Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Transportation Committee

Agenda
Friday January 22, 2016
9:30 a.m.
Cook County Conference Room
233 S. Wacker Drive, Suite 800
Chicago, Illinois

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

2.0 Agenda Changes and Announcements

3.0 Approval of Minutes— November 20, 2015

4.0 Coordinating Committee Reports
The Regional Coordinating Committee met on January 13, 2016; the Transportation Committee member will give a report. The Local Coordinating Committee will meet on February 10.

5.0 FFY 14-19 Transportation Improvement Program (TIP) – Leroy Kos

5.1 Amendments and Administrative Modifications and Update of Selected Year
TIP revisions that exceed financial amendment thresholds have been requested. Revisions include line items that have been awarded, moved or deleted. The TIP amendments and modifications are attached. The selected year of the TIP is FFY16 and will be updated in Attachment A to reflect this.
Action Requested: Recommendation for approval of TIP amendments.

5.2 Semi-Annual GO TO 2040/TIP Conformity Analysis and TIP Amendment
Release of the semi-annual GO TO 2040/TIP conformity analysis and TIP amendment for public comment is requested. The analysis and amendment will be subject to a 30-day public comment period.
Action Requested: Release of the semi-annual GO TO 2040/TIP conformity analysis & TIP amendment for a public comment period from January 22 to February 22, 2016.

6.0 Unified Work Program (UWP) (Angela Manning-Hardimon)
Staff will provide an update on the process for developing the SFY 2017 UWP. Several recommendations and the proposed time line for the process are included in the attached memo

Action Requested: Information

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7.0 The Next Long Range Plan

7.1 Highway Management and Operations Strategy Paper – Claire Bozic

As part of the development of the next regional plan, CMAP staff is writing a series of strategy papers – reviewing current policies, emerging issues, and potential future directions – on various issues. One of these strategy papers will explore highway management and operations. The paper will be developed around three themes: active expressway management, active arterial management, and integrated corridor management. The strategy paper is being developed in consultation with CMAP's Regional Transportation Operations Coalition and the Advanced Technology Task Force. It will be complete in summer 2016.

Action Requested: Discussion

7.2 Transit Ridership Growth Study – Jesse Elam

GO TO 2040 includes goals to significantly increase public transit ridership over the next 25 years. This study will evaluate more specifically what would have to occur to reach that goal, including transit investments to increase capacity, policy changes related to parking, roadway pricing, and land use, among others. The results will be used to inform the selection of recommended strategies and the process of setting targets for ridership growth in the region in the next long-range plan. The product is a report due in summer 2016. Staff is seeking initial feedback from the Transportation Committee on the overall direction as well as the details of the study.

Action Requested: Discussion

7.3 Major Engagement and Voting Opportunities

The next long-range plan is scheduled to be adopted in fall 2018. Staff has identified several opportunities in the intervening years for formal committee review of interim products, as described in the attached memo.

Action Requested: Information

7.4 Place-Based Approach Alternatives

One goal of the next plan's development is to provide actionable guidance for implementers via more detailed policy recommendations and greater geographic specificity for some policy areas. "Place-based approaches" are used by many peer MPOs to provide locally appropriate recommendations within the context of their regional plans. Staff will share two place-based approach alternatives – typologies and layers – and discuss their potential utility for the next plan.

Action Requested: Discussion

8.0 Legislative update

8.1 Federal – Alex Beata

A federal legislative update will be presented to the committee.

Action Requested: Information

8.2 State – Gordon Smith

A state legislative update will be presented to the committee

Action Requested: Information

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

The current status report on the LTA program and Major Capital Projects are included in the meeting materials.

Action Requested: Information

10.0 Other Business

11.0 Public Comment

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

12.0 Next meeting

The next meeting is March 4, 2016.

13.0 Adjournment

Committee Members

_____	Charles Abraham	____	Adrian Gurrero	_____	Mark Pitstick
_____	Michael Bolton	____	Luann Hamilton	_____	Tom Rickert
_____	Darwin Burkhart	____	Robert Hann	_____	Leon Rockingham
_____	Bruce Carmitchel	____	Scott Hennings	_____	Joe Schofer
_____	Lynnette Ciavarella	____	Emily Karry	_____	Kyle Smith
_____	Michael Connelly	____	Jennifer (Sis) Killen*	_____	Chris Snyder
_____	John Donovan***	____	Fran Klaas	_____	P.S. Sriraj
_____	John Fortmann	____	Christina Kupkowski	_____	Steve Strains
_____	Yonah Freemark	____	Randy Neufeld	_____	Ken Yunker
_____	Tony Greep***	____	Holly Ostdick	_____	Rocco Zucchero**

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

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Chicago Metropolitan Agency for Planning (CMAP) Transportation Committee

