



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Joint Meeting Chicago Metropolitan Agency for Planning (CMAP) Board and MPO Policy Committee

**Annotated Agenda
Wednesday, October 14, 2015
9:30 a.m.**

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

- 1.0 Call to Order and Introductions** 9:30 a.m.
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of CMAP Board Meeting Minutes—September 9, 2015**
ACTION REQUESTED: CMAP Board Approval
- 4.0 Approval of MPO Policy Committee Meeting Minutes—June 11, 2015**
ACTION REQUESTED: MPO Policy Committee Approval
- 5.0 Executive Director's Report**
 - 5.1 CMAP's Financial Situation
 - 5.2 Local Technical Assistance (LTA) Program Update
 - 5.3 CMAP Board's Tenth Anniversary
 - 5.4 Other Announcements
- 6.0 Contracts & Procurements**
 - 6.1 Contract Approval for Activity-Based Model Component Estimation and Calibration
 - 6.2 Contract Approval for Interactive Public Engagement ToolACTION REQUESTED: Approval
- 7.0 Committee Reports**

The chairs of both the Local and Regional Coordinating Committees will provide an update on the meetings held prior to the board meeting. Written summaries of the working committees and the Citizens'

Advisory Committee will also be provided.
ACTION REQUESTED: Informational

8.0 Council of Mayors Report

The chair of the Council of Mayors will provide an update on relevant activities.

ACTION REQUESTED: Informational

9.0 Naming of Transportation Committee Chair and Vice Chair

The Policy Committee bylaws state that the committee will appoint one of its members or alternates as the Chair and one of its members or alternates as the Vice Chair of the CMAP Transportation Committee.

ACTION REQUESTED: Appoint Chair and Vice Chair of the Transportation Committee for calendar year 2016 by the MPO Policy Committee

10.0 Nominating Committee for the office of MPO Policy Committee Vice Chair

The report from the Nominating Committee appointed at the last meeting will be given and an election of a Vice Chair will be conducted.

ACTION REQUESTED: Election of a Vice Chair by the MPO Policy Committee

11.0 Approval of GO TO 2040/TIP Conformity Analysis and TIP Amendments

The public comment period for the semiannual GO TO 2040/TIP conformity analysis and TIP amendments closed August 17, 2015. No comments were received. The Transportation Committee recommends that the CMAP Board and MPO Policy Committee approve the GO TO 2040/TIP conformity analysis and TIP amendments. The Regional Coordinating Committee will consider recommending approval prior to the joint meeting.

ACTION REQUESTED: Approval of the GO TO 2040/TIP Conformity Analysis and TIP Amendments by the CMAP Board and the MPO Policy Committee

12.0 Congestion Mitigation and Air Quality (CMAQ) Improvement Program and Transportation Alternative Program (TAP-L)

The public comment period on the proposed FFY 2016-2020 CMAQ program and the 2015-2017 TAP Program ended August 17, 2015. No changes were recommended to the proposed programs. The Transportation Committee recommends approval of the proposed programs. The Regional Coordinating committee will consider

recommending approval of the proposed programs at its meeting prior to the joint CMAP Board and MPO Policy Committee meeting.

ACTION REQUESTED: Approval of the multi-year FFY 2016-2020 CMAQ Program and the FFY2015-2017 TAP-L Program by the CMAP Board and the MPO Policy Committee

13.0 Selection of Local Technical Assistance (LTA) Projects

Staff recommendations for new projects to be pursued through the Local Technical Assistance (LTA) and Community Planning Programs were presented to the Local Coordinating Committee earlier in the morning. The Local Coordinating Committee is expected to recommend approval of those recommendations to the CMAP Board and MPO Policy Committee.

ACTION REQUESTED: Approval by the CMAP Board and MPO Policy Committee

14.0 New Plan Development

CMAP is embarking on development of its next comprehensive regional plan, which will be the successor of GO TO 2040. Building on prior guidance from the CMAP board and a staff charrette on the next plan in August 2015, staff will discuss the following topics with the boards.

14.1 Overview and transportation-related questions for facilitated discussion

14.2 Proposed project threshold

ACTION REQUESTED: Discussion

15.0 Other Business

16.0 Public Comment

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

17.0 Next Meeting

CMAP Board—November 18, 2015 (second Wednesday, 11/11, is Veterans Day Holiday)

MPO Policy Committee—January 14, 2016

18.0 Closed Session

The joint meeting will adjourn to a closed session for the purpose of discussing IOMA Section 2(c)(11).

ACTION REQUESTED: Discussion

19.0 Adjournment

Chicago Metropolitan Agency for Planning (CMAP) Board Members:

___ Gerald Bennett, Chair	___ Lisa Laws	___ Peter Silvestri
___ Rita Athas	___ Andrew Madigan	___ Peter Skosey
___ Frank Beal	___ John Noak	___ Thomas Weisner
___ Franco Coladipietro	___ Rick Reinbold	___ Sean McCarthy
___ Elliott Hartstein	___ William Rodeghier	___ Brian Oszakiewski
___ Al Larson	___ Carolyn Schofield	___ Leanne Redden

MPO Policy Committee Members:

___ Randy Blankenhorn, Chair	___ Elliott Hartstein	___ Rebekah Scheinfeld
___ Kay Batey	___ Richard Kwasneski	___ Jeffrey Schielke
___ Frank Beal	___ Christopher J. Lauzen	___ John Shaw
___ Greg Bedalov	___ Aaron Lawlor	___ Marisol Simon
___ Dorval Carter	___ John C. McCarthy	___ Liisa Stark
___ Tom Cuculich	___ Don Orseno	___ Larry Walsh
___ Joseph Gottemoller	___ Leanne Redden	___ John Yonan



Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

233 South Wacker Drive
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Chicago Metropolitan Agency for Planning (CMAP) DRAFT

Board Meeting Minutes

September 9, 2015

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

Board Members

Present:

Gerald Bennett, CMAP Board Chair-representing southwest Cook County, Rita Athas-representing the City of Chicago, Frank Beal-representing the City of Chicago, Franco Coladipietro-representing DuPage County, Elliott Hartstein-representing Lake County, Al Larson-representing northwest Cook County, Lisa Laws-representing the City of Chicago, Andrew Madigan-representing the City of Chicago, John Noak-representing Will County (via tele-conference), William Rodeghier-representing west Cook County, Carolyn Schofield-representing McHenry County, Peter Skosey-representing the City of Chicago, Tom Weisner-representing Kane and Kendall Counties, and non-voting member Leanne Redden-representing the MPO Policy Committee.

Staff Present:

Joe Szabo, Jill Leary, Bob Dean, Angela Manning-Hardimon, Tom Kotarac, Gordon Smith, Elizabeth Schuh, and Sherry Kane

Others Present:

Rae Rupp Srch-former CMAP Board Member, Garland & Heather Armstrong-Access Living, Jennifer Becker- Kane/Kendall Council of Mayors, Elaine Bottomley-WCGL, Bruce Carmitchel-IDOT, Bruce Christensen-Lake County, Mike Klemens-WCGL, Patrick Knapp-Kane/Kendall Council of Mayors, Dennis Latto-SSMMA, Kirsten Mellem-McHenry County DOT, Brian Pigeon-NWMC, Mark Pitstick-RTA, Vicky Smith-Southwest Conference of Mayors, Jonathan Tremper-Metra, Mike Walczak-NWMC, Tammy Wierciak-WCMC and Barbara Zubek-Southwest Conference of Mayors.

1.0 Call to Order and Introductions

CMAP Board Chair, Mayor Gerald Bennett, called the meeting to order at 9:30 a.m., and asked Board members to introduce themselves.

2.0 Agenda Changes and Announcements

Chairman Bennett asked that former CMAP board member Rae Rupp Srch be recognized by the CMAP Board for her many years of service to CMAP and the region. Rupp Srch had served as the representative to DuPage County since the Board's inception. Replacing her on the Board, Bennett introduced and welcomed Village of Bloomingdale President Franco Coladipietro and announced that the City of Chicago had made a new appointment in Peter Skosey, Executive Vice President-MPC.

3.0 Approval of Minutes

A motion to approve the minutes of the June 10, 2015, meeting of the CMAP Board as presented was made by President Rick Reinbold and seconded by Mayor Al Larson. All in favor, the motion carried.

4.0 Executive Director's Report

Executive Director Joe Szabo having worked with Rae Rupp Srch in the mid-1990s through the Metropolitan Mayors Caucus and CATS, also thanked her for her contribution to the region. Szabo introduced Angela Manning-Hardimon, formerly with the City of Chicago's Department of Aviation, as CMAP's new Deputy Executive Director for Finance and Administration. Moving on, Szabo reported on the financial impact to the agency related to the lack of a state budget, stating that staff had begun conserving cash beginning in May and that while there had been a delay in funding from the state, a mid-August reimbursement had been received for billing from the previous fiscal year and that IDOT owes CMAP nearly \$2 million for the current fiscal year that began July 1. Current CMAP payables now total approximately \$1.4 million and the agency continues to make payroll, and pay the rent and utilities. This measure could continue through October, Szabo continued, and work continues with IDOT, the Governor's office and FHWA to remedy the situation. CMAP is also investigating a line of credit with its bank.

At the suggestion of Chairman Mayor Bennett, a motion by President Rick Reinbold was seconded by Mayor Al Larson directing staff to draft a letter on behalf of the CMAP Board to the Governor and Leadership emphasizing the importance of the state budget related to the release of federal highway funding to the MPOs. All in favor, the motion carried.

Szabo also reported that the Annual Report, distributed to the Board today, will also be sent to the Governor and the Illinois General Assembly.

Regarding the Local Technical Assistance (LTA) Program, Szabo reported that the monthly status update had been included in the packet and that of the 166 local projects that have been initiated to date, 110 have been completed, 50 are fully underway and 6 more will become active in the near future. October will see a new batch of projects for Board approval.

Finally, Szabo reported that new carpet and paint—at no charge to the agency—will be completed in the coming weeks.

5.0 Procurements and Contract Approvals

Recommended for approval are one-year contracts with options for two one-year renewals with Conservation Design Form/Geosyntec, Hey and Associates/Michael Baker,

Strand Associates and Christopher B. Burke Engineering to provide stormwater engineering support for the Local Technical Assistance (LTA) program, at an estimated cost of \$75,000 per year, the maximum of the three year contracts will be \$150,000. A motion by Rita Athas was seconded by Carolyn Schofield to approve the contract award as was presented. All in favor, the motion carried.

6.0 Committee Reports

Neither of the Coordinating Committees had met earlier in the day. A written summary of the working committees and the Council of Mayors Executive Committee was also distributed.

7.0 Election of Officers

Chair of the Nominating Committee Carolyn Schofield reported that the Committee worked with staff to gauge interest in remaining on or becoming a member of the Executive Committee, the nominating committee submits the following names for consideration as officers and members of the Executive Committee of the Chicago Metropolitan Agency Planning (CMAP) Board:

Chair	Gerald Bennett, Mayor-Suburban Cook County
Vice Chair	Rita Athas-City of Chicago
Vice Chair	Elliott Hartstein-Collar Counties
At Large	Frank Beal-City of Chicago
At Large	Al Larson, Mayor-Suburban Cook County
At Large	Tom Weisner, Mayor- Collar Counties

The nominating committee believes the slate represents the desired geographical balance while providing a good mix of position and experience. A motion by Mayor Al Larson to approve the slate as recommended by the Nominating Committee was seconded by Lisa Laws. All in favor, the motion carried.

8.0 State Legislative Update

CMAP staff Gordon Smith reported that of the 265 bills staff had been monitoring only a few were acted upon by the Governor. Those are: HB 2685 (supported by CMAP) RTA Working Cash notes had passed; SB 2033 (IDOT's budget that contains funding for CMAP) had been vetoed; and, HB 4166 (authorizing \$700,000 for IDOT to conduct a mileage-based user fee study) had been removed, by line item veto by the Governor. The General Assembly continues to meet on a regular basis, Smith concluded, to discuss the current budget impasse.

Chairman Mayor Bennett reported that local municipalities are being affected by gaming and Motor Fuel Taxes that are not being passed through as collected, that the IML is supporting legislation to remedy the situation and asked that the CMAP board also support HB 4149 related to the distribution of Motor Fuel Taxes (MFT). Smith confirmed that the bill had passed third reading in the house. A motion by President Rodeghier was seconded by Carolyn Schofield to support HB 4149. All in favor the motion carried.

