 17 applications were submitted to the RTA for consideration through their Community Planning program. Details of the projects being reviewed by the RTA are available on their website.

A variety of project types were submitted. Transportation-related projects were the most common, with 24 proposals submitted. These primarily dealt with bicycle and pedestrian planning, active transportation, and Complete Streets, and 15 of these are eligible for funding through CCDPH. Plans that dealt with a specific corridor or subarea were also common, as were comprehensive plans.

Project type or topic	Number of applications
Transportation plan	24
Subarea or corridor plan	17
Comprehensive plan	13
Zoning	6
Sustainability or other environmental focus	5
Housing	3
Other	4

Applicants were from across the region, from all Counties except Kendall. The chart below shows applications received by geography, using County and Council of Mayors boundaries. Projects were placed in multiple geographies if they crossed geographic boundaries.

Geography	Number of applications	Number of applicants
Chicago	9	8
North / Northwest Cook	7	6
West Cook	9	9
Southwest Cook	5	5
South Cook	16	14
DuPage	6	6
Kane	3	3
Kendall	0	0
Lake	8	6
McHenry	8	6
Will	13	7
No specific geography	1	1

This year, more applications were received from south Cook County than any other geography (16), followed closely by applications from Will County (13).

Comparisons to previous years

This is the fifth year that CMAP has offered the LTA program, so comparisons to the first four years of the program may be useful. The number of applications received was roughly similar to 2013, and lower than last year. This is the first year that CMAP is requiring a local match for funding, which possibly contributed to the decrease in applications.

	2015	2014	2013	2012	2011
Projects submitted	72	104	67	109	226
Applicants	61	77	58	88	140

Some applicants have had past experience with the LTA program. Of the 61 applicants, 24 have already submitted at least one successful application in past years; some of them have submitted follow-up projects, and others have submitted entirely new ideas. The remaining 37 are new to the LTA program. Some (17) have submitted before but have not yet been successful, and the others (20) are entirely new applicants, although some of these have participated in past multijurisdictional projects.

Project types this year showed some variation from past years. Only 6 zoning projects were submitted this year, a steep decline from last year, in which zoning was the most common project type. Transportation plans were the most common types of plans this year, although the

number reported below (24) includes 15 that are eligible to be funded through CCDPH instead. Subarea plans and comprehensive plans were also common, and after no housing plans were submitted last year, this year saw 3 housing plan proposals. Finally, nearly all of the projects submitted fit into one of the listed categories; only 4 were for other topics.

Project type or topic	**2015**	**2014**	**2013**	**2012**	**Average, 2012-14**
Subarea plan	17	18	14	20	17
Transportation plan	24	17	14	16	16
Comprehensive plan	13	14	12	22	16
Zoning	6	20	7	12	13
Sustainability or other environmental focus	5	11	6	19	12
Housing	3	0	2	6	3
Other	4	24	21	14	17

As shown in the table below, most geographies submitted slightly fewer applications than their 2012-2014 averages, reflecting the lower number of applications overall. Will County is the most notable exception to this trend, submitting 13 applications, much higher than their average of 7. This reflects specific outreach conducted by CMAP to municipalities in Will County to encourage applications this year, including a workshop hosted by the Will County Governmental League for this purpose.

Geography	**2015**	**2014**	**2013**	**2012**	**Average, 2012-14**
Chicago	9	17	7	14	13
North / Northwest Cook	7	9	4	17	10
West Cook	9	4	10	13	9
Southwest Cook	5	8	1	7	5
South Cook	16	23	7	18	16
DuPage	6	20	7	11	13
Kane	3	10	5	16	10
Kendall	0	4	4	4	4
Lake	8	8	10	14	11
McHenry	8	14	7	7	9
Will	13	13	4	4	7
Regional	1	2	1	9	4

Match requirements

This year marked the first time that a local match has been required of applicants. Match rates vary between 5% and 20%, depending on community need. Based on initial analysis, it appears

that 30 applications, or slightly fewer than half of the total, were determined to have "low" or "very low" need, meaning that they would pay the full match of 20%. Between 13 and 15 applications are classified in each of the remaining categories – "moderate", "high", and "very high" need – with match rates of 15%, 10%, and 5%, respectively. This distribution of match rates very closely conforms to CMAP's initial expectations, and demonstrates that the new match rates have not precluded higher-need communities from applying.

Selection criteria

Criteria for the LTA program include alignment of the project with the recommendations of GO TO 2040; local need for assistance; feasibility and ability to implement; collaboration with other groups, including neighboring governments and nongovernmental groups; input from relevant Counties and Councils of Government (COGs); and geographic balance. CMAP will continue to pay particular attention to the criteria involving feasibility and ability to implement, in line with the overall focus on directing resources to plans that will be implemented.

Review process and timeline

Applications for the LTA program were due on June 25, and will be presented to the CMAP Board and MPO Policy Committee for approval in October. In July and August, a summary of applications received will be shared with CMAP's working committees for discussion and comments. The same will occur with other stakeholder groups, including technical assistance providers, transit agencies, Counties, the City of Chicago, COGs, and others. Comments can also be sent directly to CMAP; please email Bob Dean at bdean@cmap.illinois.gov or call 312-386-8834 with direct comments on any projects. All stakeholders are requested to provide comments to CMAP by **Friday, August 21.**

Recommendations will be discussed with CMAP's Transportation committee on September 18. Recommendations will be brought to the CMAP Board and MPO Policy Committee at their meetings in October. The Local Coordinating Committee will discuss the recommendations immediately prior to the Board meeting on October 14, and also may have a special meeting to review the applications in more detail in mid-September (scheduling TBD).

Following the Board and MPO meetings, CMAP will work closely with the sponsors of selected projects to handle any needed administrative work, develop full project scopes and schedules, and get projects started. It is expected that newly selected projects will be initiated on a rolling basis beginning in late 2015 and early 2016.

Project descriptions

Projects are organized by geography. Please note that not all projects below are entirely consistent with the purpose of CMAP's local programs, and more information is needed to fully understand many of them; project proposals are described regardless of eligibility and completeness. Any suggested edits to these descriptions should be sent to Bob Dean at bdean@cmap.illinois.gov. Full applications are available on CMAP's LTA webpage.

City of Chicago

Chicago DOT

- Develop a **local access plan** to improve pedestrian and bicycle connections between the new Bloomingdale Trail, the Clybourn Metra Station, and the northern half of the North Branch Industrial Corridor, improving transportation access and equity.

- Develop a multi-modal **transportation plan** for the Riverdale Community Area, which includes the Altgeld Gardens, Eden Green, and Riverdale neighborhoods. Led by the Chicago Department of Transportation, the plan would utilize the City of Chicago Complete Streets Policy and Pedestrian First Modal Hierarchy to develop recommendations for improving access to existing transit, recreation, and job opportunities. Major physical and socio-demographic barriers currently exist in the community area that makes it difficult for residents to walk, bike, or utilize transit.

Chicago Infrastructure Trust

- Execute on a housing plan for the Auburn Gresham neighborhood with assistance from CMAP's **Homes for a Changing Region Toolkit**. The toolkit will help identify characteristics of future populations, support redevelopment analysis and evaluate future housing demand.

Edgebrook

- Create a **downtown plan** focused on economic development, pedestrian accessibility, and safety in conjunction with Everyday Edgebrook, a community-based business development and advocacy organization. Specific issues include traffic congestion, a lack of appropriate pedestrian infrastructure at key intersections, barriers created by at-grade freight and passenger railroad crossings, and recent retail development in neighboring areas.

Lincoln Park Chamber of Commerce

- Complete a **corridor study** for the stretch of Lincoln Avenue between Diversey Parkway (north) and Webster Avenue (south). This corridor is in transition due to the recent closure of the Children's Memorial Hospital, once a hub for workers, street traffic, and visitors. This corridor study will guide future expenditures of the local SSA, especially as it relates to placemaking, public way infrastructure, and corridor branding. The

Chamber will use the plan to guide business attraction and marketing efforts for the corridor. Local neighborhood organizations and elected officials will use this plan to guide future projects that require public funding or public input along Lincoln Avenue.

Metropolitan Planning Council (also suburban Cook)

- MPC's **Great Rivers Chicago** initiative is developing a vision and action agenda to maximize the potential of Chicago's rivers. MPC requests CMAP's assistance with stakeholder outreach targeting neighborhoods and organizations CMAP already has relationships with through previous LTA projects. MPC wishes to draw on CMAP's experience working in these communities to foster better engagement with the potential to advance previous LTA recommendations toward implementation. While the project is primarily within the City of Chicago, outreach to other suburban Cook County communities is also expected.

North Lawndale Community Coordinating Council

- NLCCC is seeking assistance to develop a **Comprehensive Community Plan** for North Lawndale. Several other planning efforts have affected parts of the community recently, but the last comprehensive planning effort for the community was performed over 60 years ago.

Quad Communities Development Corporation

- QDCD has identified retail development opportunities along 43rd and 47th Streets in the Bronzeville neighborhood of Chicago. QDCD plans to develop a **Framework Initiative** to stimulate economic growth, activate publicly owned parcels, and provide retail options for residents in underserved communities through a "pop-up retail tactic".