Draft Minutes

November 20, 2015

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

Committee Members Present:	Chair Michael Connelly – CTA, Charles Abraham - IDOT DPIT, Reggie Arkell – FTA, Brian Carlson – IDOT District One, Bruce Carmitchel – IDOT OP&P, Bruce Christensen – Lake County, Lynnette Ciavarella – Metra, John Donovan – FHWA, Yonah Freemark – MPC, Henry Guerriero– Illinois Tollway, Luann Hamilton – CDOT, Robert Hann – Private Providers, Jessica Hector-Hsu – RTA, Scott Hennings – McHenry County, Patrick Knapp - Kendall County, Vice Chair Sis Killen – Cook County, Christina Kupkowski – Will County, John Loper – DuPage County, Holly Ostdick – CMAP, Tom Rickert – Kane County, Mayor Leon Rockingham – Council of Mayors, Kyle Smith - CNT, Lorraine Snorden – Pace
Absent:	Darwin Burkhart – IEPA, Adrian Guerrero – Class 1 Railroads, Randy Neufeld – Bicycle and Pedestrian Task Force, Steve Schlickman – Academic & Research Joe Schofer – Academic & Research, Steve Strains – NIRPC, Ken Yunker – SEWRPC
Others Present:	Mike Albin, Garland Armstrong, Heather Armstrong, Jennifer Becker, Elaine Bottomley, Mitch Bright, Harriet Festing, Jackie Forbes, Tony Greep, Jill Hayes, Janell Jensen, Mike Klemens, Dennis Latto, Ashley Lucas, Brian Pigeon, Chad Riddle, Adam Rod, David Seglin, Mike Walczak, Tammy Wierciak, Barbara Zubek
Staff Present:	Alex Beata, Claire Bozic, Brian Daly, Teri Dixon, Kama Dobbs, Jesse Elam, Doug Ferguson, Lindsay Hollander, Kristen Ihnchak, Kara Komp, Leroy Kos, Tom Kotarac, Jennifer Maddux, Martin Menninger, Jacki Murdock, Ross Patronsky, Russell Pietrowiak, Liz Schuh, Gordon Smith, Joe Szabo

1.0 Call to Order and Introductions

Committee Chair Michael Connelly called the meeting to order at 9:34 a.m.

2.0 Agenda Changes and Announcements

Ms. Dixon announced that CMAP, IDOT, and FHWA have restored access to FHWA Metropolitan Planning (PL) funds for Illinois' MPOs; discussions continue for restoring access to FTA funds. State matching funds continue to be withheld due to the state budget impasse.

3.0 Approval of Minutes – September 18, 2015

A motion to approve the minutes of the September 18, 2015 meeting, as presented, made by Mayor Rockingham, seconded by Mr. Rickert, carried.

4.0 Coordinating Committee Reports

Ms. Killen reported that the Regional Coordinating Committee and Local Coordinating Committee each met on October 14, 2015 and recommend that the CMAP Board and MPO Policy Committee approve the staff recommended LTA program. The Local Coordinating Committee also received a presentation on the Lower Fox River Partnering Initiative, which is a great example of shared services between Oswego, Montgomery, and Yorkville.

5.0 FFY 14-19 Transportation Improvement Program (TIP)

5.1 Federal Fiscal Year 2016-2020 State/Regional Resources Table and Update to Selected Years of the TIP

Mr. Kos reported that the State/Regional Resources Table has been developed with IDOT and RTA for use in determining fiscal constraint. Implementers are in the process of awarding, moving, or removing all FFY 2015 line items from the TIP. To assure continuation in programming, the selected years of the TIP specified in Attachment A of the TIP Change Procedures will be updated to include both FFY15 and 16. Mr. Freemark asked if a comparison had been done between funding levels in proposed legislation and the amounts presented in the State/Regional resources table. Ms. Ostdick responded that a comparison will be done. Mr. Freemark continued by asking if New Starts funding is included in this table. Ms. Ostdick stated that federal discretionary programs including New Starts are included after funding awards are announced. Mr. Abraham made a motion, seconded by Mr. Rickert, to accept the FFY 2016-2020 State/Regional Resources Table and to concur with the update of Attachment A of the TIP Change Procedures. The motion carried.

5.2 FFY 14-19 TIP Amendments and Administrative Modifications

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

5.3 Proposed Meeting Dates for 2016

Mr. Kos reported that the proposed meeting dates for 2016 shown in the agenda considered the MPO Policy Committee meetings and the IDOT letting schedule. Mr. Rickert made a motion, seconded by Ms. Snorden to approve the 2016 meeting calendar. The motion carried.

Mr. Kos reminded the committee that TIP changes that may require a conformity analysis are due on December 4, 2015 and that the Transportation Committee will be asked to release the conformity amendments and analysis at its January 22, 2016 meeting.

5.3 Congestion Mitigation and Air Quality (CMAQ) Improvement

Mr. Ferguson reported that the region obligated over $140 million in CMAQ funds in FFY 2015, carrying over only $23 million.

5.4 Transportation Alternatives Program (TAP-L) Update

Mr. Ferguson summarized the status of projects within the program. He stated that although three projects have missed milestones specified in the sponsor guidance, staff believes these projects are making progress towards completion and does not recommend removing any projects from the program.