9.0 Federal Legislative Update

CMAP staff Tom Kotarac reported that the third extension of MAP-21 is now scheduled to expire October 29, that \$8 billion from the General Fund is providing revenue to the Highway Trust Fund to support the extension and that \$73 billion in General Fund transfers have gone to the Highway Trust Fund since 2008. The Senate is working on a long term bill, the DRIVE (Delivering a Reliable and Innovative Vision for the Economy) Act. The six-year authorization is proposed with three years of funding. It's multi-modal and includes Amtrak, Rail Safety and a Freight Program. The authorization would see a 3% increase over previous levels of funding with \$46 billion from General Fund transfers (from lowering dividend payments banks receive on deposits they hold at the Federal Reserve, the sale of oil from the strategic petroleum reserve and revoking passports for tax dodgers). Highlights for Illinois, Kotarac continued, include: an increase in highway funds (\$1.44 billion/year, versus \$1.37 billion/year); an increased share for mass transit (from 6.67 to 6.75%--\$596 million up from \$565 million); the STP program suballocation comes in at 55% (versus 50%); the TAP program is funded at a fixed amount (\$850 million/year versus a hard set-aside of all formula funds which currently brings \$815 million/year in TAP funds to Illinois); and the TIFIA program would see a reduction from \$750 million in FY 14 and \$1 billion in FY 15 to \$300 million per year. The principles contained in the letter, signed by the Counties, the City and the CMAP Board was endorsed by the Illinois delegation and Kotarac drew comparisons from that letter under the following five topics: (1) \$2 billion year program (actual is at \$1.9 billion); (2) competitive grant program that includes multi-modal assistance with major projects (AMP program); (3) formula funds multi modal (up to 10% for non-highway projects/rail); (4) metrics tied to freight movement (the bill distributes formulas based on the total percentage of funds states receive of all highway funds, which is at 3.6% for Illinois); and (5) suballocation of freight funds to MPOs was not included in the bill (rather, states dictate where the funding will go, but larger MPOs play a significant role in freight planning). The House T&I Committee will be meeting and addressing, it's bi-partisan transportation bill. When questioned about Highway Trust Fund solvency, Kotarac suggested maybe with the general fund transfers, the HTF would remain solvent until June/July next year, and related to questions about formula changes in Congress, Kotarac replied if formulas were opened up for negotiation it could result in a free-for-all. Also when queried, Kotarac suggested this bill might actually get passed.

10.0 Next Plan Development

CMAP staff Elizabeth Schuh gave a presentation on the development of the next plan, reporting that while building on GO TO 2040, and expanding on the 4 themes and 12 recommendations: i.e., Livable Communities (land use & housing, water conservation and energy, parks and open space and sustainable local food), Human Capital (improve education and workforce development and supporting economic innovation), Efficient Governance (reform state and local tax policy, improve access to information, pursue coordinated investment), Regional Mobility (invest in transportation, increased commitment to public transit and create a more efficient freight network). Schuh suggested the plan will: provide actionable guidance, be implementable, and acknowledge reality; it will advance the benefits of one thriving region, emphasize reinvestment, emphasize funding, promote making our region more livable and resilient, promote

inclusive economic growth, provide focused recommendations and finally, establish measurable objections. Criteria for prioritizing topics, Schuh continued, will include authority to implement objectives, importance to constituencies, credibility and feasibility. The new plan will continue and refine GO TO2040 emphases, while exploring new topics. Touching on audiences and partners Schuh also, related to outreach and beginning now, reported that partners will be central to developing and implementing the plan. A timeline of plan development was requested and will be forwarded to the CMAP Board. The Board was generally excited about the new plan and will be engaged throughout plan development. When asked if the plan's recommendations or frameworks could be used to direct additional funding sources, such as HUD or EPA, Schuh reported that we would work to use the plan as a way to guide the activities of a variety of implementers.

11.0 Other Business

There was no other business for the CMAP Board. Executive Director Joe Szabo reported that he had completed approximately 75 meet-and-greets since the board had met last, is now moving into the general assembly and district congressional staffs categories and asked that if there are others with whom he should meet, kindly let us know.

12.0 Public Comment

Garland Armstrong, on behalf of Pace ADA, asked about progress related to signage at O'Hare for Metra and Pace buses, and suggested that rail crossings at Home Avenue in Berwyn have greatly impacted the Pace bus service. Armstrong was asked to visit FlyChicago.com for more information on Metra and Pace bus service at O'Hare and that overpasses cost about \$50 million each.

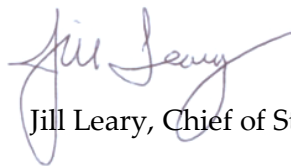
13.0 Next Meeting

The Board will meet next, jointly, with the MPO Policy Committee on October 14, 2015 at 9:30 a.m.

14.0 Adjournment

At 10:53 a.m., a motion by Mayor Tom Weisner was seconded by Frank Beal to adjourn the regular meeting. All in favor, the motion carried.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "Jill Leary", is written over a horizontal line.

Jill Leary, Chief of Staff

09-30-2015
/stk



Chicago Metropolitan Agency for Planning

Agenda Item No. 4.0

233 South Wacker Drive
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MPO Policy Committee DRAFT Meeting Minutes June 11, 2015

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

- Members Present:** Randy Blankenhorn-IDOT (Chair), Frank Beal-CMAP, Mike Connelly-CTA, Glenn Fulkerson-FHWA, Joseph Gottemoller-McHenry County, Elliott Hartstein-CMAP, Richard Kwasneski-PACE, Wes Lujan-Union Pacific, Don Orseno-Metra, Leanne Redden-RTA, Tom Rickert-Kane County, Rebekah Scheinfeld-CDOT, Jeffery Schielke-Council of Mayors, Chris Snyder-DuPage County, Paula Trigg-Lake County, Larry Walsh-Will County, John Yonan-Cook County and Rocco Zuccherro-Illinois Toll Highway Authority
- Staff Present:** Jill Leary, Dolores Dowdle, Joe Szabo, Tom Kotarac, Gordon Smith, Jesse Elam, Teri Dixon, Holly Ostlick, Jacquelyn Murdock, and Sherry Kane
- Others Present:** Mike Albin-DMMC, Reggie Arkell-FTA, Garland Armstrong, Heather Armstrong-Access Living, Bruce Carmitchel-IDOT, Erica Dodt-Sierra Club, Lauren Fine-RTA, Janell Jensen-McHenry County Council, Justine Reisinger-IDOT, Jennifer (Sis) Killen-Cook County DOTH, Al Kindle-Cook County DOTH, David Kralik-Metra, Jon-Paul Kohler-FHWA, Brian Pigeon-NWMC, Mark Pitstick-RTA, David Seglin-CDOT, Ryan Speese-RTA, Tom VanDerWoude-SSMMA, Mike Walczak-NWMC, and Tammy Wierciak-WCMC

1.0 Call to Order and Introductions

Policy Committee Chair Randy Blankenhorn called the meeting to order at 9:34 a.m. and asked Policy Committee members to introduce themselves.

2.0 Agenda Changes and Announcements

Secretary Randy Blankenhorn congratulated and welcomed Joe Szabo, having been appointed the day before, as the new Executive Director of CMAP. Blankenhorn also thanked Jill Leary for her service as the Interim Executive Director.

3.0 Approval of Minutes

A motion to approve the minutes of the March 12, 2015, meeting of the Policy Committee as presented was made by County Executive Larry Walsh and seconded by Mayor Jeffery Schielke. All in favor, the motion carried.

4.0 Agency Reports

4.1 Mayor Jeffery Schielke reported that the Council of Mayors had met in May and an update was given on the CMAQ calls for projects. Totaling just under \$600 million, 120 applications were received for the federal funds. An update was also given on the status of the STP and CMAQ expenditures for the 2015 federal fiscal year. CMAQ, on track to meet its obligation goal, but the region has only spent 29% of the STP available. The expenditures are lackluster and active program management should be considered, Schielke continued.

Advanced funding was requested and approved for the North Central and South councils totaling \$484,800. A briefing was also given on the next long range plan development and provided recommendations for consideration during the plan development. A presentation on the economic valuation of the Green Infrastructure Vision, an update on State legislative activity, and on the LTA program call for projects were also given.

4.2 Leanne Redden, representing the MPO Policy Committee on the CMAP Board reported that the Board had met twice. In May, the Chairman announced that the Governor had appointed two new members to the CMAP Board (Sean McCarthy and Brian Oszakiewski). Also discussed were CMAP's 2016 work plan and budget, which was approved at yesterday's meeting, Redden continued, and the CMAP Board approved the UWP Program and the 2016 projects within that program. Also as was already reported, the Board appointed its new Executive Director.

4.3 CMAP Interim Executive Director Jill Leary welcomed Joe Szabo to his new position as Executive Director, and reported that CMAP bids farewell to Dolores Dowdle, Deputy Executive Director for Finance and Administration. Complimenting Dowdle on the work she had done at CMAP, Leary wished her well in her retirement. Blankenhorn also commented on Dowdle's integral part to the senior staff at CMAP and her impact on the agency citing numerous audit reports with no findings.

5.0 Nominating Committee for the Office of Vice Chair

Secretary Blankenhorn reported that in June of each year, a nominating committee is appointed to fill the position of Vice Chair to the MPO Policy Committee, and thanked the committee, comprised of Rebekah Scheinfeld (representing municipal government), Frank Beal (representing regional planning), John Yonan (representing road administration), Larry Walsh (representing County government) and Don Orseno (representing public transit), for agreeing to serve.

6.0 Fiscal Year 2016 Unified Work Program (UWP)

Deputy Executive Director for Finance and Administration, Dolores Dowdle reported that since it is not yet known what the full allocation will be, the annual FY 2016 UWP is based on last year's levels. Dowdle went on to say that nine (9) core proposals would be funded

as well as three--the Local Technical Assistance (LTA) that jointly funds both CMAP and RTA projects, CDOT's south lakefront and museum campus planning and CTA's planning to expand the brown line capacity--of fourteen competitive proposals. A motion by Frank Beal was seconded by Rebekah Scheinfeld to approve the FY 2016 Unified Work Program (UWP) as was presented. All in favor, the motion carried.

7.0 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

CMAP staff, Teri Dixon, presented resolutions 15-01 and 15-02 endorsing the sub-area allocation of 2015 FTA 5307/5340, 5337 and 5339 funding between northeastern Illinois and northwestern Indiana and between northeastern Illinois and southeastern Wisconsin. The allocations were approved per annual attachment to the Letters of Understanding between the Regional Transit Authority (RTA) and representatives from northwestern Indiana and southeastern Wisconsin. The allocations and the splits between the service boards (CTA, Metra and Pace) were also approved at the April 16, 2015, meeting of the RTA Board. A motion to adopt the resolutions as presented was made by Richard Kwasneski and seconded by Paula Trigg. All in favor, the motion carried.

8.0 State and regional Coordination and Collaboration

Policy Committee Chair, Secretary Randy Blankenhorn asked this topic be included on the Agenda to discuss how to be better partners. Blankenhorn recapped recent "listening tours" conducted in 39 cities in 23 days to talk about transportation needs from a broad perspective—not about projects—rather why transportation investment matters to the strength of communities, economic growth, families. Non-highway transportation is important, Blankenhorn reported and all want public transit—from ADA paratransit and senior services to college communities interested in potential cuts on Amtrak. Bike-ped is everywhere, and ports—an asset in Illinois that is underutilized (compared to 10-15 years ago related to freight)--are also considered important. Blankenhorn touched on the physical system as well as the way in which transportation is funded--bonding is ok for new big projects, but bonding for maintenance does not make a lot of sense and stressed a pay-as-you-go philosophy. A report had been drafted to the Governor, set to really start discussion with the General Assembly about how to move a capital program and soon; both the Governor and legislative leadership have interest in a capital program, but there can be no discussion on a capital program, Blankenhorn stated, until operating budget is fixed. At tomorrow's letting, Blankenhorn continued, all series A and D bonded projects would be pulled because there is no revenue to pay for them. It's a serious situation, and unless the budget fixed, there will not be enough resources to finish projects that are currently underway, much less start anything new.

Moving forward, Blankenhorn asked how to work together with CMAP, with CMAP staff, and with the Policy Committee, in bigger and different ways. Processes are all under review, and all "end-users" will be asked join in those reviews. In order to make better decisions, Blankenhorn went on to say, we'll not be waiting for the federal government to tell us to use performance measures. It's prudent—there's not enough money and we need to make smarter investments. In a statewide situation, performance measurement is

tough, but we'll figure out how to do that fairly across the state. CMAP staff have already done so much work in this area, and additional pro bono work is being offered from T4America. Finally, transparency in decision making is necessary--not only because it's good government, but because if we don't select or fund your projects, you will know why. Bringing MPOs into the meetings, a practice not done in the past 20 years, as a way to engage local governments and MPOs through the process. We already have wonderful technical resources, we have to find a way to partner better to utilize those resources that

Opened to comments, members weighed in on the following matters: the region, the state has a greatly trained assembly of talent to get us through this troubling time and to do some really creative things for the region; regarding performance measures, many are collecting data, but that data is not uniform—keep in mind that IDOT can collect the data to benefit everyone and deliver that state-wide; glad to see more discussion in the listening sessions related to all forms of transportation (waterway, rail freight, transit, highway, etc.) and the need to schedule multiple (5-10) years for some programs; thanks for taking initiative and time for the schedule of listening sessions, and while addressing quality of life and economic drivers, how also to address issues of traffic safety (while data is being collected, there is not a lot of analyses done on the data); can IDOT be an economic development leader at the state level (absolutely—in the analysis of economic impacts, as a key performance measure); and, finally recognizing the need for ways to fund transportation investment (people may be willing to support an increase in the gas tax if assurances are given that the money will be allocated to transportation) and that economies of scale allow great savings and operating more efficiently by programming that corresponds to funding levels.

Blankenhorn concluded the discussion announcing that the state is creating a state-wide transportation plan that drives investment decisions, similar to CMAP's GO TO 2040 plan.

Prompting a lengthy discussion, a question regarding the Illiana Expressway was raised, with Blankenhorn reporting that the project is on "indefinite suspension", there is no longer any analysis being conducted and funding from this fiscal year, had been removed from the 5-year program.

During process review, Blankenhorn was also asked to review over-weight permit procedures and it was reported that some coordination on permitting had already recently been established between the Tollway and IDOT.