Safety and Transit Action Council

- Create a **corridor study** to address a number of safety and pedestrian access issues along E. 130th Street in Chicago. The proposed study would advance creation of a Complete Street in order to improve pedestrian safety and access to transportation options, schools and community facilities in the surrounding area.

North / Northwest Cook

Cook County Unincorporated Areas Plan

- Prepare a **detailed analysis of current infrastructure,** housing, land use, and commercial development in the unincorporated parcels in both Maine and Northfield Townships. This analysis seeks to identify opportunities for redevelopment and possible economic development within the unincorporated areas, where roughly 40,000 residents live, many of them moderate and low-income individuals.

Des Plaines

- Seeks to develop a new **comprehensive plan**. The previous comprehensive plan was adopted in 2007 and a variety of developments have since occurred, which were not addressed in that plan. Updating the comprehensive plan was a recommendation of the Economic Development Initiative Opportunities & Recommendations Report (2013) and would serve to consolidate various planning efforts that have occurred since adoption of the previous comprehensive plan.

Evanston

- Prepare a **manual of design guidelines** that will guide implementation of previous plans and ensure compliance with city code. The proposed manual will enforce quality site design and consistent building architecture during implementation of previous plans.

Metropolitan Planning Council (also Chicago, other suburban Cook)

- MPC's **Great Rivers Chicago** initiative is developing a vision and action agenda to maximize the potential of Chicago's rivers. MPC requests CMAP's assistance with stakeholder outreach targeting neighborhoods and organizations CMAP already has relationships with through previous LTA projects. MPC wishes to draw on CMAP's experience working in these communities to foster better engagement with the potential to advance previous LTA recommendations toward implementation. While the project is primarily within the City of Chicago, outreach to other suburban Cook County communities is also expected.

Schaumburg

- Conduct a **bicycle system assessment** that provides a conditions assessment of the Village's 90 miles of existing bikeways and identifies gaps in the system. The end goal is to use the study is to create a database that can be used for making prioritized recommendations for improvements to the internal network, identify areas of improvements that will increase regional connectivity, and create a long-term management plan to facilitate safe and easy access. *This project is also eligible for consideration by CCDPH.*

Wheeling

- **Implement the Southeast II (TIF District) Redevelopment Plan** and update market studies to identify potential land uses and end users for the redevelopment area. The Southeast II TIF District is located at Milwaukee Avenue and Industrial Lane adjacent to the Chicago Executive Airport.

Wilmette

- Create a comprehensive **bicycle and pedestrian plan** for the Village of Wilmette that examines the village's existing system, programs, and policies and makes recommendations for improvements. This plan would be an update of a 1998 bike plan

that identified select routes with signage. *This project is also eligible for consideration by CCDPH.*

West Cook

Berkeley

- Develop a **bicycle and pedestrian plan** that minimizes pedestrian, bicycle, and vehicle conflicts, specifically by making recommendations for improvement around the Illinois Prairie Path and facilitating the development of a complete sidewalk network within the village. *This project is also eligible for consideration by CCDPH.*

Berwyn

- **Build upon a draft stormwater planning concept,** which was a 2014 project done in partnership with CMAP. The 2014 project identified areas in the City that have high occurrences of flooding, noted where green infrastructure projects would be most beneficial, and developed a methodology of scoring projects and project locations. This plan will move further into the planning process and implement these ideas while aligning with important elements of GO TO 2040.

Broadview

- The 25th Avenue corridor was identified as a candidate for regional bicycle travel in the West Central Municipal Conference Bicycle Plan (2012). Village of Broadview seeks assistance in identifying the type(s) of **bicycle infrastructure** that would be most appropriate and feasible for this corridor. *This project is also eligible for consideration by CCDPH.*

Brookfield, La Grange, and Western Springs

- Create of a coordinated **set of active transportation plans** for the three adjacent communities to increase active transportation options within the municipalities, connect the respective business districts with active transportation routes, and provide more active transportation options to access local recreational amenities including Brookfield Zoo and Salt Creek. *This project is also eligible for consideration by CCDPH.*

DuPage County Stormwater Management (also DuPage)

- Conduct a **watershed plan for Lower Salt Creek**, extending from DuPage County into western Cook County, complying with IEPA requirements for watershed plans but also addressing stormwater, land use implications, and similar topics. Funding for this plan is expected to come primarily from IEPA.

Franklin Park

- Create an **active transportation plan** that encompasses active transportation infrastructure, programming, and policy changes within Franklin Park. The project also

seeks to better connect the city to the regional active transportation network. *This project is also eligible for consideration by CCDPH.*

Melrose Park

- Develop a comprehensive **bicycle plan** that builds off of recently completed and planned developments of bike paths in the community, as well as corridor studies for Lake Street and Broadway Avenue. The plan would seek to emphasize bicycling as a means of commuting, a way to increase access to local businesses, foster community connectivity, and improve public health. *This project is also eligible for consideration by CCDPH.*

Metropolitan Planning Council (also Chicago, other suburban Cook)

- MPC's **Great Rivers Chicago** initiative is developing a vision and action agenda to maximize the potential of Chicago's rivers. MPC requests CMAP's assistance with stakeholder outreach targeting neighborhoods and organizations CMAP already has relationships with through previous LTA projects. MPC wishes to draw on CMAP's experience working in these communities to foster better engagement with the potential to advance previous LTA recommendations toward implementation. While the project is primarily within the City of Chicago, outreach to other suburban Cook County communities is also expected.

Triton College

- Seeking to develop a **Complete Streets corridor plan** for Fifth Avenue, between River Road and North Avenue, in the communities of Melrose Park and River Grove. Triton College is currently difficult to access without a car, and the Complete Street plan seeks to make non-motorized transportation a more viable choice. *This project is also eligible for consideration by CCDPH.*

South Cook

Calumet City

- Improve public infrastructure through the preparation of a **comprehensive lighting plan** for residential, commercial, and industrial areas. Lighting programs will include energy efficiency and sustainability. Improved street lighting is desired to prevent crime and improve safety for drivers, pedestrians, and cyclists. *This project is also eligible for consideration by CCDPH.*

Calumet Park

- Develop a long range **active transportation plan** that will accommodate and sustain all modes of transportation – pedestrian, bike, private vehicles, and public transportation – by identifying and correcting design flaws and improvements to active transportation infrastructure in the community's key areas. *This project is also eligible for consideration by CCDPH.*

Chicago Heights

- Develop a **zoning code update** that will facilitate implementation of the recently adopted Chicago Heights Comprehensive Plan, created with CMAP. The plan recommended updating the city's Zoning Ordinance, which was last done in 1998. Chicago Heights is interested in evaluating whether city-wide updates are needed, or just those focused on the downtown area.

Cook County Bureau of Economic Development

- Cook County Bureau of Economic Development proposes to work with Civic Consulting Alliance, RW Ventures, LLC and other partners to develop a **sub-regional comprehensive growth plan** for the south Cook suburbs, and is seeking CMAP assistance on this project in the areas of mapping and spatial analysis, outreach and engagement of municipalities, knowledge and expertise on zoning, governance, and tax policy.

Crestwood (also Southwest Cook)

- Create a comprehensive **active transportation plan** that creates more opportunities for the village's residents to walk and bike, improves traffic safety, reduces congestion, and creates a more healthy community. Specific challenges the plan seeks to address are a lack of local recreational opportunities, a lack of access to nearby natural areas and bike trails, an incomplete sidewalk network, and poor access to local schools. *This project is also eligible for consideration by CCDPH.*

Glenwood

- Develop a **Complete Streets plan** that improves pedestrian safety, creates more connections to community amenities and nearby natural areas, and expands and connects existing bike trails. The plan would recommend physical improvements in key areas such as schools, parks, and transit facilities, as well as supportive land use and transportation policies that help increase active transportation. *This project is also eligible for consideration by CCDPH.*

Harvey

- Develop a **comprehensive plan** that will guide investment, build on the community's assets, and respond effectively to the fiscal challenges facing local governments. The proposed plan would contain a clear vision for the future of Harvey with a commitment to stabilization and revitalization.

Lynwood

- Develop a **Complete Streets plan/policy** to identify locations where sidewalks and trails should be constructed to create a connected network of pedestrian infrastructure. Developing a Complete Streets policy is one of the stated goals of the Lynwood Comprehensive Plan (2014). *This project is also eligible for consideration by CCDPH.*

Metropolitan Planning Council (also Chicago, other suburban Cook)

- MPC's **Great Rivers Chicago** initiative is developing a vision and action agenda to maximize the potential of Chicago's rivers. MPC requests CMAP's assistance with stakeholder outreach targeting neighborhoods and organizations CMAP already has relationships with through previous LTA projects. MPC wishes to draw on CMAP's experience working in these communities to foster better engagement with the potential to advance previous LTA recommendations toward implementation. While the project is primarily within the City of Chicago, outreach to other suburban Cook County communities is also expected.

Midlothian

- Midlothian seeks assistance with a **corridor plan** for 147th Street (IL 83), focusing on stormwater management and placemaking. A 2011 Active Transportation Plan called for 147th Street to be a Complete Street, and a 2013 Green Infrastructure Plan suggests green infrastructure improvements around the train station on the street.