6.0 The Next Long-Range Plan

6.1 Regionally Significant Project Thresholds

Mr. Elam reviewed the proposed thresholds for defining regionally significant projects that have been discussed and refined by the Transportation Committee, CMAP Board, and MPO Policy Committee. Staff recommends moving forward with the thresholds proposed on a trial basis by working with implementers to develop an early list of projects that meet the thresholds and then reporting back to the committee in the spring on the thresholds' appropriateness. Mr. Connelly stated that the CTA has reviewed the projects that would meet the proposed thresholds and that he hopes others have as well. He invited members to share their insights and concerns.

In response to a question from Mr. Loper, Mr. Elam reported that the CMAP Board and MPO Policy Committee discussed the proposed thresholds at a high level, but did not provide any specific guidance. Mr. Connelly noted that the committee had discussed that, to implement proposed thresholds, a simplified process to facilitate plan amendments would be needed. Mr. Elam agreed that the amendment process will need to be considered and stated that plan amendments should not be as routine as TIP amendments, for which approval is delegated by the MPO Policy Committee to the Transportation Committee. Mr. Connelly indicated that the Transportation Committee should have a role in the amendment process; Mr. Elam agreed. He stated that staff will bring ideas to the committee for discussion in the future. Mr. Rickert stated that he continues to be concerned about consideration of full corridors

as regionally significant when smaller segments are added together. Mr. Elam stated staff understands this concern, and hopes that moving forward on a trial basis should help with understanding the magnitude of this concern. In response to questions from Mr. Freemark regarding the fiscal constraint of the plan, Mr. Elam stated that the process for selecting a fiscally constrained package of regionally significant projects would be similar to the process used for GO TO 2040. Potential projects will be evaluated and costs will be determined with attention to not double-counting aspects of project costs that would be funded from different "buckets" of revenue. The size of the respective buckets will be determined in the development of the financial plan. Ms. Hamilton expressed concern that over a 32 year planning horizon, it may be likely that NHS facilities would need to be reconstructed from end to end, requiring a commitment of a large portion of available funds. Mr. Rickert suggested removing from the proposal the suggestion that smaller projects within the same corridor should be considered as a single project to protect from making changes to the individual projects burdensome. Mr. Elam stated that these concerns should be discussed further when staff meetings with implementers to develop an early list of projects for consideration. Mr. Carlson stated he is not too concerned about staging construction within identified corridors. He stated he is more concerned about projects that are not listed in the plan going through engineering and having their cost estimates change in excess of the $100 million threshold and then needing to be amended into the plan in order to proceed to construction.

Ms. Ciavarella noted that, for Metra and other transit agencies, the on-going purchases of rolling stock, when added together over time, equate to large sums of funding, but that these types of projects probably should not be identified as regionally significant in the plan. She also expressed concern that some high cost projects, such as Positive Train Control, are federally mandated, and therefore should not compete against other regionally significant projects. Mandated projects either should be considered separately, or given funding priority over other projects. Mr. Connelly offered CTA's "Your New Blue" project of another example, where elements of routine, on-going maintenance projects have been pulled out of the system-wide projects and packaged together by geography, rather than by the type of work, primarily for the purpose of applying for TIGER funding and TIFIA loan assistance. For CTA this project is a state of good repair project, not a capacity-adding capital project. However, he stated, although the process of making changes to these projects may be more burdensome if identified as regionally significant, CTA is prepared to deal with that burden because this all gets back to increased transparency and public information to make sure that the plan is revealing to the public the true future of the region.

Mr. Carlson noted that project selection is often driven by facility conditions, not capacity, but that when projects are being implemented to improve conditions, it

makes sense to also add capacity, which means the financial plan has to be amended. Mr. Arkell stated that although some Small Starts projects may be under $100 million, it makes sense to list those projects. He also noted that rail car rehab projects are not defined as regionally significant per FTA regulations. Mr. Elam stated that federal requirements will be considered. Mr. Elam stated that staff will be holding meetings with individual implementers to try out the criteria for selecting potential projects and will report back to the committee in May. In response to a suggestion from Ms. Killen, Mr. Elam added that if issues are revealed across the board early in the process, staff will return to seek refinements in the process from the committee sooner.

6.2 Snapshot Report Development: Transportation Network and Trends

Mr. Elam reviewed the proposed content of the transportation and network trends snapshot report and requested feedback on the content and data required. Mr. Freemark suggested that spending trends analyses include fees collected, as a basis for comparison. He also asked if there is a strong enough data set on travel patterns. Mr. Elam explained that CMAP will rely on the 2008 travel tracker survey, which is scheduled to be updated in 2020. Ms. Ciavarella asked how changes in behavior would be assessed. Mr. Elam explained that census data would be used, along with the travel model, for high level behavioral changes. Mr. Freemark suggested normalizing census data and the travel tracker survey data. Mr. Kyle Smith stated that CMAP should analyze where spending occurs and how that spending is helping local agencies to implement plans, such as those developed by the LTA program and RTA's community planning program. He added that the CMAQ program and RTA's programs are making some steps, but suggested that locally programmed STP funds are the next logical program for targeted spending.