9.0 Next Long Range Plan

CMAP staff, Jesse Elam reported that CMAP is entering a 4-year schedule moving into a new plan. Elam highlighted specific transportation issues associated with the new plan development that were brought up during the recent plan update or during the federal MPO certification review in 2014. Those are: engagement with MPO partners and the possibility of convening periodic forums on specific technical issues; financial planning, including the possibility of bringing in other MPOs or experts to talk about financial planning; performance measures and target setting beyond those we already in the plan; the specific types of projects that would be included in the plan; project evaluation, such

as documenting and addressing the needs on the system and using economic analysis. All of these issues will be considered by the Transportation Committee throughout the coming year, Elam concluded. Elam was asked that while approaching other MPOs for input, the topic of PPPs (transit or highway project) also be considered specifically related to pre-planning or engineering from the public side to leverage private funding. Elam also reported that the schedule to 2018 is still being developed, that the working committees will be first to be contacted, probably over the summer and that the first year will be preparatory.

10.0 Alternatives to the Illinois Motor Fuel Tax

CMAQ staff, Jacquelyn Murdock gave a presentation related to the evaluation of alternatives to the Illinois Motor Fuel Tax (MFT). Murdock summarized the analysis, while not providing any specific recommendations, was meant to evaluate various revenue options. Currently at \$0.19 per gallon, the state MFT has not been increased since 1991, has failed to keep pace with inflation, while fuel consumption has declined with the rise of fuel efficiency and vehicle travel has stagnated. GO TO 2040, Murdock reported, recommends new and enhanced sources of transportation revenue that includes long-term replacement of the MFT, but also in the short term that the MFT be increased by \$0.08 and pegged to inflation. Options evaluated, Murdock continued, included a mileage based user fee (i.e. a vehicle miles traveled fee), a motor fuel sales tax, and vehicle registration fees. Revenue metrics (sufficiency, stability, and growth potential) were explained related to each of the options and Murdock summarized the analysis. Mileage based user fees appear relatively positive, although implementation and administration would be significant hurdles. A VMT fee would involve significant startup costs in technology to track mileage and privacy concerns about sharing the data remain. For tolling, the Federal government would need to lift restrictions on tolling interstate facilities that are presently un-tolled. The motor fuel sales tax, although unstable and hampered by growth potential, can be implemented under existing conditions. Motor vehicle registration fees are problematic, and are unlikely to be implemented at a level that would replace the MFT. CMAP will continue to evaluate ways to provide sustainable revenue for its transportation system. Murdock fielded questions related to occasions where states had successfully implemented one or more of these options and which of the options would be more public-friendly (i.e., writing a check for vehicle licensing versus paying at the pump), as well as the general sales tax increase (Virginia) and development of policy at the federal level (reauthorization principles).

11.0 Transportation Alternatives Program (TAP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ)

CMAQ staff Holly Ostidick gave an update on the status of the CMAQ program call for projects. CMAP received 120 applications requesting just under \$600 million in federal CMAQ and TAP funds to complete just over \$1.1 billion of projects. Staff is in the process of analyzing the projects and discussing them with the focus groups for review. After consideration from the CMAQ project selection committee in two weeks, the Transportation Committee will release the proposed program for public comment in July, with anticipated approval of the CMAQ and TAP program in October 2015. The CMAQ brochure was distributed, and Ostidick reported that as of mid-March the region has

obligated nearly 52% of our \$162 million obligation goal with six months remaining in the fiscal year. CMAQ funds have strict accomplishment deadlines, Ostlick continued, and if a project phase is not accomplished within that deadline, it will be considered deferred and can only move back into the program if milestones have been reached and funding is available. Ostlick thanked all CMAQ project sponsors and especially the Planning Liaisons, for helping collect semi-annual status updates for all CMAQ funded line items, that confirms all projects are meeting accomplishment goals, also determining that funding is available in each future fiscal year for the new program being developed now. When queried, Ostlick stated that there would be approximately \$260 million federal available for programming. Also announced, one project made possible through CMAQ funding, the 606 Bloomingdale Trail, just opened after nearly a decade of work.

12.0 Legislative Update

- 12.1 CMAP staff Gordon Smith, presented the state legislative update, congratulating the Chair, Randy Blankenhorn, on the Senate confirmation over Memorial Day weekend. Smith went on to say that the General Assembly concluded its regular session at the end of May, while continuing to meet regularly until an agreed upon budget is introduced. Staff will continue to monitor that progress. Smith reported the following highlights: the General Assembly did pass a budget that could be as much as \$3-4 billion out of balance, with a motion to reconsider which means that those bills do not have to be passed along to the governor. One bill (SB 2033) includes the majority of IDOT's funding contains a line item for Metropolitan Planning and Research, which has historically funded CMAP's match for federal funds. Smith went on to say that HB 2685 (RTA working cash notes) passed, the General Assembly is seriously looking at funding needs for transportation through SR 607 that directs IDOT to conduct a feasibility study on implementing a mileage-based user fee program.
- 12.2 CMAP staff Tom Kotarac gave a Federal Transportation Reauthorization update reporting that Congress gave an extension to MAP-21 that expires on July 31, the longest amount of time before the trust fund faces insolvency (August 1). New money will need to be brought into the highway trust fund after that date. Kotarac reported that the Congressional Budget Office offered that any further extension beyond July 31, to the end of the fiscal year would require \$3 billion in new revenue, to the end of the calendar year, \$8 billion and a 6-year bill will require \$85-\$90 billion. Just over 50 days (30 legislative days) remain when this extension will expire, Kotarac continued, and the Environment & Public Works (EPW) Committee is scheduling a markup for June 24, of their portion of the bill. It has been suggested that this will be a six-year bill, bi-partisan, with some likely inflationary growth over current levels. From the region, all the County Board Chairs or Executives, the City of Chicago and CMAP Board Chair sent a letter to the EPW Committee, documenting the importance of freight and the new bill is hoped to include a new well-defined freight program that builds on MAP-21. Kotarac also reported that the House Ways and Means Committee announced a first hearing on the highway trust fund this Congress, expected on Wednesday. Kotarac fielded a question related to the solvency of the trust fund at the federal level (general fund money is being shifted into the highway trust fund offset by changes in the tax code) and how

freight might be funded (block grant formula programs to states; a competitive program is desired over formula-based). Sparking a lengthy conversation, a suggestion was made that the City, the MPO, the service boards, the counties, and private industry should assemble as advocates to go to D.C. together with one voice to help get the best transportation bill.

13.0 Other Business

From the Illinois Tollway, Rocco Zuccherro announced that the Tollway is kicking off a new project, a Central Corridor from Oak Lawn to Rosemont, will be establishing a corridor planning council and some may be asked to join. Zuccherro also offered a tour of Tollway projects to those that might be interested.

14.0 Public Comment

Garland Armstrong requested an outreach for those with disabilities; the Garlands were acknowledged and complimented for their advocacy to the disabled community.

15.0 Closed Session – IOMA Section 2(c)11

In light of previous discussion, the Chairman deemed that the Closed Session was unnecessary and therefore stricken from the agenda.

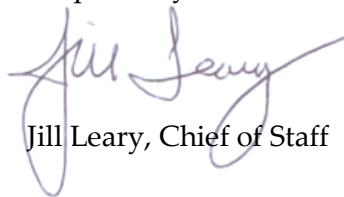
16.0 Next Meeting

The MPO Policy Committee is scheduled to meet next jointly with the CMAP Board on October 14, 2015 at 9:30 a.m.

17.0 Adjournment

A motion by Mike Connelly was seconded by Don Orseno to adjourn the regular meeting at 11:18 a.m. All in favor, the motion carried.

Respectfully submitted,

A handwritten signature in blue ink, appearing to read "Jill Leary", is written over the printed name.

Jill Leary, Chief of Staff

09-28-2015

/stk



Chicago Metropolitan Agency for Planning

Agenda Item No. 5.2

233 South Wacker Drive
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312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: CMAP Board and Committees

From: CMAP Staff

Date: October 7, 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, 166 local projects have been initiated. Of these, 112 projects have been completed, 48 are fully underway, and 6 will get actively underway in the near future.