Richton Park

- Seeking assistance with an **economic development plan** for a better understanding of where the Village should focus its efforts for economic development. Aspects of the desired plan include a market feasibility study of development opportunities, recommendations for business attraction/retention, economic development strategies, and financing and implementation strategies. The most recent market data for Richton Park was completed prior to the 2008 economic downturn.

- Develop a **stormwater management plan** to coincide with the recently completed (2014) Comprehensive Plan for Richton Park. There is a history of major flooding in the Village, and previous grants have addressed some flooding issues but not in all areas of the Village. The plan should focus in the growth area near I-57, with a recently established industrial park and approval of two new residential communities. Large commercial projects (a new Wal-Mart Supercenter has been approved immediately west of I-57) will create additional development interest in the area, leading to increased traffic. The Village needs a comprehensive stormwater management plan to assess and determine stormwater runoff needs and proper infrastructure placement.

Sauk Village

- Develop a **comprehensive plan** covering land use, housing, population, infrastructure and municipal services in order to guide growth and economic development. This proposed plan would allow the village to identify assets and prepare for economic challenges in order to ensure future livability and sustainability.

South Suburban Mayors and Managers Association (SSMMA)

- Requests guidance using the **Homes for a Changing Region Toolkit** to develop a housing policy plan for four south suburban municipalities. These communities wish to examine changes in their housing markets since the original toolkit, acquire new policy recommendations and better understand housing supply and demand.

Thornton

- Requests assistance creating a **comprehensive plan** that will guide future decisions and provide a long term vision for the village. Specific long term planning objectives relate to transit oriented development and a SWOT analysis (strengths, weaknesses, opportunities and threats) to determine community values.

University Park (also Will)

- Develop an **implementation plan** that coordinates previously adopted plans in the Village to define strategic goals, measureable performance standards, and implementation methods, using the principles of GO TO 2040 as a guideline. Specific plans that need to be aligned include the University Park Hazard Mitigation Plan (2014) and the 2002 TOD Plan. This implementation plan will enable the Village to establish priorities and develop implementation guidelines with specific performance measures for planning, economic development, capital projects and regional transit.

Southwest Cook

Crestwood (also South Cook)

- Create a comprehensive **active transportation plan** that creates more opportunities for the village's residents to walk and bike, improves traffic safety, reduces congestion, and creates a more healthy community. Specific challenges the plan seeks to address are a lack of local recreational opportunities, a lack of access to nearby natural areas and bike trails, an incomplete sidewalk network, and poor access to local schools. *This project is also eligible for consideration by CCDPH.*

Justice

- Develop a **corridor plan** for Archer Road between 88th Avenue and 71st Street, including planning for new bus service, capital improvement programming, and business attraction/retention.

Metropolitan Planning Council (also Chicago, other suburban Cook)

- MPC's **Great Rivers Chicago** initiative is developing a vision and action agenda to maximize the potential of Chicago's rivers. MPC requests CMAP's assistance with stakeholder outreach targeting neighborhoods and organizations CMAP already has relationships with through previous LTA projects. MPC wishes to draw on CMAP's experience working in these communities to foster better engagement with the potential to advance previous LTA recommendations toward implementation. While the project is

primarily within the City of Chicago, outreach to other suburban Cook County communities is also expected.

Palos Park

- In partnership with the Cook County Forest Preserve District, create a bicycle and pedestrian **trail plan** that examines Palos Park's connections and linkages to trails within the nearby Forest Preserves. The plan would also seek to create a network of trails that connect residents to local businesses and institutions and create a public outreach and education plan for active transportation. *This project is also eligible for consideration by CCDPH.*

Willow Springs

- Develop a **bicycle and pedestrian plan** that emphasizes a complete streets approach, improves the safety conditions of the bicycle and pedestrian network, identifies opportunities to create connections between existing bike trails within the forest preserves and in the village, and increases access to local public transportation options. *This project is also eligible for consideration by CCDPH.*

DuPage County

Clarendon Hills

- Develop a **subarea plan** which addresses the South Side area of the Village and builds upon the Village's recent Water System Capacity Analysis for the South Side Water Supply Area (2015). This subarea plan will align with the Village's community vision as well as GO TO 2040, and will focus on challenges with disconnection from the Village, incomplete infrastructure systems, and the fact that many sites in this location are unincorporated. This plan will agree upon recommendations for future annexation and preparation of infrastructure and services needed to support these properties in the future.

DuPage County Stormwater Management (also west Cook)

- Conduct a **watershed plan for Lower Salt Creek**, extending from DuPage County into western Cook County, complying with IEPA requirements for watershed plans but also addressing stormwater, land use implications, and similar topics. Funding for this plan is expected to come primarily from IEPA.

Glen Ellyn

- Requests assistance developing an updated **comprehensive plan** reflecting current Village conditions and addressing issues relating to its employment base, storm water management and the impact of annexation on municipal services. The proposed plan would fill planning gaps in the areas of open space and recreation, human and workforce development and village wide transportation.

Impact DuPage

- Seeking assistance to create and implement an **Affordable Housing Action Plan** for DuPage County, which will align with the DuPage County Consolidated Plan (2015). Partners include DuPage Housing Authority, the Continuum of Care, the DuPage Housing Action Council, DuPage Homeownership Center, the DuPage County Community Development Department, and HOPE Fair Housing.

Lisle

- Create a **downtown parking plan** evaluating demand, supply and management strategies. Lisle's downtown has experienced a number of changes since the last parking evaluation in 2004 and the village seeks assistance developing a plan responding to recent business recruitment efforts and an increasing number of downtown events.

Wayne (also Kane)

- Prepare a new **zoning ordinance** for the Village. The Village seeks to implement a 2005 Comprehensive Plan by adopting amendments to the existing zoning ordinance and by approving a new Comprehensive Zoning Ordinance.

Kane County

Batavia

- Develop a **corridor redevelopment plan** along the Fox River. This plan will address several strategic goals outlined by Batavia's City Council and Park District Board and will help to implement the recommendations of numerous plans prepared over the past decade. This redevelopment plan will focus on the riverbanks and pedestrian/bicycle connections from the North Batavia Dam southward to Clark Island Park. It will address poor conditions including invasive plant species, soil erosion, decaying rip-rap, and steep denuded banks which are characteristic of this stretch.

Hampshire

- Update the **comprehensive plan** to reflect Hampshire's new boundary agreements with four neighboring communities and remove old sections of the plan.

Wayne (also DuPage)

- Prepare a new **zoning ordinance** for the Village. The Village seeks to implement a 2005 Comprehensive Plan by adopting amendments to the existing zoning ordinance and by approving a new Comprehensive Zoning Ordinance.

Kendall County

N/A

Lake County

Beach Park

- Create a new **comprehensive plan**. The previous comprehensive plan was published in 2008. The Village seeks to have its comprehensive plan be complementary to its neighbors' plans.

Fox Lake (also McHenry)

- Develop a **Unified Development Ordinance (UDO)** to create a single document for land use ordinances (incl. zoning, subdivision, and sign regulations), and the recommendations from Comprehensive Development Plan, CMAP's Greenways and Bikeways Plan, RTA Station Area Plan, and GO TO 2040 to be merged into a single unified document. This will create a more efficient and user-friendly document, the goals being to provide a uniform set of consistent definitions, clear direction of procedures, and a coordinated system for development review, processing, and enforcement.

Lake Zurich

- Update the **comprehensive plan** to include sections on development trends, sub area analysis, land use, transportation, open space and infrastructure. The Village requests assistance with public outreach and desires integration of the updated comprehensive plan into CMAP's Land Use Planning Study for the proposed Route 53 expansion project in Lake County.

Lakemoor (also McHenry)

- Establish a new **subdivision ordinance** to promote the Village's new vision and development philosophy from the 2013 Comprehensive Plan as well as to align with their Complete Streets policy. Specific goals are to promote conservation and traditional neighborhood design standards and to apply best practices in Village street design.

- Prepare a **master plan for the Village's Town Center area**, and establish a policy plan to stop stagnant growth trends and piecemeal development. The central development has potential to drive commercial growth, housing, events, recreation, and resident interaction, but currently lacks vision and needs to be revitalized in a sustainable manner. Residents have conveyed a desire for vacant and underutilized commercial uses to be transformed into an active and walkable center. The Village seeks assistance to assist in the development of design guidelines that would address key elements, including block face design, site design, building design, building height, and streetscape design.

- Prepare a **transportation plan** that promotes policies, strategies, and themes that are outlined in both the Village's Comprehensive Plan (2013) and CMAP's GO TO 2040. The

plan should include a classification of thoroughfares, predict and project traffic growth, identify future roadway improvement needs, provide recommended and best practice engineering and roadway standards, intersection design, access control, speed control, and implementation strategies.

McHenry County Planning and Development (also McHenry)

- Create a **Fox River corridor study** in McHenry and Lake Counties building on CMAP's Fox River plan being developed for Algonquin and Carpentersville. The proposed plan would extend this planning effort northward with a similar focus on increasing access to the river, improving water quality and enhancing downtown areas.

Waukegan

- Conduct a **subarea plan** for a portion of Downtown Waukegan advancing implementation of the 2003 Downtown and Lakefront Master Plan. The city would like to better connect downtown to the lakefront via this area which bisected by the Amstutz Expressway and rail lines, and contains the Waukegan Metra station, a Pace bus depot, and several parking lots. These features present barriers between the lakefront and Downtown, and the previous plan recommended a solution that city considers currently unfeasible.