6.3 Strategy Paper Development: Transportation System Funding Concepts

Mr. Beata reviewed the funding concepts that will be explored in depth during the next plan development, including alternative to the state motor fuel tax (MFT), congestion pricing, public private partnerships, and value capture. He stated that the Transportation Committee will be the main venue for discussion of these topics, but staff is planning a technical forum prior to the committee's January meeting to discuss expenditure efficiencies. In response to a question from Mr. Freemark regarding how broad the non-user fee research would be, Mr. Beata stated that staff would be looking at recent experiences and documenting and comparing those to existing policies. Mr. Freemark suggested adding parking pricing to the concepts to be examined. Mr. Beata noted that this concept is not planned to be a part of this project, but will be a part of the plan update. Ms. Hamilton noted that parking pricing could be considered a congestion pricing strategy. In

response to a question from Mr. Freemark, Mr. Beata noted there is no plan to link this strategy paper to Fund 2040.

6.4 Outcomes from "Setting Pavement Condition Targets" Forum

Mr. Elam reviewed the outcomes of the September 18, 2015 forum discussion on setting pavement condition targets. He discussed that pavement condition ratings vary among agencies and at the forum the merits of each pavement condition rating were discussed. He stated that the long range plan will include targets for pavement condition and the MPO should document anticipated accomplishment of those targets through the long range plan and TIP. He noted that many attendees stated it would not be possible to estimate whether adequate investment is being made in pavements on the NHS if projects are missing from the TIP database, and therefore implementers will be encouraged to include all pavement projects on the NHS in the TIP database, regardless of fund source. He also noted that staff would like to use the HERS-ST model to determine if pavement preservation techniques and widening and resurfacing projects can be modeled indirectly. Mr. Carmitchel stated that the forum was very useful, allowing folks to learn what is done, and what information is available. Mr. Carlson stated that IDOT does include state-funded resurfacing in the TIP. He also suggested that it is important that the model consider not just the surface pavement condition, but also the number of overlays that have occurred and the deterioration of pavement. Mr. Carlson suggested that IDOT's engineers should review the model. Mr. Rickert also stated that the forum was great and asked for clarification regarding including local resurfacing projects in the TIP. Mr. Elam stated that only projects on the NHS would need to be included.

6.5 Committee Engagement Schedule

Mr. Elam reported that an updated fiscal year 2016 schedule of Transportation Committee discussions on major plan development issues that are known or expected at this time was included in the agenda materials. Ms. Hector-Hsu added that the plan update is happening at the same time as the RTA and service boards are developing their strategic plans, and that they are working with CMAP. Mr. Carmitchel added that IDOT is working on its plan as well.

7.0 Rain Ready

Ms. Harriet Festing of CNT provided an overview of the RainReady community planning process and tools focusing on affordable, tangible solutions to help communities manage urban flooding.

8.0 Legislative update

8.1 Federal

Mr. Beata provided a summary of the status and highlights of the House Surface Transportation Reform and Reauthorization Act (STRRA) and the Senate Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act. Mr. Rickert commended CMAP and the region on efforts to incorporate freight provisions. In response to a question from Mr. Freemark, Mr. Beata stated that neither bill includes significant changes to provisions to toll existing freeways beyond minor revisions to the pilot program that already exists.

8.2 State

Mr. Gordon Smith reported that no progress has been made on the adoption of a state budget; however implementers are encouraged to consider preparing lists of capital needs for early 2016, should budget discussions also include a capital program. He also reported that legislation to allow MFT funds to be passed through to local agencies appears to be experiencing procedural hold-ups.

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

Mr. Connelly noted that the current status report on the LTA program and Major Capital projects were included in the meeting packet.

10.0 Other Business

Ms. Killen thanked Mr. Connelly for serving as chairman of the Transportation Committee.

Ms. Ciavarella reported that the Ventra application launched on Thursday (November 19, 2015), allowing Metra riders to purchase one-way, ten-ride, and monthly tickets using their smart phones. Existing CTA or Pace Ventra customers can use and manage their existing Ventra accounts within the application. Within hours of the launch, there were over 20,000 downloads of the application. Mr. Freemark added he was a trial user and the application works well.

11.0 Public Comment

Mr. Garland Armstrong stated that he is very concerned about commuters crossing in front of stopped freight trains from Galewood through Elmwood Park, who are rushing to get to the other track to catch a Metra train. He stated this is a very dangerous situation. Ms. Ciavarella stated that she will notify appropriate Metra personnel.

Mr. Carmitchel stated that if not for the courage and hard work of the Illinois Division of FHWA, including John Donovan, Jon-Paul Kohler, and Kay Batey, today the committee would have been talking about closing CMAP. He stated

that the region should be proud that a solution was reached. Mr. Arkell added that the FTA is currently working on de-obligating metropolitan planning funds so that they can be flexed to FHWA and transferred to the state's MPOs. Mr. Donovan added that IDOT was the first at the table, leading the way to getting funding issues resolved for the MPOs.

12.0 Next meeting

As approved earlier in the agenda, the next meeting is scheduled for January 22, 2016.

13.0 Adjournment

On a motion by Ms. Hamilton, seconded by Ms. Ciavarella, the meeting adjourned at 11:07 a.m.