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

ACTION REQUESTED: Discussion

Projects Currently Underway

Project	CMAP lead	Timeline	Assistance type	Status and notes
Algonquin-Carpentersville Fox River corridor plan (see website)	Brian Daly	May 2014-Jan. 2016	Staff assistance	CMAP staff is completing the draft corridor plan and beginning internal review. The steering committee will receive the plan and meet to discuss it in October.
Arlington Heights bicycle-pedestrian plan (see website)	John O'Neal	May 2014-Jan. 2016	Staff assistance	Received input from Arlington Heights Bicycle and Pedestrian Advisory Committee (project Steering Committee) on potential infrastructure recommendations. Currently reviewing their ideas for feasibility and opportunities for inclusion in the draft, which is currently under development.
Aurora downtown plan (see website)	Lindsay Bayley	May 2015-July 2016	Staff assistance	CMAP gave a presentation on the project to the Committee of the Whole on October 6. Planning for stakeholder interviews and kick-off steering committee underway.
Barrington area bikeway feasibility study	John O'Neal	June 2014-Oct. 2015	Consultant assistance	Final report completed and to be sent to CMAP and Steering Committee in early October. Implementation discussions with CMAP and implementing agencies to continue in October.
Bensenville zoning update	Jake Seid	Oct. 2015-Dec. 2016	Staff assistance	The internal kick-off meeting took place in early October, at which point CMAP will work with staff to determine a direction for public outreach and stakeholder participation.
Berwyn parking study (see website)	Lindsay Bayley	Nov. 2013-Dec. 2015	Staff assistance	First draft of the final plan has been sent to City of Berwyn for review. Revised draft will be sent to Steering Committee in mid-October.
Berwyn zoning revisions (see website)	Kristin Ihnchak	Jan. 2013-Dec. 2015	Staff and consultant assistance	Staff are revising the draft ordinance based on City feedback prior to submitting the ordinance to the steering committee.
Blue Island capital improvement plan (see website)	Evy Zwiebach	Apr.-Dec. 2015	Staff assistance	City representatives are currently scoring potential projects to determine priorities. Scoring results will be discussed at the steering committee in October.
Brookfield comprehensive plan	Nora Beck	Dec. 2015-Dec. 2016	Consultant assistance	RFP released with responses due on October 19.
Calumet Park planning priorities report	Sam Shenbaga	May 2015-Feb. 2016	Staff assistance	Plan being drafted.
Campton Hills zoning and subdivision regulations	Kristin Ihnchak	Jul. 2014-Jan. 2016	Consultant assistance	The consultant received feedback from the Village on the recommendations memo. A meeting with Village staff is scheduled for October 5.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Carol Stream comprehensive plan (see website)	Trevor Dick	Feb. 2014-Nov. 2015	Staff assistance	Village staff has provided their comments after reviewing the Draft Plan. A steering committee meeting will be scheduled for later this month for review prior to a public open house.
Chicago Albany Park neighborhood plan	Brian Daly	Nov. 2015-Mar. 2017	Staff assistance	CMAP has completed a draft scope for the project and will begin circulating it to partners in October.
Chicago Pilsen-Little Village neighborhood plan (see website)	Evy Zwiebach	Dec. 2013-June 2016	Staff assistance	CMAP and DPD staff are planning follow-up community outreach activities based on feedback from June community workshops.
Chicago Pullman National Historic Park transportation plan	Lindsay Bayley	June 2015-Sept. 2016	Consultant assistance	The second TAC/CAC meeting will include a “walkshop” tour of North Pullman. Existing conditions research continues. Draft for CMAP review expected in late October.
Chicago West Pullman neighborhood plan (see website)	Evy Zwiebach	Oct. 2014-Oct. 2015	Consultant assistance	The community had the opportunity to review and comment on the draft plan at the Draft Plan Open House held in September. The consultant team is now working on finalizing the plan and creating marketing sheets to assist with implementation.
Cicero comprehensive plan (see website)	Jonathan Burch	Apr. 2014-Dec. 2015	Consultant assistance	A public meeting on the draft plan is scheduled for October 28 to finalize implementation priorities. The consultant will finalize the plan shortly after and proceed to adoption.
Crete comprehensive plan	Sam Shenbaga	May 2014-Jan. 2016	Consultant assistance	Draft plan underway. Draft expected for CMAP review on October 16 and Steering Committee meeting tentatively scheduled for November 2.
Crystal Lake transportation plan (see website)	Nora Beck	Mar. 2014-Jan. 2016	Staff assistance	Steering committee meeting on October 6 to review Recommendations Memo.
DuPage County / Hanover Park Homes for a Changing Region (see website)	Kendra Smith	Nov. 2014-Jan. 2016	Consultant assistance	CMAP, MPC, MMC, and Teska Associates will present initial report findings to Glendale Heights on October 27. Community outreach website is under review by municipal staff.
DuPage County Elgin-O’Hare Corridor Bicycle and Pedestrian Plan	John O’Neal	May 2015-Sept. 2016	Consultant assistance	Project kick-off meeting for advisory groups (communities and implementing agencies) took place September 2 in Roselle. Project was introduced, individual agency and stakeholder participants and roles identified, and input obtained. Draft project website and project logo created and sent for review by DuPage County DOT and CMAP. Edits/revisions are currently being incorporated. Existing Conditions Report currently underway, while outreach activities continue.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Elmwood Park zoning assessment	Patrick Day	Nov. 2014-Dec. 2015	Staff assistance	Analysis phase is currently underway.
Endeleo Institute planning priorities report (see website)	Kendra Smith	Feb.-Dec. 2015	Staff assistance	Draft planning priorities report is underway. CMAP staff will report initial findings in early November at Endeleo's Annual Meeting.
Franklin Park comprehensive plan (see website)	John Carlisle	Apr. 2015-June 2016	Staff assistance	Drafting of the existing conditions report is in progress, as well as ongoing targeted and small-group outreach.
Governors State University green infrastructure plan	Holly Hudson	June 2015-May 2016	Consultant assistance	Consultant began drafting the habitat assessment report for the natural areas restoration management plan and continued data collection and assessment for the stormwater management plan.
Harvard comprehensive plan (see website)	Nora Beck	May 2014-Nov. 2015	Staff assistance	Draft Comprehensive Plan reviewed by steering committee on October 5. Public Open House scheduled for October 29.
Huntley zoning update	Patrick Day	May 2015-Apr. 2016	Consultant assistance	A Community Workshop will be held at Village Hall on October 26.
Joliet Chicago Street plan	Stephen Ostrander	TBD	Consultant assistance	CMAP staff prepared draft scope for project.
<i>Kane County health impact assessment (see website)</i>	<i>Stephen Ostrander</i>	<i>July 2014-Sept. 2015</i>	<i>Staff assistance</i>	<i>Newly completed. CMAP staff prepared final version of document.</i>
Kendall County industrial market study	Don Hughes	Aug. 2015-Mar. 2016	Staff and consultant assistance	VSKA and CMAP completed tour of Kendall County on September 29. Key informant interviews will be held on October 6 and October 14.
Lake County Route 53/120 land use plan (see CMAP website and project website)	Jason Navota	Nov. 2013-Dec. 2015	Staff and consultant assistance	The land use planning effort is approximately 90% complete. A draft plan has been shared with the Land Use Committee and is posted for public review, with public open houses scheduled for October 14 and 15. The next, and potentially last, Land Use Committee meeting is anticipated for November 5.
Lake County / Round Lake Homes for a Changing Region (see website)	Stephen Ostrander	July 2014-Nov. 2015	Staff assistance	Project team (CMAP, MPC, Mayors Caucus, and Lake County Community Foundation) completed consultations with municipalities, updated research data to be used in the final plan, and continued with drafting of full plan recommendations.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Lemont development review process analysis	Jake Seid	Jan.-Nov. 2015	Consultant assistance	Final project deliverable has been completed and provided to the Village and CMAP for review. The consultant will revise the deliverable based on comments from the Village and CMAP, and will present the project to the Village Board in October or November.
McHenry County Comprehensive Economic Development Strategy (website)	Jonathan Burch	Jan.-Nov. 2015	Staff and consultant assistance	CMAP staff provided a number of sections for EDDNI staff to incorporate into a larger document detailing issues of particular importance for McHenry County, including young worker attraction and tax policy.
North Chicago comprehensive plan (see website)	Jake Seid	May 2014-Jan. 2016	Staff assistance	The recommendations memo was completed in late September and presented to the project Steering Committee and City Council. Drafting of the Comprehensive Plan has begun and will continue through October and November.
O'Hare area truck route coordination	Bob Dean	Nov. 2015-Dec. 2016	Consultant assistance	Internal scoping underway, and community comments on the draft scope are now being addressed.
<i>Oswego-Montgomery-Yorkville shared services study (see website)</i>	<i>Louise Yeung</i>	<i>May 2014-Sept. 2015</i>	<i>Staff assistance</i>	<i>Newly completed. Oswego, Montgomery, and Yorkville all passed a joint resolution approving the study and participation in the Lower Fox River Partnering Initiative.</i>
Park Forest zoning revisions (see website)	Kristin Ihnchak	June 2013-Jan. 2016	Staff and consultant assistance	Meetings have been scheduled for October 13 to discuss the draft ordinance with Village staff and the steering committee.
Pingree Grove comprehensive plan	Sam Shenbaga	Aug. 2014-Oct. 2015	Consultant Assistance	Public hearing held with Plan Commission in late September. Second public hearing to be held on October 5 to complete Plan review.
Regional truck permitting project	Alex Beata	Jan. 2015-June 2016	Consultant assistance	Cambridge Systematics has begun work on data collection for the existing conditions baseline. Consultants have met with County transportation staff and permitting engineers, as well groups of municipalities, and are preparing materials for an October 23 meeting of the Steering Committee.
Richton Park capital improvement plan (see website)	Brian Daly	June 2015-Feb. 2016	Staff assistance	CMAP is compiling Village capital project wish lists into a master list and performing a fiscal analysis.
Richton Park zoning revisions (see website)	Jake Seid	Nov. 2014-Nov. 2015	Consultant assistance	The draft will be presented for public comment in October followed by discussion by the Village Board. The Ordinance will likely be adopted in November.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Roselle comprehensive plan (see website)	Dan Olson	Feb. 2015-Mar. 2016	Consultant assistance	Consultant presented initial ECR and initial recommendations to first of two Steering Committee meetings on September 21. The next Steering Committee meeting will be held on October 19. The second public forum will then be held on October 28 to discuss the ECR.
Rosemont comprehensive plan (see website)	Sam Shenbaga	Oct. 2013-Nov. 2015	Staff assistance	Public hearing scheduled for November 2.
South Elgin zoning update (see website)	Patrick Day	Oct. 2014-May 2016	Staff assistance	Outreach Phase concluded in September. Existing conditions analysis is underway.
South Holland comprehensive plan (see website)	Stephen Ostrander	Apr. 2015-July 2016	Staff assistance	CMAP staff held a focus group with high school-age residents, completed remaining interviews with key stakeholders, began market analysis research, and completed drafting of several sections of the upcoming Existing Conditions Report.
SSMMA Calumet Green Manufacturing Partnership	Brian Daly	May 2014-Sept. 2015	Staff and consultant assistance	<i>Newly completed. Plan has been transmitted to OAI and SSMMA for their implementation.</i>
SSMMA Complete Streets plan (see website)	John O'Neal	July 2014-June 2016	Staff assistance	All key stakeholder comments (from SSMMA, ATA, Metra, Pace, IDOT, CCDPH, FPCC, FPDWC, and Cook Co. DOTH) on existing conditions report and supplementary background information documents incorporated and documents posted on project webpage. Two-day Complete Streets Conference in Orland Park held for South Council communities receiving technical assistance and others on Complete Streets policies. Focus group meeting with south suburban bicycling groups held September 29 in Flossmoor.
Steger planning priorities report (see website)	Jonathan Burch	Feb.-Oct. 2015	Staff assistance	Staff provided comments on the draft. CMAP staff will make revisions and provide the Village with a final version and proceed with adoption.
Sugar Run Creek area plan (see website)	Trevor Dick	May 2015-May 2016	Staff assistance	The first public workshop was held on August 31 with approximately 40 attendees. Staff is currently finalizing a draft of the existing conditions report. A steering committee meeting to review the report will be scheduled for the end of this month.
Villa Park zoning ordinance	Patrick Day	July 2015-Oct. 2016	Consultant assistance	Consultant has completed stakeholder interviews, existing conditions analysis is currently underway.
West Suburban Chamber of Comm. and	Evy Zwiebach	June 2014-	Staff assistance	ULI is drafting a summary report of the Technical Assistance Panel's findings and recommendations. CMAP staff is working with ULI and the

Project	CMAP lead	Timeline	Assistance type	Status and notes
Industry cargo-oriented development plan		Nov. 2015	and small contract	Chamber on planning an event at which the report and broader best practices would be presented and discussed with WSCCI member communities.
Westchester zoning ordinance	Kristin Ihnchak	Nov. 2014-Jan. 2016	Consultant assistance	The consultant submitted the second module of the zoning ordinance for Village review. A review meeting with Village staff is scheduled for October 1.
Winthrop Harbor comprehensive plan (see website)	Sam Shenbaga	Sept. 2014-Dec. 2015	Staff assistance	Draft plan completed and being reviewed by staff.
Zion comprehensive plan (see website)	Nora Beck	Feb. 2014-Oct. 2015	Consultant assistance	The Draft Plan was presented to City Council in September; adoption to be scheduled later this fall.

--end--



Chicago Metropolitan Agency for Planning

Agenda Item No. 6.1

233 South Wacker Drive
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312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: CMAP Board

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

Date: October 7, 2015

Re: Contract Approval for Activity-Based Model Component
Estimation and Calibration

The development of advanced modeling tools at CMAP over the past five years has been guided by the *CMAP Strategic Plan for Advanced Model Development* published in June 2010. The agency's goal is to develop advanced travel modeling tools in response to the agency's planning and policy priorities as established by GO TO 2040. CMAP has implemented the Strategic Plan in an incremental fashion, both to allow for the relatively rapid development of prototype models that can begin to address specific policy questions asked by GO TO 2040 and to retain flexibility in model design to take advantage of developments occurring within the modeling field.

Adhering to this incremental development approach, CMAP's activity-based travel model (ABM) has been developed in three phases. However, the budget and scope of the initial ABM development project did not allow for the complete design (i.e., estimation-calibration-validation) of the model for the Chicago region, and instead borrowed certain sub-models from other existing ABM applications. With the maturing of the ABM and greater awareness of its capabilities in answering more sophisticated policy questions, calibration of the model is essential to providing quality project and program-level evaluations. The purpose of this RFP was to re-estimate and calibrate components of the ABM to observed data for the Chicago region.

Review Process

A Request for Proposals (RFP) was sent to potential contractors and posted to the CMAP website on July 7, 2015. Staff held a non-mandatory on-line pre-bid information session for consultants on July 16th. Questions posed during the on-line session and CMAP's responses were documented and posted on the CMAP website following the pre-bid session. On August 7th, CMAP received proposals from two consultants: Parsons Brinckerhoff and RSG.

The proposals were reviewed and scored by a team of three CMAP staff members from the agency's core travel demand modeling staff. The review team scored each of the proposals based on the following five criteria listed in the RFP:

1. The quality of the proposal's independent articulation of the scope of work.
2. The quality of the proposal's demonstrated understanding of CMAP's objectives for advanced modeling practice and our strategy for implementation.
3. The quality of the proposal's demonstration of familiarity with the modeling problem as it applies to the Chicago region.
4. The quality of the team's professional and technical capacity to address the problem and deliver high-quality technical products and professional documentation.
5. Cost to CMAP, including consideration of all project costs, and per-hour costs.

CMAP's modeling staff is well-acquainted with the work and capabilities of key members of both consultant teams, as they have each participated in advanced modeling contracts for CMAP over the last five years. In lieu of conducting formal interviews with each of the consultants, the review team developed follow-up questions for each firm seeking additional clarity on specific technical components of their proposals and requested written responses. Following receipt of the responses, the review team members each independently scored the proposals based on the evaluation criteria. The individual scores were combined to develop a final composite score for each of the proposals, which are shown in the following table:

Criteria	Maximum Score	Parsons Brinckerhoff	RSG
Articulation of the scope of work	20	12.0	17.3
Understanding of CMAP's advanced modeling objectives and implementation strategy	20	14.0	16.0
Familiarity of the modeling problem as it applies to the Chicago region	20	16.0	16.0
Team's professional and technical capacity to address the problem	20	20.0	20.0
Cost	20	16.0 \$124,999	15.3 \$124,452
Total	100	78.0	84.7

Recommendation for contractor selection

The review team recommends **RSG** as the contractor for the ABM estimation and calibration project. RSG ranked highest of the two submittals, both with and without cost considerations. The RSG team is highly-qualified to perform this work, as the project manager, principal-in-charge and lead analyst have all been deeply involved in the development of CMAP's ABM. This proposal offered an optional task, which is included in the cost listed above, to modify certain procedures within the model in order to significantly reduce the amount of time it takes the model to run (currently multiple days). This improvement will not only benefit the work for this contract but also CMAP's future modeling efforts. Additionally, RSG proposed conducting sensitivity testing of several scenarios as part of the model validation component of

this contract. While this process is considered to be “best practice” when determining the reasonableness of travel demand model results, it is oftentimes not done.

Parsons Brinckerhoff submitted a competitive proposal as well. Its staff is equally qualified to perform the work, as it has been the lead consultant on all three phases of ABM development at CMAP. While the costs between the two bids are nearly identical, Parsons Brinckerhoff received a slightly higher score due to the fact that it proposed more work hours for the contract and had a somewhat lower per-hour cost than RSG.

It is recommended that the Board approve a contract with RSG to perform the activity-based model component estimation and calibration work in the amount of \$124,452. Support for this contract is included in the FY16 budget. All of the work associated with this contract will be completed no later than June 30, 2016.

ACTION REQUESTED: Approval



Chicago Metropolitan Agency for Planning

Agenda Item No. 6.2

233 South Wacker Drive
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Chicago, Illinois 60606

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MEMORANDUM

To: CMAP Board

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

Date: October 7, 2015

Re: Contract Approval for Interactive Public Engagement Tool

Following the adoption of GO TO 2040, CMAP initiated the Local Technical Assistance (LTA) program to provide assistance to local governments to advance the implementation of GO TO 2040. The LTA program utilizes interactive public engagement tools to educate the general public and local stakeholders of local planning activities as well as to gather public input on a variety of planning and policy alternatives.

A Request for Proposals (RFP) for this Scope of Services was issued to public engagement software firms and posted on the CMAP website. Six responses were received.

Public Engagement Software Firms

Civic Artworks
Community Remarks
DLT-Oracle
Kona Company
Envision Sustainability Tools
Urban Interactive Studio

Proposals were reviewed and scored by CMAP staff Berenice Vallecillos, Nora Beck, and Ricardo Lopez based on the qualifications and the following criteria.

1. The demonstrated record of experience of the consultant as well as identified qualified staff in providing the professional services in the Scope of Services.
2. The consultant's understanding that the tool must provide functionality to educate the general public and stakeholders in addition to collecting public input on a variety of planning and policy alternatives.