McHenry County

Crystal Lake

- Develop a **bicycle and pedestrian plan** focusing on providing a link between the Prairie Path and the Pingree Road Metra Station, with Congress Parkway as the most likely connecting link.

Fox Lake (also Lake)

- Develop a **Unified Development Ordinance (UDO)** to create a single document for land use ordinances (incl. zoning, subdivision, and sign regulations), and the recommendations from Comprehensive Development Plan, CMAP's Greenways and Bikeways Plan, RTA Station Area Plan, and GO TO 2040 to be merged into a single unified document. This will create a more efficient and user-friendly document, the goals being to provide a uniform set of consistent definitions, clear direction of procedures, and a coordinated system for development review, processing, and enforcement.

Harvard

- Prepare an **update of development codes** to implement the City's comprehensive plan. The ordinance update should implement the plan's intent to address quality of life issues and reverse trends of declining property values and lack of business investment.

Lakemoor (also Lake)

- Establish a new **subdivision ordinance** to promote the Village's new vision and development philosophy from the 2013 Comprehensive Plan as well as to align with their Complete Streets policy. Specific goals are to promote conservation and traditional neighborhood design standards and to apply best practices in Village street design.

- Prepare a **master plan for the Village's Town Center area**, and establish a policy plan to stop stagnant growth trends and piecemeal development. The central development has potential to drive commercial growth, housing, events, recreation, and resident interaction, but currently lacks vision and needs to be revitalized in a sustainable manner. Residents have conveyed a desire for vacant and underutilized commercial uses to be transformed into an active and walkable center. The Village seeks assistance to assist in the development of design guidelines that would address key elements, including block face design, site design, building design, building height, and streetscape design.

- Prepare a **transportation plan** that promotes policies, strategies, and themes that are outlined in both the Village's Comprehensive Plan (2013) and CMAP's GO TO 2040. The plan should include a classification of thoroughfares, predict and project traffic growth, identify future roadway improvement needs, provide recommended and best practice engineering and roadway standards, intersection design, access control, speed control, and implementation strategies.

McHenry County Planning and Development (also Lake)

- Create a **Fox River corridor study** in McHenry and Lake Counties building on CMAP's Fox River plan being developed for Algonquin and Carpentersville. The proposed plan would extend this planning effort northward with a similar focus on increasing access to the river, improving water quality and enhancing downtown areas.

Richmond

- Update the only **comprehensive plan** in the village's history to direct a desired development vision for the future and contain actions to accomplish this vision. The updated plan would guide decision making in the areas of land use, transportation, infrastructure and capital improvements with emphasis on maintaining the village's rural character.

Will County

Frankfort

- Update Village **comprehensive plan**, which was adopted in 2004. Since the last comprehensive plan, the village has grown significantly in both population and area. Many of the other applications submitted by Frankfort are also mentioned as potential elements of the comprehensive plan.

- Update the Frankfort **bike trail master plan**, last completed in 2005, to help prioritize and fund future improvements for cyclists and pedestrians. It is specifically meant to improve local access to the Old Plank Road Trail, among other goals.

- Update the **Historic District revitalization strategies** to examine more efficient methods for hosting popular Frankfort events and increase the number of downtown businesses while maintaining the area's historic character.

- Prepare a **land use** plan on a 577 acre site located west of I-57 on Stuenkel Road. IDOT recently completed a new interchange at the intersection of I-57 and Stuenkel Road which has dramatically changed the economic, transportation, and infrastructure needs of the site. The land use plan should focus on improvement of existing roadways, development of zoning codes for residential, industrial, and commercial sites, identification of potential economic opportunities or environmental sites of concern, and installation of necessary traffic control devices.

- Create a **corridor plan** for U.S. Route 30 between 80th Avenue and Harlem Avenue (Route 43) on the eastern border of Frankfort. Main concerns include aesthetic appearance, lack of zoning continuity and lack of infrastructure planning. The long term plan will require a comprehensive study of land-uses, utility planning, and infrastructure assessment. Goal is to establish an achievable, long-term plan for Route 30 in Frankfort which provides a sense of consistency, with an aesthetically appealing and cohesive business district.

- Update a **land use plan** for a 240 acre site at the northeast corner of Route 30 and Route 45. This site, at the corner of two regional arterial corridors, has potential to serve as an opportunity for residential and commercial development near the center of the community. Specific updates to the land use plan include use designations, infrastructure requirements, environmental concerns, and development of bike and pedestrian pathways.

Homer Glen

- The Village of Homer Glen is one of the youngest municipalities in Illinois (incorporated 2001) and is experiencing a strong growth phase. They are seeking LTA assistance to **provide general training to their Plan Commission.** This training would help support the Director's efforts to provide much needed professional training to the Plan Commission and would be beneficial in implementing the GO TO 2040 Comprehensive Plan.

New Lenox

- Seeking assistance to develop a **bicycle and pedestrian plan**, specifically focusing on older residential neighborhoods that currently lack sidewalks, as well as improving access to commercial areas, the Metra station, and the Old Plank Road Trail.

- Update the Village's **comprehensive plan** to reflect current and projected demographic, housing, economic, transportation and environmental conditions. The plan update will take into account significant transportation and employment changes that have occurred in New Lenox since 2004, as well as analyze current trends, identify needs and craft polices for implementation.

Monee

- Create a new **comprehensive plan** for the village that emphasizes increased access to public transportation, especially Metra Electric service at University Park, two miles north of the city. Addressing active transportation safety and access throughout the village, outlining future growth, targets for commercial and retail development, and quality of life is also desired.

Romeoville

- Adopt a new **comprehensive land use plan** that will replace an outdated 2001 Land Use Plan and include a strong focus on implementation. This plan would direct future growth and development across a number of critical issues and areas in Romeoville such as development and housing.

University Park (also South Cook)

- Develop an **implementation plan** that coordinates previously adopted plans in the Village to define strategic goals, measureable performance standards, and implementation methods, using the principles of GO TO 2040 as a guideline. Specific plans that need to be aligned include the University Park Hazard Mitigation Plan (2014) and the 2002 TOD Plan. This implementation plan will enable the Village to establish priorities and develop implementation guidelines with specific performance measures for planning, economic development, capital projects and regional transit.

Wilmington

- Produce a **corridor study** on the Route 53 and Route 102 Gateway & Business Corridor approaching Wilmington's central business district. The proposed study would address land use and zoning and include implementation of recommendations from the Route 53 Corridor Plan which focused on tourism and economic development.

Regional

Metropolitan Mayors Caucus

- Metropolitan Mayors Caucus and Chicago Infrastructure Trust seek to support regional fleet vehicle conversions to Compressed Natural Gas (CNG) by investing in fueling infrastructure. They request CMAP assistance in producing a **strategic regional CNG infrastructure plan** and identifying placement of fueling infrastructure that will lead to best outcomes for the region.

RTA Community Planning Program Applicants

The following projects will be reviewed by the RTA, rather than CMAP, due to their focus on public transit:

Calumet Park	TOD Plan
Chicago Transit Authority	79th Street Slow Zone Improvements
Chicago Transit Authority	Belmont Slow Zone Improvements
Chicago Transit Authority	Chicago Avenue Slow Zone Improvements
Des Plaines	TOD Developer Panel
DuPage County DOT	Last Mile Transit Planning Study
Evanston	Fixed Bus Stop Plan
Evanston	Senior Rideshare Program
Jefferson Park	TOD Plan
Justice	79th Street Corridor Study
Morton Grove	Developer Panel
Morton Grove	Zoning Code Update
Olympia Fields	TOD Zoning Code
Pace	Harlem Ave Corridor Land Use / Transit
Pace	S Halsted Corridor Land Use / Transit
Woodridge	Local Transit Analysis Plan
Montgomery	TOD Zoning Code

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: **CMAP Transportation Committee**

From: CMAP staff

Date: July 2015

Re: Options for defining regionally significant projects in the next long-range plan

---

Identifying a prioritized, fiscally constrained list of capital projects is one of the primary purposes of a metropolitan planning organization's (MPO) long-range transportation plan. Since it is not practical to itemize all projects expected over a multi-decade planning horizon, MPOs typically list only projects of a certain size or type. GO TO 2040 currently defines "major capital projects" as capacity additions to the expressway system – new lanes, new interchanges between interstates, or entirely new expressways – or comparable changes to the transit system, generally meaning a rail extension. The result is a relatively small universe of candidate capital projects which are then evaluated across multiple criteria and prioritized for inclusion in the plan.

In its 2014 MPO certification review, however, the U.S. DOT recommended that the "identification of Major Capital Projects should be based on impact, not scope, of projects." For example, BRT systems may have similar service characteristics and travel benefits to rail transit, and should be included along with more traditional heavy rail and commuter rail projects. Similarly, large reconstruction projects may have regionally significant impacts even if they add little or no capacity to the network. Furthermore, a more holistic definition could also better capture true regional priorities.

This memo describes several options, to be used singly or in combination, for how to define a regionally significant project in the next long-range plan. It then briefly examines how other MPOs decide which kinds of projects should be listed in the long-range plan and concludes with some criteria to help guide the Transportation Committee's discussion.