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MEMORANDUM

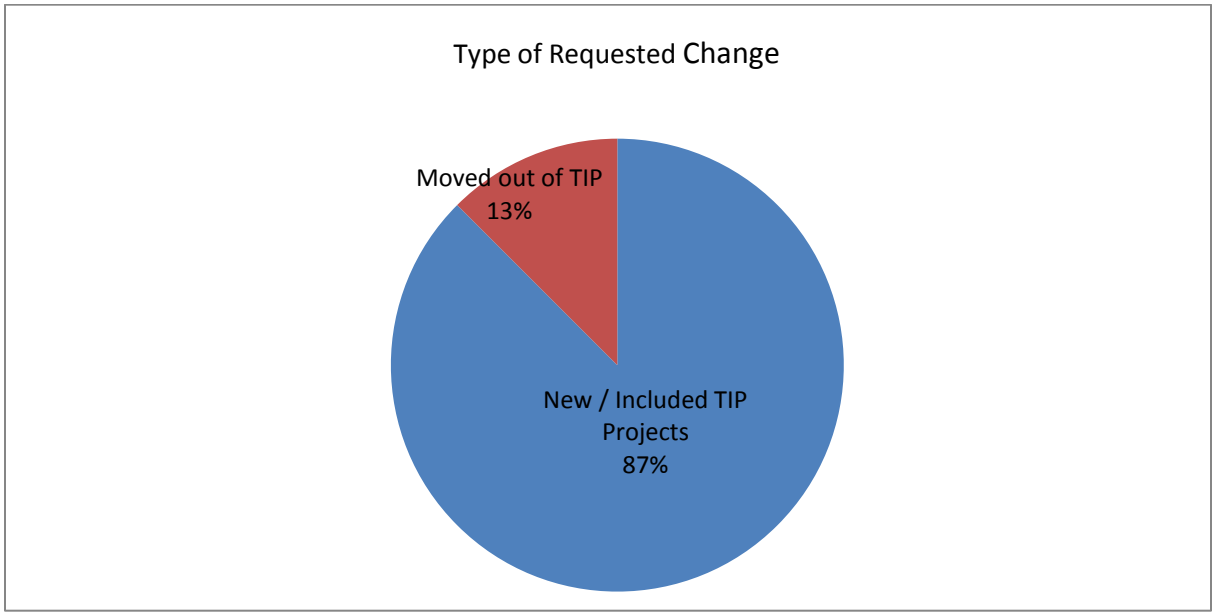
To: **CMAP Transportation Committee**

From: **CMAP Staff**

Date: **January 15, 2016, Revised January 21, 2016**

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

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, eight projects require air quality conformity analysis. Below is a summary by type of requested changes.



If the TIP amendment is approved, seven 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 projects with only preliminary engineering funding and exempt tested projects are excluded from conformity analysis.

The new projects are:

- TIP ID 03-16-0010: Removal of lane to the State / National Pkwy from Plum Grove Road to IL 58 Golf Road.

- TIP ID 09-16-0013: Adding lanes on Wolfs Crossing Road from US 34 Chicago Road to Eola Road. Initial corridor work will focus on Segment One, between Harvey Road and Eola Road.
- TIP ID 09-16-0016: An intersection improvement and new road, as Anderson Road is extended from Keslinger Road to Freedom Road.
- TIP ID 09-99-0101: Dauberman Road extension from north of US 30 to Granart Road. The sponsor revised the expected opening from 2017 to 2022.
- TIP ID 10-09-0024: IL 131 Green Bay Road from Russell Road to Sunset Avenue. Besides the inclusion of anticipated funds, the sponsor has moved its estimated completion to 2021 from 2030.
- TIP ID 12-16-0004: A road extension of Enterprise Drive toward the west, then reconnection to Division Street.
- TIP ID 12-13-0004: Laraway Road corridor project from US 52 to IL 43 Harlem Avenue.

One non-exempt project moved out of the current years of the TIP and is not anticipated to use federal funds within the next four years:

- TIP ID 11-00-0016: Algonquin Road from Brier Hill Road to IL 47.

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 2020, 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.

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 included in the conformity analysis. Examples of non-exempt work types are adding lanes to a road, 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 these types of projects 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 are also seen in the Conformity Amendments report that is coded in the 2020, 2025, 2030, and 2040 highway and transit networks. The regional travel demand model was run using the updated networks. The resultant vehicle miles traveled (VMT) by vehicle class, speed, time of day, and facility type were entered into US Environmental Protection Agency's MOVES model. The model generated on-road emission estimates for each precursor or direct pollutant in each analysis year.