3. The consultant's approach to delivering the Scope of Services, including a visually appealing, customizable, self-guided, and educational tool that works on a variety of online platforms and includes mapping features.
4. The quality and relevance of the examples of similar work.
5. The quality of the option(s) submitted.
6. Cost to CMAP, including consideration of all project costs and per-hour costs.

The CMAP team reviewed and scored the six RFP responses. The three highest scoring firms were interviewed: Civic Artworks, Envision Sustainability Tools and Urban Interactive Studio. The final scores were as follows:

Firm	Experience	Understanding of Goals	Approach to Scope and Sample Projects	Cost to CMAP	Total
<i>Maximum Score</i>	<i>20</i>	<i>20</i>	<i>40</i>	<i>20</i>	<i>100</i>
Civic Artworks (\$32,340)	16.3	17.7	28.0	14.9	76.9
Community Remarks (\$40,800)	13.0	12.7	24.3	13.0	63.0
DLT-Oracle (\$38,416)	7.0	4.3	10.3	13.5	35.1
Kona Company (\$158,000)	9.3	3.3	8.0	3.4	24.0
Envision Sustainability Tools (\$48,000)	19.3	19.0	33.7	11.9	83.9
Urban Interactive Studio (\$49,800)	18.7	18.0	31.0	11.6	79.3

The review team selected Envision Sustainability Tools as the preferred vendor. The Envision Sustainability Tools team presented a comprehensive approach to public education and engagement through the use of a straightforward and self-guided online tool.

It is recommended that the Board approve a contract with Envision Sustainability Tools for two years with a one-year option for renewal. Support for this contract is included in the FY15 UWP Contracts budget. The option renewal year will be dependent on performance and the level of approved funding for this purpose. It is estimated that the services will be a maximum of \$48,000.00 each fiscal year. The maximum of the three-year contract will be \$144,000.00.

ACTION REQUESTED: Approval

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Chicago Metropolitan Agency for Planning

Agenda Item No. 11.0

233 South Wacker Drive
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MEMORANDUM

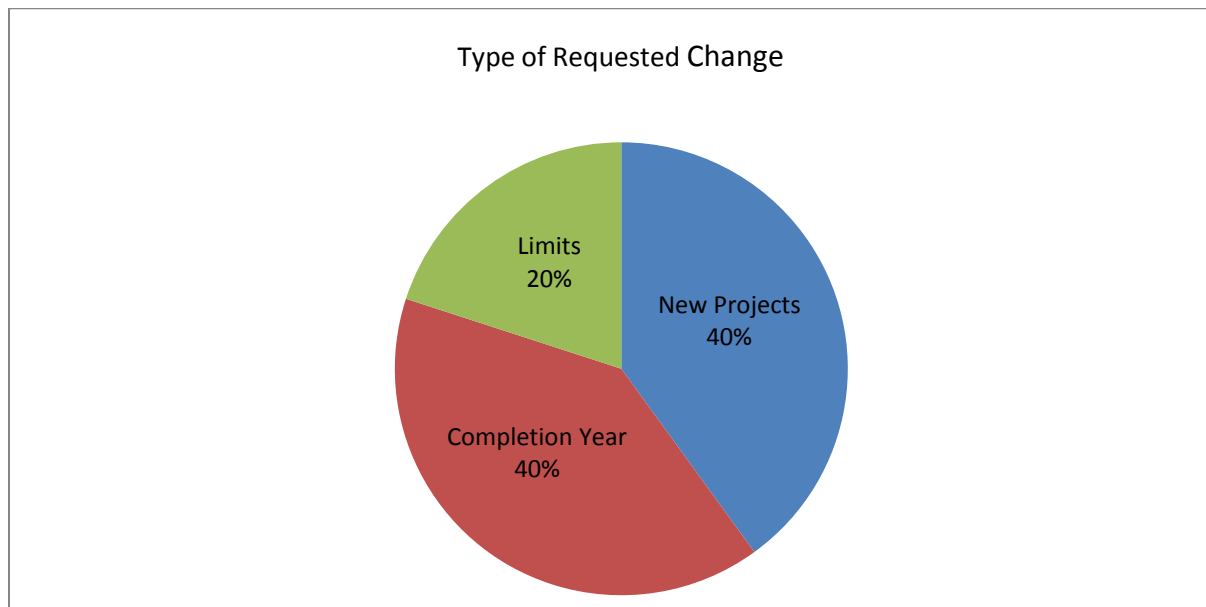
To: CMAP Board and MPO Policy Committee

From: CMAP Staff

Date: October 7, 2015

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 (NO_x), 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 NO_x emissions inventories are below the applicable budgets from the attainment SIP.

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

Year	Fine Particulate Matter		Nitrogen Oxides	
	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 NO_x Emissions in Tons per Summer Day for Ozone Conformity

Year	Volatile Organic Compounds		Nitrogen Oxides	
	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

ACTION REQUESTED: Approval of the GO TO 2040/TIP Conformity Analysis and TIP Amendments

###



Chicago Metropolitan Agency for Planning

Agenda Item No. 12.0

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: MPO Policy Committee and CMAP Board

From: CMAP Staff

Date: October 7, 2015

Re: Federal Fiscal Year (FFY) 2014-2018 CMAQ and FFY 2015-2017 TAP
Proposed Programs

Staff is requesting approval of the federal fiscal year (FFY) 2016-2020 Congestion Mitigation and Air Quality Improvement (CMAQ) and the FFY 2015-2017 Transportation Alternatives (TAP) programs. The funding recommendations can be found in the attachment to this memo as well as in spreadsheet format on the [CMAQ/TAP Program Development](#) webpage. The Transportation Committee approved these funding recommendations at its September meeting.

Overview of process

CMAP held a joint CMAQ/TAP call for projects from January to March 2015. Staff then 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. Funding recommendations were considered by the CMAQ Project Selection Committee in June and the Transportation Committee in July, then released for a 30 day public comment period through July and August. Based upon the comments received, staff recommended that no changes be made to the draft program; both the CMAQ Project Selection Committee and the Transportation Committee concurred. The combined funding recommendation for the CMAQ and TAP programs is shown in Table 1.

Following the approval of the MPO Policy Committee and CMAP Board, the programs will be forwarded to U.S. DOT for project eligibility determination. Sponsors of funded projects will then attend a mandatory initiation meeting. This meeting will explain CMAP's program management policies and the process for implementing the projects, with the aim of ensuring timely project completion.

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 Equipment	\$38,603,356	3
Transit Access	\$15,140,740	6
Grand Total	\$301,783,136	60

Congestion Mitigation and Air Quality Improvement Program

The CMAQ program provides federal funds to air quality non-attainment areas for transportation projects that mitigate congestion or improve air quality. Northeastern Illinois has been and continues to be an air quality non-attainment area, so the region has received and programmed \$2 billion dollars in CMAQ funds since the program began in 1992. During this year's cycle, CMAP staff evaluated 118 applications requesting over \$631 million in federal funds. The proposed program commits \$274 million between 2016 and 2020 for 42 projects.

The CMAQ projects are shown ranked by the cost-effectiveness of emissions reductions within each project category. The evaluation and selection of projects also took into account transportation impact criteria and regional priorities. The transportation impact criteria were based upon project type and scored on a 30 point scale. The criteria and their weights are as shown in Table 2. More details on the scoring system can be found in the [application materials](#).

Table 2. Transportation impact criteria for the CMAQ program

Project type	Criteria and Weights		
Highway	Reliability 15	Safety 5	On CMP network* 10
Transit	Ridership 15	Reliability or asset condition 15	
Bicycle	Safety/attractiveness 10	Transit access 10	Connectivity 10
Direct Emissions Reduction	Benefits sensitive populations 20	Annual health benefits 5	Improves public fleets 5

*Congestion Management Process network, which is essentially the National Highway System and the Strategic Regional Arterial system

New in this cycle was a provision for hardship funding to cover phase I engineering. Seven sponsors made requests for this funding, which 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).

Transportation Alternatives Program

TAP was created in 2012 with the last major federal transportation authorization to fund non-motorized transportation. While the CMAQ program funds bicycle facilities in addition to other types of projects, in northeastern Illinois 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 total of 55 projects were considered for TAP funding and 18 are being recommended.

ACTION REQUESTED: Approval of the proposed FFY 2016-2020 Congestion Mitigation and Air Quality Improvement and the FFY 2015-2017 Transportation Alternatives programs

###



Chicago Metropolitan Agency for Planning

FFY 2016-2020 CMAQ Proposed Program Recommended by Transportation Committee September 18, 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
Bicycle Facilities	BP06164156	Orland Park	108th Av Trail Connection	\$215,700	\$150,800	\$0	\$293		57.7	22			79.8
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
Bicycle Facilities	BP08164120	Bensenville	EOWA Corridor Bike Trail	\$872,200	\$693,760	\$0	\$1,059		52.0	14			66.1
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
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
Bicycle Facilities	BP02164141	Glenview	Milwaukee and Lake Av Multi-use Path	\$753,011	\$523,808	\$0	\$2,009		45.8	19			64.7
Bicycle Facilities	BP09164115	Aurora	Edgelawn Dr Bikeway Project	\$428,051	\$322,440	\$322,440	\$2,610		42.2	18			60.1
Bicycle Facilities	BP08164130	DuPage County DOT	Gary Av Trail	\$2,596,300	\$729,840	\$0	\$2,631		42.1	19			60.9
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
Bicycle Facilities	BP08164144	Hanover Park	Hawks Hollow Forest Preserve Trail Connection	\$109,000	\$80,000	\$0	\$3,307		38.4	14			52.7
Bicycle Facilities	BP09164116	Aurora	Montgomery Rd Multi-use Path	\$567,585	\$430,068	\$430,068	\$3,438		37.8	19			56.9
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
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
Bicycle Facilities	BP05164163	Western Springs	Flag Creek Bicycle Corridor	\$2,946,000	\$2,316,000	\$0	\$6,693		24.4	16			40.3
Bicycle Facilities	BP10164152	Mundelein	Maple Av Bike Path	\$1,268,125	\$974,500	\$974,500	\$7,201		22.8	19			41.5
Bicycle Facilities	BP08164129	DuPage County DOT	Benedictine Connector	\$3,751,267	\$992,000	\$0	\$7,677		21.3	20			41.5
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
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
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
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
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

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

* The project has the potential to provide an emissions benefit of \$12,709 to \$4,368 per kg of VOC eliminated.

							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
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
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
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
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
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
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
Bicycle Facilities	BP08164126	Clarendon Hills	Prospect Av Bicycle Route Improvements	\$86,875	\$63,500	\$0	\$21,582		3.3	19			22.5
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
Bicycle Facilities	BP07164155	Oak Forest	Bike to Metra	\$7,412,300	\$371,200	\$0	\$27,182		1.5	13			14.1
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
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
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
Bicycle Facilities	BP02164140	Glenview	Chestnut Av Multi-Use Path	\$597,881	\$478,304	\$0	\$42,216		0.2	21			21.1
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
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
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
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
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
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
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

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

* The project has the potential to provide an emissions benefit of \$12,709 to \$4,368 per kg of VOC eliminated.

							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
Bicycle Facilities	BP08164122	Bensenville	Jefferson St from Church Rd to York Rd	\$582,000	\$417,600	\$0	\$145,160		0.0	17			17.3
Bicycle Facilities	BP12164134	Frankfort	Hickory Creek Multi-Use Trail	\$557,000	\$426,000	\$0	\$162,352		0.0	15			14.9
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
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
Bicycle Facilities	BP10164153	Mundelein	Midlothian Rd Multi-Use Path	\$729,709	\$562,395	\$0	\$389,910		0.0	17			16.6
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
Bicycle Facilities	BP11164127	Crystal Lake	Prairie Path Re-Route	\$136,696	\$109,356	\$0	\$430,384		0.0	22			21.6
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
Bicycle Facilities	BP11164048	Spring Grove	Winn Rd from Martin Dr to Elk Dr	\$396,100	\$224,410	\$0	-		-	0			0.0
Bicycle Facilities	BP12164166	Frankfort	LaGrange Rd from Pleasant Hill Rd to Nebraska St	\$166,000	\$124,800	\$0	-		-	0			0.0
Bicycle Facilities	BP08164139	Glen Ellyn	Taylor Av Underpass	\$2,860,000	\$300,000	\$0	-		-	0			0.0
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
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
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
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
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
Direct Emissions Reduction	OT01164101	CDOT	Chicago Water Taxi Fleet	\$1,400,000	\$1,120,000	\$0		\$320	58.4	12			70.4
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
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
Direct Emissions Reduction	DR05164108	Berwyn	Public Works 2.5 Ton Fleet Vehicle Replacement 1990	\$115,000	\$92,000	\$0	-		-	0			0.0
Direct Emissions Reduction	DR05164109	Berwyn	Public Works 1 Ton Fleet Vehicle Replacement 1999	\$85,560	\$68,448	\$0	-		-	0			0.0
Intersection Improvement	II02164080	IDOT	Golf Rd at Harms Rd	\$948,750	\$660,000	\$660,000	\$1,348		50.0	10			60.0

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* The project has the potential to provide an emissions benefit of \$12,709 to \$4,368 per kg of VOC eliminated.