Alternative Definitions of "Regionally Significant Project"

1. **Set threshold based on project cost.** One way to identify regionally significant projects is by their cost. For instance, a total cost of $100 million (or some other value) could be the threshold to be identified in the regional plan. This approach has the virtue of simplicity, clarity, and information availability. On the other hand, it does not pick up

certain nuances. For instance, a large project implemented incrementally would not be captured well, such as a series of intersection improvements and lane additions that amount to a large corridor improvement. A cost threshold is also likely to be somewhat arbitrary. Finally, the cost approach may not fully address U.S. DOT's concern in the certification review, since cost is an imperfect proxy for impact.

2. **Base project significance on corridor significance.** Another way to handle the issue is to automatically consider a project regionally significant if it affects certain corridors or is part of a certain network. For instance, a project on the CMAP Congestion Management Process network could automatically be considered a regionally significant project. One advantage of this approach is that a regionally significant highway network already has been defined (the **Congestion Management Process network**), and this also ties into MPOs' responsibility for the congestion management process. On the other hand, there is no accepted definition of a regionally significant transit network as of yet. Another drawback is that even small projects may need to be listed in the plan if they affect a regionally significant corridor, although supplementing this definition with a cost threshold or type of work could address the problem.

3. **Identify regionally significant projects from their work types.** A different approach would base the definition on the work type(s) associated with the project. In other words, projects that include adding lanes or new transit service, for instance, might need to be listed in the regional plan. Practically speaking, the **list of work types** that are included in an air quality conformity analysis could be used as a starting point for determining regional significance, although certain non-capacity projects would presumably be added to the list. One issue with this approach is that it would capture relatively many more and smaller projects. Therefore, it is likely to be effective only if coupled with other thresholds.

4. **Set threshold based on anticipated effects.** The threshold for regional significance could also be based on a project's expected performance or its effect on sensitive areas (based for example on environmental justice or natural resource sensitivity). In that case, a project with an expected change in vehicle miles traveled or ridership above a certain level, or perhaps close proximity to important natural resources, would need to be listed in the plan. While more of a departure from current practice, this approach gets squarely at the issue of a proposed project's impact and its regional significance. On the other hand, it requires defining multiple performance measures and thresholds, likely tailored by mode. Implementers may not have resources to determine whether or not their proposals would be candidates. Lastly, using performance criteria to define the universe of potential capital projects – in addition to evaluating and prioritizing these projects – may confuse stakeholders and in fact presuppose the project evaluation and prioritization process.

5. **Set threshold based on NEPA status.** Another way to capture the expected impacts of candidate projects more directly is to tie the projects considered in metropolitan planning to the requirements of the National Environmental Policy Act (NEPA). If a project would require an Environmental Impact Statement (EIS) or Environmental

Assessment (EA), then it would need to be listed in the plan. A positive aspect of this approach is that metropolitan planning could then inform preparation of the elements required under NEPA, such as the purpose and need statement, potentially speeding them along during project development. On the other hand, certain high dollar-value projects that might be thought of as regionally significant – such as major reconstruction/rehabilitation projects – probably would not be captured under this definition because they may qualify as Categorical Exclusions (CE) under NEPA. Furthermore, whether or not a project needs an EA/EIS may not have been determined by the time it is to be considered for inclusion in the plan. Also, Tollway projects or privately-financed projects would need to be treated as if they would be subject to NEPA.

Other MPOs' Approaches

Given the latitude regions have to define the projects they itemize in their long-range plans, peer MPOs have chosen a number of different approaches. No MPOs have been found to use a definition like that in alternatives 4 and 5 above, but many use variations on the first three options. The San Francisco Bay Area MPO (Metropolitan Transportation Commission, or MTC) has a cost threshold for a "major capital project" of essentially $50 million. This leads to an extensive **list of projects** included in Plan Bay Area (more than 700 projects as of June 2015), far larger than the universe of major capital projects considered in GO TO 2040.

The Seattle MPO (Puget Sound Regional Council, or PSRC) uses **work types** in combination with an identification of regionally-significant highways, transit, ferry, and bicycle/pedestrian systems identified in the **Metropolitan Transportation System** to determine whether a project is required to be on the Regional Capacity Projects List. Projects on this list include grade separations, new interchanges, off-street bicycle paths on dedicated right of way, larger park and ride lots, etc. For highway projects, the list is limited to certain facilities based mostly on functional classification. In some instances, PSRC relies on a combination of quantitative thresholds and work types (e.g., ITS improvements of more than $100 million) to determine whether listing is needed.

The Atlanta MPO (Atlanta Regional Council, or ARC) also includes a more **extensive constrained project list** than GO TO 2040. These projects are also grouped into three periods: near-term TIP (2014-2019), mid-term (2020-2030), and long-term (2031-2040); projects in the latter two time periods are assigned a midpoint year (i.e., 2025 or 2035) for construction in determining cost estimates. Thus, ARC also provides a practical example of how to structure a plan that includes a larger number of projects.

Concluding Thoughts

Any threshold should be simple to communicate, relatively easy to implement, and enjoy broad consensus as a reasonable approach. It also should reflect the policy purpose of the fiscal constraint requirement, which is meant to help set priorities. It should of course address the

findings of the certification review. Lastly, the project threshold discussion should bear in mind the expected frequency of plan amendments.

Staff hopes to use the feedback from the July 2015 Transportation Committee meeting to develop a recommendation on defining regionally significant projects for the September 2015 meeting. If needed, however, staff can provide additional research for discussion in September to inform a recommendation later in the fall.

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 Transportation Committee**

From: CMAP staff

Date: July 2015

Re: Strategy paper development process

Part of the development process for the next long-range plan is a series of strategy papers developed on transportation, land use, natural resources, and other topics. Similar **GO TO 2040 strategy papers** were also prepared during that plan development process. Each strategy paper will provide agency direction on new topics or explore refinements to existing plan recommendations. Within the transportation area, a typical strategy paper would define the strategy, describe its potential benefits and drawbacks, and characterize the opportunity for implementing it (or increasing its use). Staff expects to develop four strategy papers on transportation topics in the current fiscal year, with another set potentially to be developed in the following fiscal year. This memo follows up on committee discussions with a list of topics to be pursued this year. Staff is also seeking direction on a remaining paper topic.

Committee feedback

During the discussion at the Transportation Committee in May, positive feedback was received on three of the first four initial paper topics suggested by staff:

1. Asset management
2. Alternative transportation system funding concepts
3. Highway operations / advanced traffic management
4. Transit modernization

However, no comments were received from members on the proposed transit modernization paper. Staff is proposing to prepare papers on the first three topics enumerated above and is seeking more direction from the TC on the fourth paper to be prepared this fiscal year.

During the May meeting, members also brainstormed additional topics. These are as follows, with staff's recommendations on how to accommodate them:

- **Vehicle technology**. The discussion at TC focused on connected vehicle technology and the intelligent transportation system (ITS) components needed. Likewise, a similar paper was suggested by several members of the Regional Transportation Operations Coalition (RTOC), focusing on the infrastructure requirements for connected vehicles. Staff proposes to address at least some aspects of this topic in the highway operations paper.
- **Ridesharing, ridesourcing, and other "sharing" modes**. Members suggested this topic particularly as a potential solution to the "last mile" problem with transit, but it was also noted that the sharing economy was not as advanced during GO TO 2040 development as it is now. Thus, this could be an additional strategy paper, either in the current fiscal year or the next.
- **Transportation investment and economic development.** Members discussed the claims often made regarding the effects of transportation projects on job growth and other economic development indicators. Staff proposes to build a review of empirical studies on the transportation/economic development connection into the **FY 16 CMAP work plan project "Improvement of Economic and Environmental Analysis Tools"** and report to TC on the findings in spring 2016.
- **Pedestrian access and safety.** Discussion on this topic focused on the Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way and the fiscal realities of Americans with Disabilities Act (ADA) compliance as well as on general needs for improved pedestrian accessibility. Staff proposes to consider any significantly increased costs associated with ADA requirements in the financial plan. However, a broader investigation into pedestrian access and safety is a possible strategy paper topic, either in the current fiscal year or the next.

Other committees have suggested transportation topics as well. At the Council of Mayors Executive Committee meeting in May, attendees suggested that paratransit needed a serious discussion in the next plan and also recommended a closer look at the role of private funding in transportation. At the June MPO Policy Committee meeting, the need for additional investigation into public-private partnerships (PPPs) was also discussed. Staff proposes to address the comments on PPPs by considering potential policy stances on PPPs in the "alternative transportation system funding concepts" paper. Paratransit would need to be addressed through a separate strategy paper, either in the current fiscal year or the next.

Resource groups

To aid in preparing the papers, "resource groups" will be formed for each topic comprising select members of the TC, other topic area experts from TC members' agencies, and potentially other key stakeholders as appropriate to the topic (with the exception that no resource group beyond the TC itself will be formed for the alternative transportation system funding concepts paper.) Ideally the newly-formed groups would have 10 – 15 members. The working groups would meet as needed for 6 – 12 months to discuss potential directions for the region under each topic and review interim memos. The groups' work will culminate in a strategy paper, at which point the purpose of the group will be reassessed. CMAP staff will be contacting TC members over the next month or so to identify appropriate members for the groups.