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

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

DRAFT

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

	Fine Particulate Matter		Nitrogen Oxides	
Year	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2020	2,079.02	5,100.00	39,594.26	127,951.00
2025	1,803.54	2,377.00	31,202.77	44,224.00
2030	1,729.54	2,377.00	28,997.49	44,224.00
2040	1,803.56	2,377.00	29,687.32	44,224.00

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

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

	Volatile Organic Compounds		Nitrogen Oxides	
Year	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2020	60.77	117.23	107.88	373.52
2025	55.66	60.13	84.47	150.27
2030	54.13	60.13	78.23	150.27
2040	57.11	60.13	79.65	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 January 21, 2016

ACTION REQUESTED: Recommend for finding of conformity and approval of TIP amendment

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Conformity Amendments

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
03-16-0010	Northwest Council of Mayors	New Project		$4645		

State/National Pkwy from Plum Grove Rd (COOK/Schaumburg) to IL 58 Golf Rd (COOK/Schaumburg)

Completion Year: 2018

Project Work Types After Revision:
Highway/Road - Remove Lanes
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE
New Bicycle Facility
Improve Pedestrian Facility

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
STP-L	ENGINEERING-II	16	444	222	
STP-L	ROW ACQUISITION	16	846	423	
STP-L	CONSTRUCTION	18	6265	4000	

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
09-16-0013	Kane/Kendall Council of Mayors	New Project		$639		

FAU 1577 Wolfs Crossing Road from FAU 311 US 34 Chicago Road (KENDALL/Oswego) to Eola Road (WILL/Aurora)

Completion Year: 2021

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

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
GEN-OP	ENGINEERING-I	16	1635		Entire Corridor (Segments 1 - 5)
STP-L	ENGINEERING-II	18	954	477	Segment 1 (Harvey Road to Eola Road)
STP-L	ROW ACQUISITION	19	324	162	Segment 1 (Harvey Road to Eola Road)
STP-L	CONSTRUCTION	MYB	12874	1861	Includes CE, Segment 1 (Harvey Road to Eola Road)

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
09-16-0016	Kane/Kendall Council of Mayors	New Project		$0		

Anderson Road from CH 41 FAU 110 Keslinger Road (KANE/Elburn) to Freedom Road (KANE/Elburn)

Completion Year: 2020

Project Work Types After Revision:
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT
HIGHWAY/ROAD - NEW ROAD
New Pedestrian Facility

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
GEN-OP	ENGINEERING-II	17	88		
STP-L	CONSTRUCTION	MYB	1228	921	includes CE

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

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
09-99-0101	Kane County Division of Transportation	Not Exempt Project Moved into TIP	$0	$0	$ 0	

Before Revision: DAUBERMAN RD EXTENSION FROM US 30 (KANE) TO GRANART RD (KANE)

After Revision: CH 62 DAUBERMAN RD EXTENSION from CH 62 Dauberman Rd 1700' n of US 30 (KANE/Big Rock) to TH 3898 GRANART RD (KANE/Sugar Grove)

Completion Year Before Revision: 2017
Completion Year After Revision: 2022

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

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

Financial Data Before Revision

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	GEN-OP	ROW ACQUISITION	MYB	300	0	
	GEN-OP	ENGINEERING	MYB	700	0	
	GEN-OP	CONSTRUCTION	MYB	5000	0	

Financial Data After Revision

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	GEN-OP	ROW ACQUISITION	17	1000	0	
	GEN-OP	ENGINEERING-I	16	1000	0	
	GEN-OP	CONSTRUCTION	MYB	5000	0	
	ICC	CONSTRUCTION	MYB	7200		
	GEN-OP	ENGINEERING-II	17	1200		

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
10-09-0024	IDOT District 1 Division of Highways	Not Exempt Project Moved into TIP	$0	$45	$ 45	

IL 131 GREEN BAY ROAD FROM RUSSELL ROAD (LAKE) TO SUNSET AVENUE (LAKE)

Completion Year Before Revision: 2030
Completion Year After Revision: 2021

Project Work Types Before Revision:
HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - WIDEN LANES AND RESURFACE
HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)
SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES
MISCELLANEOUS - PROJECT TYPES NOT LISTED

Project Work Types After Revision:
HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - WIDEN LANES AND RESURFACE
HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)
SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES
MISCELLANEOUS - PROJECT TYPES NOT LISTED

Financial Data Before Revision

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
A	ILL	ENGINEERING-I	09	1380	0	1-75131-0205 (ESTABLISHED)
A	ILL	ENGINEERING-I	09	1680	0	1-75131-0201(ESTABLISHED)
	ILL	ENGINEERING-II	MYB	9235	0	1-75131-0202
	ILL	ROW ACQUISITION	MYB	8873	0	1-75131-0204
	NHPP	CONSTRUCTION	MYB	92350	73880	1-75131-0100
	ILL	ENGINEERING	MYB	12006	0	1-75131-0203
A	ILL	ENGINEERING-I	11	1680	0	1-75131-0212 (ESTABLISHED)
A	ILL	ENGINEERING-I	13	1565	0	1-75131-0213 (ESTABLISHED)
	HSIP	CONSTRUCTION	MYB	3700	1620	1-75131-1000
	ILL	ROW ACQUISITION	MYB	600	0	1-75131-1400
	ILL	ENGINEERING-I	19	1300	0	1-75131-0106 (PE ROW)