							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
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
Intersection Improvement	II10164086	Lake County DOT	Fairfield Rd at IL 134	\$984,000	\$699,000	\$699,000	\$2,549		42.6	6			48.6
Intersection Improvement	II10164082	IDOT	IL 176 at Roberts Rd	\$1,221,250	\$860,000	\$860,000	\$2,895		40.6	19			59.6
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
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
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
Intersection Improvement	II04164079	Cook County DOT	I-294 at IL 64/North Av	\$39,691,908	\$29,469,874	\$29,469,874	\$8,053		20.3	30	10		60.3
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
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
Intersection Improvement	II13164078	Cook County DOT	I-294 Ramps to Franklin Av/Green St	\$56,086,251	\$40,768,334	\$0	\$14,594		8.4	19	10		37.4
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
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
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
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
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
Intersection Improvement	II06164073	Bedford Park	71st St at Sayre Av	\$131,000	\$96,000	\$0	-		-	0			0.0
Intersection Improvement	II06164088	Orland Park	151st St and Regent Dr	\$239,000	\$169,600	\$0	-		-	0			0.0
Intersection Improvement	II06164074	Bedford Park	Harlem Av at 71st St	\$368,000	\$256,000	\$0	-		-	0			0.0
Other	OT13164103	IDOT	Ramp metering	\$3,872,000	\$3,097,600	\$3,097,600	\$224		87.3	N/A			87.3
Other	OT13164105	IEPA	Partners for Clean Air	\$3,000,000	\$2,400,000	\$0	\$509		84.0	N/A			84.0
Other	OT13164106	Pace	Dynamic Rideshare	\$877,000	\$877,000	\$0	\$510		84.0	N/A			84.0
Other	OT13164107	Pace	Vanpools	\$26,016,000	\$26,016,000	\$11,616,000	\$924		79.5	N/A			79.5
Other	OT05164104	Riverside	Bike Parking	\$60,500	\$48,400	\$48,400	\$1,971		69.0	N/A			69.0
Other	OT01164102	CDOT	Divvy 2016 Expansion	\$6,000,000	\$4,800,000	\$0	\$9,977		23.5	N/A			23.5

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							Air Quality			Transportation Impact	Regional Priority		
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Other	OT01164101	CDOT	Chicago Water Taxi Fleet	\$1,400,000	\$1,120,000	\$0	\$19,294		6.7	N/A			6.7
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
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
Signal Interconnect	SI06164096	IDOT	Wolf Rd from 153rd St to 159th St	\$159,000	\$111,200	\$111,200	\$731		54.4	12			66.4
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
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
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
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
Transit Access	TI04164065	Rosemont	Rosemont CTA Station Pedestrian Crossing	\$720,008	\$527,206	\$527,206	\$510		56.0	3		4	63.0
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
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
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
Transit Access	TI03164067	Streamwood	US20 Sidewalk to Hanover Park Metra Station	\$430,000	\$324,000	\$0	\$3,433		37.8	3		0	40.8
Transit Access	TI03164066	Schaumburg	Schaumburg Metra Station Bike Racks and Lockers	\$52,500	\$42,000	\$42,000	\$3,900		35.5	3		7	45.0
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		30.2	3		8	40.7
Transit Access	TI03164068	Wheeling	Milwaukee Ave at Hintz Rd Sidewalks	\$436,770	\$325,576	\$0	\$8,192		19.9	3		3	25.9
Transit Access	TI07164063	Park Forest	211th St Metra Station Area Access Improvements	\$2,269,300	\$113,520	\$0	\$15,658		7.3	3		1	11.3
Transit Access	TI07164064	Richton Park	Richton Park Station Commuter Parking Deck	\$9,757,000	\$7,320,000	\$0	\$39,494		0.3	3		6	8.8
Transit Access	TI03164062	Niles	Access to Milwaukee Av and Oakton St Bus Service	\$1,275,000	\$848,000	\$0	\$45,074		0.1	3		3	6.1
Transit Access	TI08164070	Villa Park	North Side Sidewalk Improvements	\$1,212,925	\$861,140	\$0	-		-	0			0.0
Transit Facility Improvement	TI01164054	CDOT	Washington Station Reconstruction - CTA Blue Line	\$81,500,000	\$4,900,000	\$0	\$8,432		19.3	9		10	38.3

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

* The project has the potential to provide an emissions benefit of \$12,709 to \$4,368 per kg of VOC eliminated.

							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
Transit Facility Improvement	TI01164052	CDOT	Monroe Station Reconstruction CTA Red Line	\$77,500,000	\$5,000,000	\$0	\$8,967		17.9	29		9	40.9
Transit Facility Improvement	TI08164056	Clarendon Hills	Prospect Ave Access to Metra Improvements	\$842,100	\$578,080	\$0	\$9,102		17.6	13		10	24.6
Transit Facility Improvement	TI08164055	Clarendon Hills	Burlington Av Metra Warming Station	\$958,750	\$671,400	\$0	\$10,362		14.9	3		4	21.9
Transit Facility Improvement	TI01164053	CDOT	State/Lake Reconstruction - CTA Loop Elevated	\$97,600,000	\$92,000,000	\$0	\$12,239		11.5	3		4	45.5
Transit Facility Improvement	TI01164057	CTA	Red and Purple Line Modernization-Phase One	\$570,000,000	\$125,000,000	\$125,000,000	\$12,709 *		10.8	24		10	49.3
Transit Service and Equipment	TI01164059	CTA	Bus Slow Zone Elimination Program	\$24,958,580	\$20,000,000	\$0	\$2,857		40.8	29	10		78.3
Transit Service and Equipment	TI13164060	IDOT	Edens Expressway/I-94 Bus on Shoulder	\$13,856,689	\$9,992,195	\$9,992,195	\$3,389		38.0	22		1	61.0
Transit Service and Equipment	TI13164168	Pace	Pulse Dempster Line	\$26,455,000	\$19,152,000	\$0	\$5,738		27.7	21		6	54.5
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		25.1	15		9	49.1
Transit Service and Equipment	TI13164167	Pace	I-90 Corridor Transit Access Improvement Project	\$24,650,380	\$19,720,304	\$19,720,304	\$8,679		18.6	29	10		57.1

1 - Composite priority index is the sum of air quality, transportation impact, and regional priority scores
 * The project has the potential to provide an emissions benefit of \$12,709 to \$4,368 per kg of VOC eliminated.



Chicago Metropolitan Agency for Planning

FFY 2015-2017 Transportation Alternatives Proposed Program Recommended by Transportation Committee September 18, 2015

Sponsor	Project Title	Ranking Criteria Scores					Requested Funds	Proposed FY16	Proposed FY17
		Completion of RGTP ¹	Population & Employment Density	Safety & Attractiveness	Bonus	Total Points			
Cook Co FPD	North Branch Trail	30	30	30	10	100	\$ 1,600,000	\$ 1,600,000	\$ -
CDOT	43rd St Access Bridge to Lakefront Trail	25	30	30	0	85	\$ 17,320,000	\$ 11,648,000	\$ -
FPD of Kane County	Fox River Trail UPRR Underpass	30	24	30	0	84	\$ 1,774,896	\$ 143,680	\$ 1,631,216
Crystal Lake	Prairie Path Re-Route	25	24	30	5	84	\$ 109,356	\$ 10,000	\$ 99,356
Frankfort	Hickory Creek Multi-Use Trail	30	24	30	0	84	\$ 426,000	\$ -	\$ -
Orland Park	108th Av Trail Connection	30	24	24	5	83	\$ 150,800	\$ 150,800	\$ -
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
Glenview	Milwaukee and Lake Av Multi-use Path	20	30	24	5	79	\$ 523,808	\$ -	\$ 523,808
DuPage County DOT	Benedictine Connector	25	30	24	0	79	\$ 992,000	\$ 712,000	\$ 280,000
Kane County DOT	Longmeadow Parkway Bike Path Extensions	25	24	30	0	79	\$ 1,400,023	\$ -	\$ -
Homer Glen	Homer Glen Heroes Bike Trail-Goodings Grove Extension	25	24	30	0	79	\$ 249,600	\$ 20,800	\$ 228,800
Barrington	US 14/Northwest Hwy from Hough St to Lake Zurich Rd	30	24	24	0	78	\$ 1,409,000	\$ -	\$ -
Lake County Forest Preserves	Lyons Woods Bike Path	25	24	24	5	78	\$ 2,000,000	\$ 2,000,000	\$ -
Lake County Forest Preserves	Middlefork Savanna Forest Preserve Trail	25	16	30	5	76	\$ 2,066,320	\$ 2,066,320	\$ -
Bensenville	Church Rd from Irving Park Rd to Grove Av	20	30	18	5	73	\$ 477,620	\$ 64,000	\$ 477,620
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
DuPage County DOT	Gary Av Trail	10	30	24	0	64	\$ 729,840	\$ 469,840	\$ 260,000
Glenview	Chestnut Av Multi-Use Path	10	30	18	5	63	\$ 478,304	\$ -	\$ -
Skokie	Old Orchard Rd from Harms Rd to Woods Dr	10	24	24	5	63	\$ 376,000	\$ -	\$ 376,000
Schaumburg	Golf Rd Path from Roosevelt Blv to Ring Rd	10	24	24	5	63	\$ 1,306,432	\$ 80,000	\$ 1,226,432
Palos Heights	Ridgeland Av from College Dr to 135th St	10	24	24	5	63	\$ 788,000	\$ 101,677	\$ 686,323
Hanover Park	Hawks Hollow Forest Preserve Trail Connection	10	24	24	5	63	\$ 80,000	\$ 7,200	\$ 72,800
Aurora	Montgomery Rd Multi-use Path	10	30	18	5	63	\$ 430,068	\$ -	\$ -
Highland Park	Walker Av from St. Johns Av to Oak St	10	24	24	5	63	\$ 132,000	\$ -	\$ -
Mundelein	Maple Av Bike Path	10	24	24	5	63	\$ 974,500	\$ -	\$ -
Mundelein	Midlothian Rd Multi-Use Path	10	24	24	5	63	\$ 562,395	\$ -	\$ -
Bensenville	EOWA Corridor Bike Trail	0	30	24	5	59	\$ 693,760	\$ -	\$ -
Frankfort	Harlem Av Trail from Old Plank Rd Trail to Laraway Rd	10	20	24	5	59	\$ 262,000	\$ -	\$ -
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	\$ -	\$ -
Streamwood	IL 19/Irving Park Rd from Schaumburg Rd to Park Blv	10	24	24	0	58	\$ 960,000	\$ -	\$ -
Park Forest	Western Av from Old Plank Rd Trail to Thorn Creek Trail	10	24	24	0	58	\$ 190,900	\$ -	\$ -
DuPage County DOT	I-88 Central DuPage Regional Bikeway	10	24	24	0	58	\$ 2,080,700	\$ -	\$ -
Geneva	IL 38/E State St from IL 25/Bennett St to Kirk Rd	10	24	24	0	58	\$ 452,550	\$ -	\$ -

Sponsor	Project Title	Ranking Criteria Scores					Requested Funds	Proposed FY16	Proposed FY17
		Completion of RGTP ¹	Population & Employment Density	Safety & Attractiveness	Bonus	Total Points			
Aurora	Edgelawn Dr Bikeway Project	10	30	12	5	57	\$ 322,440	\$ -	\$ -
Highland Park	Clavey Rd from Barberry Rd to Skokie Valley Bike Path	10	24	18	5	57	\$ 78,400	\$ -	\$ -
Lake in the Hills	Lakewood Rd from Miller Rd to Algonquin Rd	10	27	18	0	55	\$ 60,000	\$ -	\$ -
Bensenville	IL 83 from Bryn Mawr Av to Foster Av	0	30	24	0	54	\$ 299,738	\$ -	\$ -
Frankfort	Harlem Av Multi-use Trail from US30/Lincoln Hwy to Laraway Rd	10	20	24	0	54	\$ 1,301,600	\$ -	\$ -
Oak Forest	Bike to Metra	10	29	6	5	50	\$ 371,200	\$ -	\$ -
Sauk Village	Sauk Trail/Cottage Grove Av Bike Path Improvements	0	24	24	0	48	\$ 124,800	\$ -	\$ -
Naperville	North Aurora Rd Underpass at CN/EJ&E	0	24	24	0	48	\$ 7,111,000	\$ -	\$ -
Clarendon Hills	Prospect Av Bicycle Route Improvements	0	30	12	5	47	\$ 63,500	\$ -	\$ -
Algonquin	Highland Ave Multi-use Trail from Tanglewood Dr to Haegers Bend Rd	0	24	18	5	47	\$ 211,042	\$ -	\$ -
Frankfort	Sauk Trail Rd from Larch Rd to 88th Av	0	24	18	5	47	\$ 800,000	\$ -	\$ -
Western Springs	Flag Creek Bicycle Corridor	0	30	12	0	42	\$ 2,316,000	\$ -	\$ -
Bensenville	Church Rd from Jefferson St to Grand Av	0	24	18	0	42	\$ 789,600	\$ -	\$ -
Bensenville	Jefferson St from Church Rd to York Rd	0	24	18	0	42	\$ 417,600	\$ -	\$ -
Hanover Park	Sycamore Av, Walnut Av and Unmarked Street Bike Lanes	0	30	6	5	41	\$ 99,200	\$ -	\$ -
Frankfort	Sauk Trail Rd from 80th Av to Harlem Av	20	16	0	5	41	\$ 560,000	\$ -	\$ -
Mundelein	McKinley Av Commuter Bridge over CN at Metra	0	30	0	5	35	\$ 1,680,000	\$ -	\$ -
Hoffman Estates	Lakewood/Eagle/Central Bicycle Connections	0	0	0	0	0	\$ 308,340	\$ -	\$ -
Bensenville	George St from York Rd to County Line Rd	0	0	0	0	0	\$ 609,191	\$ -	\$ -
Bensenville	York Rd from Washington St to Grand Av	0	0	0	0	0	\$ 1,007,200	\$ -	\$ -
Glen Ellyn	Taylor Av Underpass	0	0	0	0	0	\$ 300,000	\$ -	\$ -
Spring Grove	Winn Rd from Martin Dr to Elk Dr	0	0	0	0	0	\$ 224,410	\$ -	\$ -
Frankfort	LaGrange Rd from Pleasant Hill Rd to Nebraska St	0	0	0	0	0	\$ 124,800	\$ -	\$ -



Chicago Metropolitan Agency for Planning

Agenda Item No. 13.0

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MEMORANDUM

To: CMAP Board and MPO Policy Committee

From: Bob Dean, Deputy Executive Director for Planning

Date: October 7, 2015

Re: Local Technical Assistance (LTA) Project Selection

Attached to this memo is a document that describes staff recommendations for selection of Local Technical Assistance (LTA) projects. This document describes the rationale for the staff recommendations, lists the recommended projects, and provides basic information about project distribution across communities.