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: July 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, 164 local projects have been initiated. Of these, 108 projects have been completed, 51 are fully underway, and 5 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. This month's report also includes implementation progress on selected completed projects.

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	CMAP staff is working on the draft corridor plan.
Arlington Heights bicycle-pedestrian plan (see website)	John O'Neal	May 2014-Oct. 2015	Staff assistance	Existing conditions report text approved by project steering committee (Arlington Heights Bicycle and Pedestrian Advisory Commission) at June 29 meeting. Layout/graphic design work to finalize ECR text underway. Steering committee meeting to be held on July 7 to gather input on potential infrastructure recommendations.
Aurora downtown plan (see website)	Lindsay Bayley	May 2015-July 2016	Staff assistance	An updated Scope, MOU, and Resolution will be discussed at the City's Committee of the Whole meeting on July 7. A walking tour of the study area is planned for July 9. Website is up, and Metroquest engagement site is under development. Review of previous plans complete.
Barrington area bikeway feasibility study	Jack Pfingston	June 2014-July 2015	Consultant assistance	Focus group discussions completed in June, with draft study expected in early July. Informational packets containing cost estimates per route sent to each affected municipality.
Bensenville zoning update	Jake Seid	TBD	Staff assistance	Scoping underway.
Berwyn parking study (see website)	Lindsay Bayley	Nov. 2013-Oct. 2015	Staff assistance	The Existing Conditions Report has been published online. The recommendations memo has been sent to project partners for review and will be sent to the Steering Committee in early July. Plan development underway.
Berwyn zoning revisions (see website)	Kristin Ihnchak	Jan. 2013-Sept. 2015	Staff and consultant assistance	CMAP met with City and BDC staff to discuss the draft Zoning Code on June 15. City staff are compiling revisions and after those are incorporated, a Steering Committee meeting will be scheduled.
Blue Island capital improvement plan	Evy Zwiebach	Apr.-Dec. 2015	Staff assistance	A steering committee was held in mid-June to discuss the preliminary project "wish list," project selection criteria, and financial analysis. CMAP staff is continuing to work with the Steering Committee on refining these deliverables. The next Steering Committee meeting will take place in August.
Calumet Park planning priorities report	Sam Shenbaga	May 2015-Feb. 2016	Staff assistance	Stakeholder interviews completed. Preliminary list of key issues to be addressed in report created and being reviewed by Village staff. Plan drafting to begin in July.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Campton Hills zoning and subdivision regulations	Kristin Ihnchak	Jul. 2014-Dec. 2015	Consultant assistance	CMAP and Village staff provided feedback on the draft recommendations memo, which is being incorporated prior to distributing the memo to the Steering Committee.
Carol Stream comprehensive plan (see website)	Trevor Dick	Feb. 2014-Oct. 2015	Staff assistance	Staff is working on the Draft Plan. SCB has begun to create concept plans and illustrations for key redevelopment parcels in the Town Center node. Those will be incorporated into the draft plan.
Chicago Albany Park neighborhood plan	Brian Daly	TBD	Staff assistance	Scoping, including coordination with other potential funders and partner organizations, is underway.
Chicago Pilsen-Little Village neighborhood plan (see website)	Evy Zwiebach	Dec. 2013-Dec. 2015	Staff assistance	CMAP and DPD staff held four community workshops – two in Pilsen, two in Little Village – in June. The workshops focused on housing, retail, and historic preservation, as well as industrial areas and access to open space. Staff is currently reviewing input obtained from the workshops and planning follow-up community outreach activities.
Chicago Pullman National Historic Park transportation plan	Lindsay Bayley	June 2015-Sept. 2016	Consultant assistance	Consulting firm Sam Schwartz Engineering was approved by the Board to complete the project. A timeline has been developed and will be review with project team in mid-July.
Chicago West Pullman neighborhood plan (see website)	Evy Zwiebach	Oct. 2014-Sept. 2015	Consultant assistance	The consultant team is developing the draft plan, and will share it with CMAP staff in early July. The next steering committee meeting will take place in mid-August.
Cicero comprehensive plan (see website)	Jonathan Burch	Apr. 2014-Oct. 2015	Consultant assistance	Staff reviewed a draft comprehensive plan and provided comments. A meeting with the consultant is scheduled for early July to talk about the comments in greater detail.
Crete comprehensive plan	Jack Pfingston	May 2014-Nov. 2015	Consultant assistance	Public visioning exercise was held in June but not well-attended; a second visioning exercise will take place in early-mid August (scheduling conflicts in July). Draft plan expected in August.
Crystal Lake transportation plan (see website)	Nora Beck	Mar. 2014-Nov. 2015	Staff assistance	A visioning workshop was held on June 24 with approximately 20 people in attendance. CMAP staff are drafting a recommendations memo for the steering committee to review.
DuPage County / Addison Homes for a Changing Region project (see website)	Kendra Smith	Sept. 2013-June 2015	Staff assistance	Project partners (including MPC and Mayors Caucus) presented the final plan to the Villa Park Planning & Zoning Commission on June 11. CMAP staff will present to the Addison Planning Commission on July 13 and Wood Dale Community Development Commission on July 16.
DuPage County / Hanover Park Homes for a Changing Region	Kendra Smith	Nov. 2014-Oct. 2015	Consultant assistance	CMAP, MPC, and MMC have completed review of existing conditions reports. Reports were distributed to communities for comment on June 15. CMAP and Teska staff will meet with community boards and commissions

Project	CMAP lead	Timeline	Assistance type	Status and notes
project				in mid June for additional comment and presentation. .
DuPage County Elgin-O'Hare bicycle and pedestrian planning	John O'Neal	May 2015-Sept. 2016	Consultant assistance	DuPage County Board approved contract and County contribution to the project budget. Project initiation meeting occurred on June 30.
DuPage County sustainability guide (see website)	Louise Yeung	June 2014-July 2015	Staff assistance	CMAP staff has finalized the Best Practices Guide and County staff is reviewing the Sustainability Indicators Guide.
Elmwood Park zoning assessment	Patrick Day	Nov. 2014-Aug. 2015	Staff assistance	Analysis phase is currently underway.
Endeleo Institute planning priorities report (see website)	Kendra Smith	Feb.-Oct. 2015	Staff assistance	CMAP staff recently completed stakeholder interviews and a market analysis with Valerie Kretchmer Associates. Community data analysis is ongoing and a draft document is underway.
Fox Lake planning priorities report	Jack Pfingston	Dec. 2014-July 2015	Staff assistance	Draft report outline sent to Fox Lake in early July.
Franklin Park comprehensive plan	Jessica Gershman	Apr. 2015-June 2016	Staff assistance	Internal research and mapping for existing conditions are underway. Steering committee kick-off scheduled for July 22, and public kick-off meeting scheduled for August 4.
Governors State University green infrastructure plan	Holly Hudson	June 2015-May 2016	Consultant assistance	The CMAP Board approved a contract with Conservation Design Forum at their meeting on June 10.
Harvard comprehensive plan (see website)	Nora Beck	May 2014-Nov. 2015	Staff assistance	CMAP staff are developing a key recommendations memo for the steering committee to review.
Huntley zoning update	Patrick Day	May 2015-Apr. 2016	Consultant assistance	Project kickoff meeting was held in June.
Kane County health impact assessment (see website)	Stephen Ostrander	July 2014-Aug. 2015	Staff assistance	The main task of the project was completed on February 3, with the presentation of HIA results to the Carpentersville Village Board. By August, Kane County and CMAP will issue a brief final report and evaluation of the HIA for use by the Village in their continued project planning and by Kane County and CMAP for promoting the use of HIA in the region.
Kendall County industrial market study	TBD	July 2015-Mar. 2016	Staff and consultant assistance	Scoping underway.
Lake County Route 53/120 land use plan (see	Jason Navota	Nov. 2013-Dec. 2015	Staff and consultant	The land use planning effort is underway and approximately 75% complete. Two Working Groups have been formed to examine details of 1)