Financial Data After Revision

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ILL	ENGINEERING-I	09	1380	0	1-75131-0205 (ESTABLISHED)
	ILL	ENGINEERING-I	09	1680	0	1-75131-0201(ESTABLISHED)
	ILL	ENGINEERING-II	MYB	9235	0	1-75131-0202
	ILL	ROW ACQUISITION	MYB	8873	0	1-75131-0204
	NHPP	CONSTRUCTION	MYB	116000	92800	1-75131-0100
	ILL	ENGINEERING	MYB	12006	0	1-75131-0203
	ILL	ENGINEERING-I	11	1680	0	1-75131-0212 (ESTABLISHED)
	ILL	ENGINEERING-I	13	1565	0	1-75131-0213 (ESTABLISHED)
	HSIP	CONSTRUCTION	MYB	2505	1362	1-75131-1000
	HSIP	ROW ACQUISITION	16	250	45	1-75131-1400
	ILL	ENGINEERING-I	19	1300	0	1-75131-0106 (PE ROW)
	ILL	ROW ACQUISITION	MYB	9300	0	1-75131-0400

Gray Financial Data Records are for informational purposes only and not included in the TIP.
This public notice of the revisions being made by CMAP's Transportation Improvement Program satisfies the Program of Projects requirement of
Title 49, U.S. Code Section 5307 (c) (1) through (7)
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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
11-00-0016 McHenry County Division of Transportation	Not Exempt Project Moved out of Tip	$0	$0	$ 0	

ALGONQUIN RD from BRIER HILL RD (MCHENRY/Grafton Township) to IL 47 (MCHENRY/Huntley)

Completion Year Before Revision: 2020
Completion Year After Revision: 2020
Project Work Types Before Revision: HIGHWAY/ROAD - EXTEND ROAD
Project Work Types After Revision: HIGHWAY/ROAD - EXTEND ROAD

Financial Data Before Revision

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	MFT-LOC	CONSTRUCTION	MYB	14000	0	
A	MFT-LOC	ENGINEERING-I	15	400	0	
	MFT-LOC	ENGINEERING-II	MYB	400	0	

Financial Data After Revision

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	MFT-LOC	CONSTRUCTION	MYB	14000	0	
	MFT-LOC	ENGINEERING-II	MYB	400	0	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
12-13-0004 Will County Divison of Transportation	Not Exempt Project Moved into Tip	$0	$2750	$ 2750	

CH 74 Laraway Road FROM US 52 (WILL) TO IL 43 Harlem Ave (WILL)

Completion Year Before Revision: 2030
Completion Year After Revision: 2030
Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION
SIGNALS - MODERNIZATION
SIGNALS - INTERCONNECTS AND TIMING
Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION
SIGNALS - MODERNIZATION
SIGNALS - INTERCONNECTS AND TIMING

Financial Data Before Revision

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
A	MFT-LOC	ENGINEERING-I	13	1852	0	US Route 52 to CH 4 (Cedar Road)

Financial Data After Revision

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	MFT-ALL	ENGINEERING-I	13	1852	0	US Route 52 to Cedar Road (CH 4)
	STP-C	ENGINEERING-II	16	750	250	Nelson Road to Cedar Road (CH 4)
	STP-C	CONSTRUCTION	18	7500	1000	Nelson Road to Cedar Road (CH 4)
	MFT-ALL	ENGINEERING-I	15	2437		Cedar Road (CH 4) to US Route 45 (LaGrange Rd)
	STP-C	ENGINEERING-II	17	750	250	Gougar Road (CH 52) to Nelson Road
	STP-C	CONSTRUCTION	19	7500	1000	Gougar Road (CH 52) to Nelson Road
	MFT-ALL	ENGINEERING	18	750	0	Nelson Road to Cedar Road (CH 4)
	MFT-ALL	ENGINEERING-I	16	2000	0	US Router 45 (LaGrange Road) to Harlem Ave
	STP-C	ENGINEERING-II	19	750	250	US Route 52 to Gougar Road (CH 52)

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
12-16-0004 Will County Council of Mayors	New Project		$0		

Enterprise Drive Extension from Enterprise Drive (WILL/Crest Hill) to Division Street (WILL/Crest Hill)

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

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
ILL	ENGINEERING-II	16	134		EDP Grant Funds
ILL	CONSTRUCTION	16	2107		EDP Grant Funds; Includes CE

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MEMORANDUM

To: **Transportation Committee**

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

Date: January 6, 2016

Re: FY 2017 UWP Process

Unified Work Program (UWP) federal funding is available for transportation planning projects within a metropolitan area. IDOT has not received the allocation for the FY 2017 transportation planning projects, though it is projected that the funds will remain the same as the FY 2016 funds. For the CMAP area, it is therefore anticipated that the federal funding will remain at $16.7 million and that, with matching funds, the total project cost available for UWP projects will be over $21 million.

The Metropolitan Planning Organization (MPO) has the primary responsibility for preparing the UWP for its metropolitan area. The federal guidelines state that all planning and implementing agencies must be an integral part of the planning process and participate in the development of the UWP. In the CMAP region, the UWP Committee serves as the project selection body for this process. The committee is chaired by IDOT, who votes in case of a tie. The membership is comprised of a representative from each of the transit service boards (CTA, Metra and Pace), the City of Chicago, RTA, CMAP, a representative from the counties, and a mayor representing the Council of Mayors. In addition, non-voting members are representatives from Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Illinois Environmental Protection Agency (IEPA). The UWP Committee establishes program priorities and selects core and competitive proposals. Final selections are approved by the Transportation Committee and then forwarded to the Regional Coordinating Committee, CMAP Board and the MPO Policy Committee for approval.