The Transportation Committee recommended approval at their meeting on September 18, and the Local Coordinating Committee is being asked to recommend approval at their meeting on October 14.

ACTION REQUESTED: Approval of the Local Technical Assistance (LTA) program



Local Technical Assistance (LTA) Program: 2015 Recommendations for Project Selection

Following the adoption of GO TO 2040, CMAP established the Local Technical Assistance (LTA) program to direct resources to communities to pursue planning work that helps to implement GO TO 2040. During the most recent call for projects, which ended on June 25, CMAP received 72 applications for assistance from 61 different applicants. Further information on applications received is available at: <http://www.cmap.illinois.gov/programs-and-resources/ltacall-for-projects>.

The CMAP Board and MPO Policy Committee will be asked to approve the staff recommendations for the LTA program at their joint meeting on October 14. Prior to the Board and MPO Policy Committee meeting, the Local Coordinating Committee will be asked to recommend approval by these groups. The Transportation Committee recommended approval at their meeting on September 18.

The purpose of this memo is to present CMAP staff recommendations for the treatment of each application received. It is divided into four sections:

- Staff recommendations for projects to be undertaken through the LTA program.
- Basic statistics concerning the projects recommended for selection.
- Evaluation process.
- Full lists of projects that are recommended and not recommended.

LTA recommendations

In total, 22 new projects are recommended to be pursued through the LTA program. These projects were selected by applying CMAP's selection criteria: alignment of the project with the recommendations of GO TO 2040; local need for assistance; local support, 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.

Additionally, as CMAP has completed LTA projects, the implementation of completed projects is a priority. Several of the applications received help to implement projects that had been previously undertaken through the LTA program; many of these projects are recommended for selection. For organizational purposes, recommended projects are presented below in groups.

Transportation

While transportation is a common element in LTA projects, several applications this year focused explicitly on transportation issues, often focusing on bicycle and pedestrian travel. A joint project submitted by *Palos Park* and *Cook County Forest Preserves* will improve local trail connections at the western end of the Cal-Sag Trail. The *Chicago Department of Transportation*

(CDOT), with significant support from local groups, will lead a multimodal transportation plan in the Riverdale community area on the City's far south side. Finally, *Lisle* requested assistance with a downtown parking study, which is similar to parking studies already completed by CMAP in other communities.

In a new addition in 2015, the Cook County Department of Public Health also partnered with CMAP to use the LTA application to solicit proposals for its Healthy HotSpots initiative. Several bicycle plans in west and south Cook County were selected; more information on these is available through the Active Transportation Alliance, which is administering the bicycle and pedestrian elements of the Healthy HotSpots program.

Water resources

Several applications this year were focused around water: either using rivers as assets, or addressing flooding and stormwater challenges. Many of these are recommended for selection, supported by recent grants received by CMAP to address stormwater and resilience.

Two projects are focused on using rivers as assets. One application, submitted by *McHenry County* with support from numerous partners, seeks assistance with planning along the Fox River, extending north from Algonquin. While the application requested assistance with the entire stretch of river north to the Chain O' Lakes, CMAP will work with the County to divide this long stretch into more manageable segments for study purposes. A second application from the *Metropolitan Planning Council* supports the Great Rivers Chicago program, and will build on CMAP's experience working in Chicago neighborhoods and nearby suburban municipalities.

Four projects are more focused on water quality and stormwater management. *DuPage County*, in partnership with local groups, will lead a watershed plan for Lower Salt Creek, extending from DuPage County into western Cook County. Two municipalities, *Berwyn* and *Richton Park*, will receive assistance with stormwater planning, building on past CMAP work in these areas. Finally, *Midlothian*, in partnership with the Center for Neighborhood Technology, is recommended to receive assistance for corridor planning along 147th Street that addresses both stormwater management and transportation needs.

Planning priorities reports

Planning priorities reports are lighter-touch planning studies that are suited for communities with limited staff. They can be useful in both identifying planning priorities for a community and confirming local commitment to a future full-scale planning process. These reports involve interviews with numerous local stakeholders, review of past planning work, and examination of current demographic, economic, transportation, and other conditions. Based on this information, planning priorities reports then recommend what sort of assistance a community needs. This may be a comprehensive plan, zoning ordinance update, corridor plan, or similar planning product; or it may be a training series for elected officials, a shift in departmental responsibilities, a new business development program, or many other options.

Three planning priorities reports are recommended this year, in *Beach Park*, *Hampshire*, and *Richmond*. All of these are small collar county municipalities (in Lake, Kane, and McHenry, respectively) with limited staff. Each of these communities requested a full comprehensive

plan, but CMAP instead recommends a planning priorities report so that the needs and priorities of the community can be better understood before significant resources are devoted to a full-scale plan. These may lead to additional applications next year.

Comprehensive and subarea plans

A number of comprehensive and subarea plans, which are familiar LTA project types, are recommended for selection. Comprehensive plans in two communities – *Des Plaines* and *Romeoville* – are recommended; these demonstrated a high level of local commitment and good consistency with GO TO 2040. Each also includes issues that align with CMAP's priorities; Des Plaines has extreme flooding challenges, and Romeoville is faced with high levels of growth pressure.

Several subarea plans are also recommended. The *North Lawndale Community Coordinating Council* formed an impressive group of local community organizations to submit an application for a community plan, and CMAP recommends devoting significant resources to this project. *Cook County* requested assistance with planning for a large unincorporated area in northern Cook County, and demonstrated support from all of the adjacent municipalities. Finally, a corridor plan along IL 53 in *Wilmington* is recommended, helping this community to build on a recent County-wide study of IL 53.

Zoning improvements

Updates to zoning ordinances, subdivision regulations, and development review processes are important methods to implement past plans. Two of these are recommended this year. A full unified development ordinance is recommended for *Harvard*, which is now wrapping up a comprehensive plan; and a downtown-focused zoning revision is recommended in *Chicago Heights*, which recently completed a comprehensive plan.

Other projects

Finally, a number of recommended projects do not fit neatly into the classifications above, but align well with CMAP's priorities and also build local capacity. A multi-agency group known as *Impact DuPage* requested assistance with scoping their efforts to improve affordable housing access in DuPage County. *Homer Glen* requested training for their plan commission to help commissioners incorporate GO TO 2040 principles into their development decisions. Last but not least, *Cook County* requested assistance with a comprehensive economic growth plan for the south suburbs. The application requests that CMAP partner with numerous organizations to assist with this high-profile effort, which is meant to address the economic challenges faced by south suburban Cook County.

Projects that are not recommended

Projects were considered lower priority for LTA assistance for a number of reasons, described in general terms below.

- Priority for assistance was given to communities that had lower incomes or were smaller in size, meaning that more prosperous or larger communities were less likely to receive assistance. Lower-need communities generally had to present an innovative project or one that aligned especially well with a specific CMAP priority in order to be recommended.
- CMAP continued its efforts to assess local commitment, including more detailed phone interviews with sponsors of projects that showed initial promise. In the cases of some communities that submitted numerous applications, CMAP's evaluation found that the community had not fully prioritized their needs internally, which is recommended to occur before resubmitting next year.
- Some projects were good concepts but would benefit from further development by the project sponsor. In some cases, additional multijurisdictional partners would give a project a greater chance of success.
- Applicants that already have active, early-stage LTA projects were not recommended (although some that are expected to wrap up in the next few months did have recommended follow-up projects).
- Many bicycle and pedestrian projects in suburban Cook County were considered to be better fits for the Healthy HotSpots program. Several of these were recommended for Healthy HotSpots funding, and others will have the opportunity to resubmit to that program in future years.
- Some projects were simply not a good fit for the LTA program, as they did not demonstrate the full support of affected local governments, or did not demonstrate alignment with the recommendations of GO TO 2040.
- Finally, a number of projects beyond the list of 22 recommended in this memo are positive and viable projects, but were beyond available resources this year. CMAP will encourage communities who submitted projects that were just outside resource constraints to resubmit in future years, in some cases with modifications that will improve their chances of selection.

A full list of applicants that are not recommended to receive assistance is included at the end of this document.

Statistics of recommended projects

In the following section, basic statistics are provided for the distribution of projects by geography and community need.

Geographic distribution

In the design of the LTA program, an effort was made to identify projects to be pursued in many different parts of the region. In the following table, the distribution of recommended projects by geography is summarized. Projects may be reported in multiple geographies, and these are noted below the table.

	Chicago	Cook total	N and NW Cook	W Cook	SW Cook	S Cook	Collar total	DuPage	Kane	Kendall	Lake	McHenry	Will	Total
Selected applicants	3	10	3	3	2	5	11	3	1	0	2	3	3	22
Total applicants	8	32	6	9	5	14	24	6	3	0	6	6	7	60

Notes:

- Several applications submitted in suburban Cook, particularly south and west Cook, were selected by the Active Transportation Alliance as part of the Healthy HotSpots program. These are not shown as selected applicants above; this table only includes those applicants selected by CMAP.
- One regional project submitted by the Metropolitan Mayors Caucus (which is not recommended) is not shown in this table.

Recommended projects included in multiple geographies are:

- DuPage County Stormwater Management: Lower Salt Creek watershed plan (DuPage and W Cook)
- McHenry County: Fox River corridor study (McHenry and Lake)
- Metropolitan Planning Council: Great Rivers Chicago project (Chicago and all suburban Cook)

As the above table shows, recommended projects are relatively well-distributed throughout the region. No projects were submitted from Kendall County this year, so none are recommended. The most projects are recommended in south Cook County, which also featured the most applicants.

Community need

An important factor in the review process was the need of the community for assistance. The LTA program is meant to prioritize projects in communities that have limited resources and would not have the ability to undertake the project without CMAP's assistance. Communities were divided into four categories based on median income, local tax base, and size, ranging from "very high" to "low" need. As a new element of the program in 2015, a match was required of project sponsors. The match varied by community need, ranging from 5% in "very high" need communities to 20% in "low" need communities. The following table and chart summarize the distribution of recommended projects by community need.

	Very high need (5% match)	High need (10% match)	Moderate need (15% match)	Low need (20% match)	Total
Selected applicants	4	6	4	8	22
Total applicants*	13	13	13	24	63

* Two applicants – CDOT and Cook County – submitted two projects each in different areas, which resulted in different need scores for each project. For the purposes of this table, CDOT and Cook County are each counted as two separate applicants. Therefore, this table shows 63 applicants rather than 61.

Regionwide, approximately half of the region’s municipalities (and Chicago Community Areas) are calculated to have very high, high, or moderate need, resulting in a reduced match requirement. In comparison, about two-thirds of the resources in this year’s program are devoted to these higher-need communities. The structure of the match requirement was designed to continue to permit the participation of higher-need communities. Based on the applications received and distribution of resources, the LTA program is shown to remain a viable option for higher-need communities.

Evaluation process

To evaluate each project, staff reviewed the applications and other background materials and also scheduled phone calls with each applicant to discuss their ideas. Questions were meant to gauge consistency with GO TO 2040, local commitment, internal and external support, and the project’s overall feasibility. Additional follow-up phone calls were also conducted in a number of cases.

Applications were also reviewed with a variety of groups in July and August. Working committees were asked to provide comments on the LTA applications. Special meetings were also held with transit agencies, county planning directors, the City of Chicago, and technical assistance providers. Councils of Government (COGs) and Councils of Mayors (COMs) were encouraged to submit comments via email, and several of them did. Comments and expressions of support from these groups were used in part to determine the recommendations for selection.

Project listing

Recommended:

Sponsor	Project
Chicago Department of Transportation	Riverdale area transportation plan*
City of Berwyn	Stormwater management plan
City of Chicago Heights	Zoning code update
City of Des Plaines	Comprehensive plan
City of Harvard	Unified development ordinance
Cook County Bureau of Economic Development	Comprehensive growth plan
Cook County Planning and Development	Unincorporated areas plan
DuPage County Stormwater Management	Lower Salt Creek watershed plan
Impact DuPage	Affordable housing strategy
McHenry County Planning and Development	Fox River corridor study
Metropolitan Planning Council	Great Rivers Chicago
North Lawndale Community Coordinating Council	Community comprehensive plan
Village of Beach Park	Planning priorities report
Village of Hampshire	Planning priorities report
Village of Homer Glen	Plan Commissioner training
Village of Lisle	Downtown parking plan
Village of Midlothian	147th Street corridor study
Village of Palos Park	Trails plan
Village of Richmond	Planning priorities report
Village of Richton Park	Stormwater management plan
Village of Romeoville	Comprehensive plan
Village of Wilmington	Corridor plan

* This project will also include the elements of an application submitted by the Safety and Transit Action Council.