Project	CMAP lead	Timeline	Assistance type	Status and notes
CMAP website and project website)			assistance	a Cooperative Planning Strategy, and 2) the Open Space and Natural Resources Network strategy. The Land Use Committee met for the sixth time on April 16, and the next meeting is anticipated for July or August.
Lake County / Round Lake Homes for a Changing Region project (see website)	Stephen Ostrander	July 2014-Oct. 2015	Staff assistance	Based upon review by municipalities and other members of Steering Committee, project team made modifications to plan recommendations and format, drafting annotated outline for final plan.
Lemont development review process analysis	Jake Seid	Jan.-July 2015	Consultant assistance	Internal and external interviews have been completed. Consultant is analyzing techniques for streamlining the development review process, and expects to have recommendations and report complete by the end of July.
McHenry County Comprehensive Economic Development Strategy (website)	Jonathan Burch	Jan.-Nov. 2015	Staff and consultant assistance	Coordination with Boone and Winnebago is underway, including providing support for initial industry cluster analysis and support for July public meetings. Recommendations development for McHenry is ongoing.
North Aurora comprehensive plan	*Jack Pfingston*	*Jan. 2014-June 2015*	*Consultant assistance*	*Newly completed. Comprehensive Plan adopted by Village Board on June 15.*
North Chicago comprehensive plan (see website)	Jake Seid	May 2014-Nov. 2015	Staff assistance	Several community visioning sessions took place in June, to discuss potential plan recommendations with residents. A recommendations memo will be drafted in July in partnership with City planning staff.
O'Hare area truck route coordination	Jessica Gershman	May 2015-June 2016	Consultant assistance	Internal scoping underway, with external stakeholders meeting expected in July.
Oswego-Montgomery-Yorkville shared services study (see website)	Louise Yeung	May 2014-July 2015	Staff assistance	The project advisory committee is reviewing a draft of the Shared Services Study. Staff have initiated the Lower Fox River Partnering Initiative to carry out shared services and implementation is already underway.
Park Forest zoning revisions (see website)	Kristin Ihnchak	June 2013-Oct. 2015	Staff and consultant assistance	The draft ordinance is undergoing internal CMAP staff review.
Pingree Grove comprehensive plan	Jack Pfingston	Aug. 2014-Sept. 2015	Consultant Assistance	Work continues on draft plan, which is expected in mid-July.
Regional truck permitting project	Jessica Gershman	Jan. 2015-June 2016	Consultant assistance	Cambridge Systematics has begun work on data collection for the existing conditions baseline, and on scheduling initial stakeholder engagement throughout the summer.
Richton Park capital improvement plan	Brian Daly	June 2015-Feb. 2016	Staff assistance	Steering Committee kickoff held June 30. CMAP is working with the Steering Committee and Village staff to develop a "wishlist" of projects, project selection criteria, and fiscal analysis.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Richton Park zoning revisions	Jake Seid	Nov. 2014-Sept. 2015	Consultant assistance	Consultant provided a draft of more than half of the Ordinance in May, and will provide the rest of the draft in early July. The draft Ordinance will be reviewed by Village planning staff and be discussed by the Planning and Zoning Commission in late July.
Roselle comprehensive plan (see website)	Dan Olson	Feb. 2015-Mar. 2016	Consultant assistance	Initial round of stakeholder meetings and branding/messaging for plan completed. First public forum, public website and outreach website launched June 24. Existing conditions review currently underway.
Rosemont comprehensive plan (see website)	Sam Shenbaga	Oct. 2013-Aug. 2015	Staff assistance	Public hearing draft prepared and being reviewed by Village. Public hearing to take place in August.
South Elgin zoning update	Patrick Day	Oct. 2014-May 2016	Staff assistance	Existing conditions review is currently underway. An online survey goes live July 2, with additional outreach events scheduled for July and August.
South Holland comprehensive plan	Stephen Ostrander	Apr. 2015-July 2016	Staff assistance	CMAP staff met with Mayor Don De Graff on June 2, along with meetings with Village staff to discuss water issues and plan next steps for project. Steering Committee kick-off meeting was scheduled for July 15. CMAP staff completed first draft maps for upcoming existing conditions report, along with proceeding with research and draft analysis of housing and population data.
SSMMA Calumet Green Manufacturing Partnership	Brian Daly	May 2014-July 2015	Staff and consultant assistance	SSMMA and OAI are reviewing the draft plan.
SSMMA Complete Streets plan	John O'Neal	July 2014-Dec. 2015	Staff assistance	Existing conditions report, and supplementary background information, have been drafted and are currently in internal review. Focus group meeting with Southland cycling groups planned for July.
Steger planning priorities report (website)	Jonathan Burch	Feb.-Oct. 2015	Staff assistance	Staff previewed recommendations in a meeting with the Village Administrator. Staff is drafting the report.
Sugar Run Creek Area Plan (formerly Will County Preston Heights/Patterson Road plan)	Trevor Dick	May 2015-May 2016	Staff assistance	Staff is working on the Existing Conditions Report. A kick-off meeting was held with the Steering Committee on June 23. The project was renamed at the Steering Committee's request to better reflect its geography.
UIC multimodal transportation plan (see website)	Lindsay Bayley	June 2013-June 2015	Staff assistance	Final plan complete and published online.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Villa Park zoning ordinance	Patrick Day	July 2015-Oct. 2016	Consultant assistance	Consultant selection was approved at the June 10 meeting. Contract has been executed, with project to begin early July.
Waukegan subarea plan (see website)	*Stephen Ostrander*	*Oct. 2012-June 2015*	*Staff assistance*	*Newly completed. Copies of final plan were forwarded to City staff for future implementation.*
West Suburban Chamber of Commerce and Industry cargo-oriented development plan	Evy Zwiebach	June 2014-Oct. 2015	Staff assistance and small contract	ULI and CMAP will meet to discuss the format of Technical Assistance Panel (TAP) on July 15.
Westchester zoning ordinance	Kristin Ihnchak	Nov. 2014-Oct. 2015	Consultant assistance	The first module of the draft zoning code (administration) was delivered for CMAP and Village review.
Winthrop Harbor comprehensive plan (see website)	Sam Shenbaga	Sept. 2014-Oct. 2015	Staff assistance	Draft plan underway. ULI to conduct retail workshop with representatives of Winthrop Harbor, Zion, and Beach Park in late July. Findings of workshop could be incorporated into Comprehensive Plan.
Zion comprehensive plan (see website)	Nora Beck	Feb. 2014-July 2015	Consultant assistance	The City's Planning and Zoning Commission held a public hearing on the draft plan on June 11 and scheduled a follow-up hearing on July 9 to allow for more time to review. The Draft Plan is anticipated to be considered for adoption by City Council on July 21.

Selected Projects with Active Implementation*

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

Project	CMAP lead	Recent implementation progress (updated quarterly)
Algonquin downtown study	Jack Pfingston	Village is in the process of preparing a Complete Streets policy document to help set the framework for incorporating bike and pedestrian amenities downtown.
Alsip comprehensive plan and zoning recommendations	Sam Shenbaga / 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 the fall of 2015. CMAP staff will ensure that zoning updates include the recommendations presented in the Comprehensive Plan wherever feasible. The Village also submitted multiple bicycle facilities applications to the CMAQ program. Staff has provided information on how to apply for new Pace bus shelters.
Berwyn comprehensive plan and capital improvements plan	Sam Shenbaga / Bob Dean	The comprehensive plan is being implemented through a zoning update, currently underway. The City continues to seek funding for priority projects in the CIP.
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	Wentworth Woods TIF terminated. City is in discussions with developer regarding city-owned properties along Sibley Blvd.
Campton Hills comprehensive plan	Jason Navota	CMAP is assisting Campton Hills with revising its zoning code.
Carpentersville Old Town Plan (see website)	Trevor Dick	Hitchcock Design Group was hired to assist the Village with implementation of the Old Town plan. Their early priorities are to develop a riverfront park/public area and development of properties along Washington Ave (old public works site). 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 intersection.
Chicago DPD Green Healthy Neighborhoods plan	Jason Navota	The City of Chicago continues to move forward with recommendations included in the GHN plan including the Large Lot program, commercial development of vacant land at 63rd and Halstead, and implementation of a community rain garden in partnership with South East Chicago Commission and the Chicago Community Trust in the Woodlawn community

Chicago Heights comprehensive plan	Kendra Smith	Staff met with City staff to discuss implementation priorities. Five key implementation strategies were discussed. City staff will work with Department Heads to include key recommendations from the Comprehensive Plan into their CIP. Also, information was provided to City staff including tools to assist with water preservation, Pace bus shelter installation, and Forest Preserves of Cook County contact information.
Chinatown neighborhood plan	Stephen Ostrander	Following the plan's adoption on May 28, CMAP staff assisted main community partner in creating and posting job announcement for full-time, community-based position, funded by a Chicago Community Trust grant, which will oversee coordination of plan's implementation. CMAP staff also met to assist in establishing implementation priorities, and began to work with Chinatown representatives and the City of Chicago to create a transportation issues work group, as well as set up initial discussions with the Metropolitan Planning Council to explore opportunities for partnerships to help implement the plan's "placemaking" recommendations.
Cook County consolidated plan (see website)	Jonathan Burch	The County in collaboration with BRicK Partners have held three targeted implementation discussions, with banks, workforce professionals, and funders. The County is currently evaluating 2015 CDBG and ESG funding applications using the new plan. Efforts to advance a 211/311 system are ongoing.
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.
Developing Communities Project Red Line extension report	Kendra Smith	Developing Communities Project continues to hold monthly community education sessions through its POD structure which was developed through the planning process.
Dixmoor planning priorities report	Jessica Gershman	Planning Priorities Report adopted by the Village Board in March 2015. Board members attended a governance workshop conducted annually by SSMMA, taking initial steps to consider forming a plan commission. The Village continues to get its finances up to date and compliant with state regulations, which is a prerequisite to CMAP conducting further technical assistance with the Village.
DuPage County corridor study	Jack Pfingston	In the Roosevelt Road corridor, the multi-use planned development for the former Ken Loch golf course that was approved last year by the County Board is platted and ready for permits. The 31-acre development will feature 392 housing units and 18 acres of open space.
Elburn comprehensive plan	Jack Pfingston	Village staff is currently involved in a comprehensive review and update of the zoning ordinance and other development controls. The Village also recently created and adopted an affordable housing plan. The Village has been active in pursuing grants for Route 47 and other downtown streetscape projects.