Not recommended:

Communities that submitted some requests that are recommended and some that are not recommended are noted in the below table.

Sponsor	Project
Chicago Department of Transportation	Bloomington Trail access plan
Chicago Infrastructure Trust	Homes for Changing Region (application withdrawn by sponsor)
City of Batavia and Batavia Park District	Fox River redevelopment plan
City of Calumet City**	Comprehensive lighting plan
City of Crystal Lake	Bicycle and pedestrian plan
City of Evanston	Design guidelines manual
City of Harvey	Comprehensive plan
City of Waukegan	Downtown / lakefront plan
Everyday Edgebrook	Edgebrook downtown plan
Lincoln Park Chamber of Commerce	Lincoln Avenue corridor study
Metropolitan Mayors Caucus	Alternative fuel infrastructure plan

Sponsor	Project
Quad Communities Development Corporation	43rd / 47th Street framework plan
Safety and Transit Action Council	130th Street corridor plan (this application will be integrated within the CDOT Riverdale area plan)
South Suburban Mayors and Managers Association	Homes for Changing Region (this is a small request and will be accomplished by CMAP and partners outside of the LTA program)
Triton College**	Complete Streets plan
Village of Berkeley**	Bicycle and pedestrian plan
Village of Broadview**	Bicycle and pedestrian plan
Villages of Brookfield, LaGrange, and Western Springs**	Bicycle and pedestrian plan
Village of Calumet Park**	Active transportation plan
Village of Clarendon Hills	Subarea plan
Village of Crestwood **	Bicycle and pedestrian plan
Village of Fox Lake	Zoning code update
Village of Frankfort	Bicycle plan; comprehensive plan; historic district plan; three additional subarea plans
Village of Franklin Park**	Active transportation plan
Village of Glen Ellyn	Comprehensive plan
Village of Glenwood**	Complete Streets plan
Village of Justice	Archer Road corridor study
Village of Lake Zurich	Comprehensive plan
Village of Lakemoor	Subdivision ordinance update; town center design guidelines; transportation plan
Village of Lynwood**	Complete Streets plan
Village of Melrose Park**	Bicycle and pedestrian plan
Village of Monee	Comprehensive plan
Village of New Lenox	Bicycle and pedestrian plan; comprehensive plan
Village of Richton Park	Economic development plan (a stormwater plan was successful)
Village of Sauk Village	Comprehensive plan
Village of Schaumburg	Bicycle system assessment
Village of Thornton	Comprehensive plan
Village of University Park	Implementation plan
Village of Wayne	Zoning code update
Village of Wheeling	TIF district redevelopment plan
Village of Willow Springs**	Bicycle and pedestrian plan
Village of Wilmette**	Bicycle and pedestrian plan

** The applications submitted by these communities were also evaluated for inclusion in the Healthy HotSpots program, and several were selected to receive assistance.

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Chicago Metropolitan Agency for Planning

Agenda Item No. 14.1

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: CMAP Board and MPO Policy Committee

From: CMAP Staff

Date: October 7, 2015

Re: Discussion on transportation topics in the next comprehensive regional plan

CMAP has begun the development of its next comprehensive regional plan, which will be the successor of GO TO 2040. Through a visioning session last year, the CMAP Board has **directed** staff to build upon the foundation of GO TO 2040 and refine its major policy objectives in a manner that is supportive of the agency's core land use and transportation responsibilities, as well as to identify limited new policy directions that are complementary to CMAP's role. Feedback from stakeholders and partners as well as staff experience through the Local Technical Assistance program has identified the need for greater specificity on the recommendations provided in the next plan. Building on the goal of continued implementation of GO TO 2040, staff conferred with committees and key stakeholders throughout fiscal year 2015 as well as conducted an internal **charrette** in August 2015 to identify transportation topics anticipated to be of particular importance in the region's next long-range plan. As we begin development of the plan in earnest, staff request preliminary discussion on critical transportation topics by the Board and MPO Policy Committee during their October joint meeting. To generate discussion about the next plan, three transportation topics and questions are outlined below.

Transportation Revenues

The agency's previous financial plans have included a suite of reasonably expected revenues to fiscally constrain desired maintenance, modernization, and expansion activities that might otherwise lack sufficient funding. The financial plan for the GO TO 2040 Plan Update included a near-term increase in the state motor fuel tax (along with a proposed replacement for it over the longer term), congestion pricing on the existing system, performance-based funding, and variable parking pricing as transportation policy priorities for reasonably expected revenues. Most of these potential revenue sources were also included originally in the GO TO 2040 plan, but to date significant progress has not been made on addressing the state's and region's transportation funding needs.

How can the next plan and its development process advance the recommendation to increase transportation revenues and ensure adequate funding for system maintenance and operations, enhancements, and expansions?

Guidance for Programming

It is essential to be strategic about project prioritization given the limited funding and resources available for transportation improvements. This next plan provides a new opportunity to discuss the merits of individual projects as well as to develop policy guidance for programming more generally. As an example, it may be that the plan could encourage a greater or lesser focus on a certain strategy than the region has had in the past. To do so, the plan could perhaps recommend shifting the criteria for allocation of funds to accommodate the increased or decreased focus on that strategy.

How can we most effectively provide guidance for transportation programming based on our regional goals?

Projects to Include in the Plan

GO TO 2040 defined “major capital projects” as large projects with significant capacity additions to the expressway system or comparable changes to the transit system (generally meaning a rail extension). Conversations with key partners, committees, and the Board have indicated that, to truly assess all projects that have a regional impact, a larger and more inclusive set of transportation projects should be considered in the next plan. The U.S. DOT’s [2014 MPO certification review](#) echoed this conclusion, suggesting that transportation projects should be evaluated based on impact rather than scope and indicating that the next plan should include some non-capacity improvements. Expanding the range of transportation projects included in the plan provides an opportunity to offer greater information and transparency and recognize a broader range of projects that meet regional needs. However, it will be essential to select regionally significant projects in a way that aligns with the agency’s policy priorities and avoids unnecessary administrative burden.

How can project evaluation and selection best advance our broader transportation goals?

ACTION REQUESTED: Discussion

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Chicago Metropolitan Agency for Planning

Agenda Item No. 14.2

233 South Wacker Drive
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312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: CMAP Board and MPO Policy Committee

From: CMAP staff

Date: October 2015

Re: Proposed projects to include in the next long-range plan

The next long-range regional plan is an opportunity to improve the definition and scope of transportation projects considered in the plan to best incorporate those that have regional impacts. Expanding the types of projects to be included can help ensure that policy makers have ready access to the best information possible to make cooperative, transparent, and prioritized investment decisions. At its July 2015 and September 2015 meetings, the Transportation Committee (TC) held discussions on alternative thresholds for projects to include in the next long-range plan. This memo distills those two discussions, describes conversations with partner agencies, and includes examples from peer MPOs to provide potential thresholds for projects to include in the plan.

Reconsidering Project Types included in the Long-Range Plan

CMAP currently defines “major capital projects” as capacity additions to the expressway system or comparable changes to the transit system, generally meaning a rail extension. However, this is a limited view of the region’s transportation system. Projects that fall below the level of new capacity on expressways and rail lines clearly have important impacts on the region, and cumulatively they may well have a larger effect than the currently defined major capital projects. The narrowness of the definition does not fully capture the contributions and priorities of all of the region’s transportation implementers. Likewise, since they are so few and so large, the geographic distribution of major capital projects at the current threshold tends to be “lumpy” and can present a challenge in demonstrating that the entire region benefits from them. Lastly, specific investments are needed to achieve the plan indicators; to show progress on them, a larger set of project types would be helpful.

Some guidance has already been provided on which types of projects to include in the next regional plan. First, the CMAP Board’s [guidance](#) resulting from its 2014 visioning session suggests a larger set of projects should be considered in the plan. Second, in its [2014 MPO certification review](#), the U.S. DOT recommended that the next plan include some non-capacity improvements and in general base the threshold for inclusion of projects on their impact rather

than their scope. For example, bus rapid transit (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.

CMAAP staff also reviewed how other large MPOs treat projects within the context of a long-range regional transportation plan (see the table in Appendix A of the [September 2015 TC memo](#) for more detail). Like GO TO 2040, these MPOs describe preferred transportation strategies and support for high-level policies in their transportation plans, but they do not confine their long-range plan recommendations as narrowly as GO TO 2040's major capital projects. For instance, the Seattle area's definition of regional capacity projects includes a broad set of project work types – additional lanes, new street realignment, new interchanges, grade separations, new transit stations, among others – as long as they are on a pre-defined regionally significant transportation network. The Washington, DC, MPO includes any project deemed regionally significant for air quality purposes.¹ The Dallas MPO includes rail projects as well as capacity additions to “regionally significant arterials.” The New York and Southern California MPOs include many highway and transit rehabilitation projects in addition to most new capacity.

Proposal for Projects to Include in the Next Long-Range Plan

Given the discussion above, it is proposed that the next regional plan specifically list projects that:

1. Cost more than \$100 million and change capacity on the National Highway System (NHS²) or that are new expressways or principal arterials, or (b) change capacity on transit services with some separate rights-of-way or shared right-of-way where transit has priority over other traffic; or
2. Cost at least \$250 million, regardless of the facility type or work type.

For highways, a project is determined to be regionally significant if it changes capacity on a regionally significant network. As the NHS is the focus of federal highway performance management, the NHS is clearly also a regionally significant network. Thus, this proposal would now consider principal arterials as well as the expressways considered in previous regional plans, helping to make the next regional plan more effective at addressing congestion and other highway needs. For example, principal arterials carry 25 percent of the vehicle miles traveled in the region (expressways, which are already addressed under the current major capital project definition, carry 32 percent) and have almost twice as much total congestion delay as the expressways.

¹ For TIP and air quality conformity purposes, federal rules define a regionally significant project as one on a “facility which serves regional transportation needs,” which “at a minimum... includes all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel” (23 CFR 450.104).

² The NHS includes the expressway system and other principal arterials as well as limited mileage of intermodal connectors.

On the transit side, the definition above is meant to capture projects with regional impacts similar to rail service expansion in terms of capacity and quality of service – including BRT and arterial rapid transit (ART) projects. While the cost of an individual ART project typically would be less than \$100 million, these projects could be considered as a program.³ Since bicycle and pedestrian projects will only rarely meet the \$100 million threshold, investment needs for non-motorized travel should be discussed at the program level in a regional plan rather than being individually listed.

Projects that change capacity are those with **non-exempt TIP work types**, in other words those that are already considered under federal rules to demonstrate air quality conformity. The non-capacity projects that the certification review encouraged the plan to contain would be captured in the second threshold of \$250 million.

Role of Cost Thresholds

The cost thresholds are meant to place practical limits on the total number of projects to be considered in the regional plan to make the evaluation process manageable. They also give further definition to the idea of a regionally significant project by using cost as a measure of scale. Several TC members, but not all, have voiced support for the use of cost thresholds.

Candidate projects would be compared to the cost thresholds based on current dollars (any conversion to year-of-expenditure cost would be carried out by CMAP when necessary to meet federal rules). The entire project cost, not just the cost of the capacity, would be used to determine whether the project is regionally significant. Since several smaller projects, such as intersection improvements and additional lanes, in a corridor can ultimately amount to a larger project, sponsors would be encouraged to consider the cost and scope of the entire build-out expected in the corridor over the time frame of the regional plan.

While any number of projects could be proposed as part of the upcoming planning process, the TIP database provides some sense of the universe of projects that meet the proposed thresholds. Considering both projects that are already awarded from the database as well as those that are not funded (“illustrative projects”) provides a roughly ten-year window of projects proposed in the region. Of these, **79 projects meet the proposed thresholds**, although given the longer timeframe of the plan, the number of projects considered will likely be higher. In comparison, the GO TO 2040 update planning process considered a universe of 56 projects and recommended 17 of them, plus the CREATE program as a whole.

Conclusion

These thresholds would be relatively simple to implement, would allow a reasonably sized universe of projects to be considered in the long-range plan, would meet CMAP Board direction in increasing the next plan’s specificity with regard to transportation projects, and would address the recommendation in the U.S. DOT’s certification review. Most importantly, the

³ The certification review also indicated that any project seeking to move into the Engineering phase of the FTA Capital Investment Grant program needs to be listed in the long-range transportation plan. Any individual project in such as program can be specifically itemized to meet the recommendations of the certification review.

proposed threshold will still allow the plan to identify the most critical projects in the region and to focus resources on accomplishing them.

The Board and MPO Policy Committee should be aware that the new definition might entail more plan amendments than the current GO TO 2040 definition, but the plan amendment process at CMAP can be streamlined. Furthermore, the financial plan should be developed so that amending the long-range plan does not necessarily require removing or reducing the scope of another project to maintain fiscal constraint. At the same time, the plan amendment process should not become purely administrative in nature – only special or unforeseen circumstances should require amending the plan outside of the four-year update cycle. Note finally that specifically listing a project in the long-range plan or calling it regionally significant does not trigger any other federal or state requirements for implementers except requiring that the project be included in the conformity determination for the region without having to have funding identified within the TIP.

Following the discussion at the joint Board and MPO Policy Committee meeting, staff plans to address any further direction that results and finalize the proposal with the TC in November. Staff will also reach out to agencies to discuss potential projects that might meet the proposed thresholds.

ACTION REQUESTED: Discussion

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