Evanston bicycle and pedestrian plan	Jack Pfingston	Bicycle Program Coordinator was appointed and has been working with community stakeholders in launching a citywide safety campaign called, "Let's Roll Together." The first roll out was in May and two more are scheduled for this summer. During the summer, the Public Works staff continues with bike counts and updates of the Bicycle Count Database.
Fox Lake greenways and bikeways plan	Jack Pfingston	Staff is working with preliminary engineering on a plan that will connect the Chain o' Lakes path from Millennium Park to Lakefront Park via Nippersink Blvd. Phase I engineering is nearly complete for a two-way barrier-protected path between sidewalk and east side of Nippersink Blvd.
Glen Ellyn streetscape plan and parking study	Lindsay Bayley	A plan to redo all Downtown Street is planned for 2016 and the Village is in the process of deciding what streetscape elements to include from this report.
Franklin Park industrial areas plan (see website)	Trevor Dick	CMAP staff met with Village staff to discuss implementation strategies. Staff recommended that the City conduct quarterly meetings with industrial businesses, property owners and brokers (as recommended in the plan). The City has since scheduled such a meeting for July 17 to discuss the Elgin O'Hare Western Access project status. Using the report as a basis, Village staff applied for an Enterprise Zone. The Village also applied for, and received $1.3 million to resurface the #1 ranked worst industrial area road identified in the plan. CMAP staff also provided the Village with information on how to create a CIP, and the Village intends to work with Department Heads to create a new CIP which includes recommendations from the plan and the future Comprehensive Plan. Staff provided the Village with data on water preservation tools and staff training opportunities.
Hinsdale parking study (see website)	Lindsay Bayley	The Village has budgeted funds to upgrade all meters in the downtown to accept credit card payments. They are reviewing merchant options, costs, and new meter fees.
Joliet former prison redevelopment (see website)	Trevor Dick	CMAP staff continues to participate in the Collins Street Task Force. The Will County Forest Preserve District is working towards acquisition of the eastern parcel with assistance from Openlands. The Illinois EPA, Forest Preserve, and Carlson Environmental have completed Phase 2 environmental studies for both parcels (the east and west sides of Collins Street). Using the data from the Phase 2 reports, Staff will assist in the creation of a revised open space plan for the east parcel. Once the revised concept plan is created, the City will be presenting it to the public for review and comment. Following that meeting, the Forest Preserve can use the concept plan to get quotes for potential clean-up costs. 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 / 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 met with County sustainability and planning staff in May 2015 to follow up on actions that have been taken to implement the chapter over the last few months since it was approved. County staff reported that they are developing an internal implementation and tracking process, and may revisit the idea of further help from CMAP next year.
Lakemoor comprehensive plan	Nora Beck	The Village is completing site engineering for a bike trail to connect the easterly entrance of Moraine Hills State Park to the Village's Heritage Park. In addition, their website now provides easy access to a variety of municipal related documents and information on administrative processes. The Village has also been an active participant in the 53/120 project.
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 prepared a $750,000 capital improvement plan that includes multiple projects (recommended in the plan) over the next two years. CMAP staff also set up a meeting between the Park District and NeighborSpace. Although no projects were identified in Lansing, John Wilson (from the Park District) set up a presentation for NeighborSpace to present at the South Suburban Park District meeting.
Liberty Prairie Conservancy local food systems report	Jessica Gershman	Through partnerships strengthened by this project, Radical Root Farm (a certified organic farm) began operating at the centennial Casey Farm in the Liberty Prairie Reserve in 2014. This was made possible by collaboration with Liberty Prairie Foundation and the Lake County Forest Preserve. The Lake County Unified Development Ordinance was also updated per the project's countywide food systems report to allow for chicken- and bee-keeping on certain types of residential land, and had begun issuing those permits in late 2014.
Lyons comprehensive plan	Brian Daly	The Village continues to upgrade water meters and mains through its IEPA grant. Village staff has been educating newly elected officials on the recently adopted plan.
New Lenox Route 30 corridor implementation plan	Jack Pfingston	The Village re-evaluated and updated the Development Review Process, and updated the guidebook (now posted on Village website). One of the sidewalk gaps along Route 30 was recently filled between Fire Station # 1 and New Lenox Town Center. A Master Plan for Village Commons has been completed and addresses road connection between Veterans Parkway & Nelson Rd.
Niles environmental action plan and bicycle-pedestrian	Kristin Ihnchak /	Bike Niles Fest was held June 6 and was well-attended. IDOT upgraded several crossings along Oakton Street to make them ADA-compliant. Village is filling sidewalk gaps and has set aside

plan	Jack Pfingston	funds for Public Services Dept. to continue to do so. Bike lane design is integrated into current Howard Street reconstruction project.
Norridge comprehensive plan and zoning ordinance	Trevor Dick	Following the completion of the Comprehensive Plan, CMAP staff assisted the Planning and Zoning Commission by reviewing their current zoning ordinance. Staff provided a report of key updates and changes that should be made to the ordinance. Currently the Village and the Commission are working towards updating sections of their ordinance.
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. Construction of both extensions are currently underway and construction is expected to be completed by the end of the summer.
Openlands local food policy	Jason Navota	Openlands and the project partners are engaged in the first phase of a research project to examine the regional food system. 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 sustainability plan and bicycle and pedestrian plan (see website)	Kristin Ihnchak / Trevor Dick	Strengthened by the two CMAP assisted plans, the Village of Park Forest received its new 3-STAR Community Rating for leadership in sustainable practices by STAR Community Rating System (STAR). Park Forest is only the second community in Illinois to achieve certification under the national STAR Community Rating System. CMAP staff completed a more detailed addendum for the Plan that includes additional implementation strategies. Village staff used templates provided by CMAP to create and adopt a Complete Streets Ordinance. Additionally, many sustainability plan and bicycle and pedestrian plan recommendations are being incorporated in the Village's Unified Development Ordinance currently being drafted by CMAP staff through the LTA program.
Richton Park comprehensive plan	Kendra Smith	Richton Park continues to move forward with a zoning update as recommended in the comprehensive plan. Staff also kicked off the creation of a CIP with CMAP assistance, and this project is in the early stages.
Riverside Central Business District Plan (see website)	Nora Beck	Riverside has updated their business sign ordinance for the CBD, created a sign grant program, drafted an RFP for a marketing plan, and drafted a "how to" manual for prospective businesses. The Burlington streetscaping and street resurfacing project is on track with construction slated for this summer, which includes pervious pavers, native trees, and LED lights. The Riverside train station's north pavilion has been converted to the new Visitor Center. In order to improve access to the riverfront, public works has been conducting habitat restoration activities with community partners. The local Chamber developed and runs a shop local marketing campaign. The Village has also increased staff support of community events. An additional concert in Guthrie Park has been added and the Parks and Recreation Department created the "Riverside Ride" to promote bicycling. Village ordinance was also amended to permit bed and breakfast establishments. The Village also applied for a CMAQ grant for bicycle facilities.

Rosemont comprehensive plan	Sam Shenbaga	As recommended in the Comprehensive Plan, an intergovernmental agreement between the village of Rosemont and Forest Preserves of Cook County to allow for the construction of a new pedestrian bridge over the Des Plaines River near the Donald E. Stephens Convention Center. Plans call for the bridge to be built at the far eastern end of Bryn Mawr Avenue near the Hyatt Regency Hotel. Construction cost is estimated at $850,000 and the village will provide those funds.
Round Lake Heights comprehensive plan	Jonathan Burch	Round Lake Heights is part of a cluster of communities currently participating in a Homes for Changing Region plan.
Silver and Sleepy Hollow Creek watershed plan implementation (see website)	Nora Beck	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.
SSMMA I-294/I-57 interchange land use study	Jessica Gershman	SSMMA continues to provide economic assistance to municipalities, and individual communities in the study area have pursued planning efforts, such as the Dixmoor Planning Priorities Report. Other communities have applied for LTA projects that would help in part to further the redevelopment strategies outlined in this study.
Westchester comprehensive plan (see website)	Sam Shenbaga	A zoning update is underway.
Wheeling active transportation plan	Lindsay Bayley	The Village has hired a consultant to study and design a recommended mid-block crossing. High priority sidewalk projects were added to their Capital Improvement Program and the Village of Wheeling participated in the DPRT study.
Wicker Park-Bucktown parking study (see website)	Lindsay Bayley	The report was cited in MPC's recently published analysis of Chicago Parking Meter lease renegotiation.
Will County brownfield prioritization study	Jake Seid	Solar development remains a component of the redevelopment of the Joliet prison site, which was the primary site identified in the prioritization study. Will County staff is considering hiring a consultant to help with site investigation and Tiered Approach to Corrective Action Objectives (TACO) requirements.
Will County Fairmont neighborhood plan	Trevor Dick	Many projects have been completed since this Plan was adopted in 2013. This past year has seen the continued success of the community garden that was a recommendation of the Plan. The County continues to apply for Safe Routes to School grants to build upon its new sidewalk system. A number of community "clean-up days" were undertaken which was led by neighbors, County staff and elected officials. The County is continuing to work with Landmarks Illinois to seek Local Landmark status. The County has also undertaken a sub-area flood study that was completed this Spring. Currently, the County is reviewing the recommendations and financing mechanisms for possible flood control.