The UWP Committee, with concurrence of the Transportation Committee, Regional Coordinating Committee, CMAP Board and the MPO Policy Committee, has aligned the following UWP priorities with the regional priorities described in the GO TO 2040 Plan and the 2014 update.

- *Modernization of the Public Transit System.* GO TO 2040 recommends an enhanced focus on prioritizing planning work for the modernization of the existing transit system. Actions include work on coordinating services and fares, including pursuit of a universal fare payment system, work on traveler information systems, and technological improvements including transit signal priority and ART. Project proposals, especially from the transit agencies, should feature these elements as a primary component.
- *Financial Planning Including Innovative Financing Strategies*. GO TO 2040 also stresses an array of recommendations related to transportation finance, including improved financial planning. Actions include strengthening transit financial oversight, planning for efficiencies that reduce transit operating costs, the identification of funding sources for CREATE, and continued planning/policy work on other important issues of fiscal policy to improve the transportation system.
- *Improving Decision-Making Models and Evaluation Criteria for Project Selection.* GO TO 2040 also emphasizes improving decision-making processes for transportation projects, as well as the overarching importance of prioritization for making investments given constrained funding. This includes constructing improved models for answering the most pressing questions about major projects and designing appropriate and regionally-vetted evaluation criteria for judging projects.
- *Planning Work Toward Implementation of* GO TO 2040 *Major Capital Projects, Including Supportive Land Use.* The continuation of near-term work to further GO TO 2040's short list of fiscally constrained major capital projects is also a high priority. Potential work includes planning for the inclusion of transit components as part of major highway projects, advancing recommended transit projects through the New Starts program or other discretionary funding programs, and planning for supportive land use around transportation, including active technical assistance to local governments.
- *Local Technical Assistance and the Formation of Collaborative Planning Efforts.* A major emphasis area of GO TO 2040 is providing targeted technical assistance to local governments, information sharing, and formal planning efforts that focus on transportation and other interconnected issues of livability.

The FY 2017 UWP process will be as follows:

- The Call for Projects will be made in January and will include both the Core and the Competitive proposals.
- The Core and the Competitive proposals will be presented to the UWP Committee. The UWP Committee will score the Competitive proposals as in years past, based upon the alignment with the regional priorities listed above.
- CMAP staff will conduct an in-depth proposal review and develop a proposed program for the UWP Committee's consideration. The proposed program will incorporate the Committee's rankings of the Competitive proposals.
- The UWP Committee will consider CMAP's analysis; the Committee's ranking of Competitive proposals, and approve the FY 17 UWP program in March.

The schedule for the development and approval of the FY 2017 UWP process is as follows:

Development of Program Priorities and Selection Process

UWP Meeting	October 14, 2015

Call for Proposals

Call for Proposals	January 4, 2016
All Proposals Due (Core and Competitive)	January 29, 2016

Proposal presentations

UWP Meeting - Presentation of Proposals	February 18, 2016
UWP Committee members rank proposals	Due to CMAP February 26, 2016
CMAP prepares committee ranked proposals with funding allocation	February 29, 2016
UWP Meeting - Adopt FY 2017 Program	March 9, 2016

Committee Approval

Transportation Committee considers approval of FY 2017 UWP to MPO Policy Committee	April 22, 2016
Regional Coordinating Committee approval of FY 2017 UWP to CMAP Board	June 8, 2016
CMAP Board considers approval of proposed FY 2017 UWP	June 8, 2016
MPO Policy Committee considers approval of proposed FY 2017 UWP	June 9, 2016
FY 2017 UWP Document Released	June 30, 2016

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MEMORANDUM

To: **Transportation Committee**

From: CMAP Staff

Date: January 2016

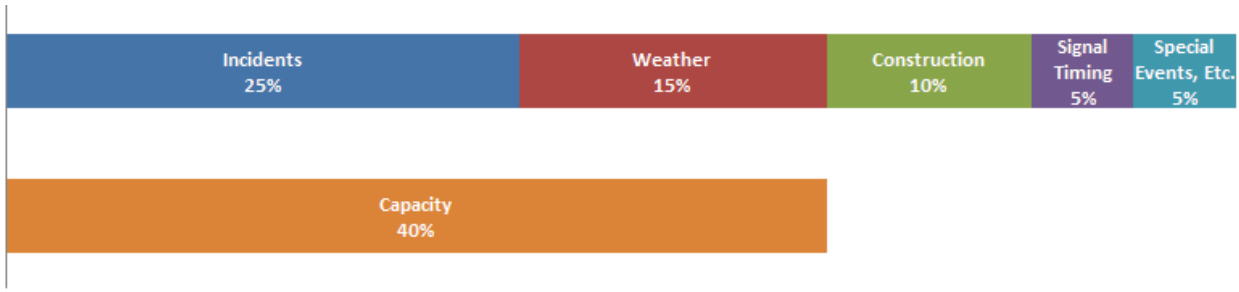
Re: Highway Management and Operations Strategy Paper

As part of the development of the next regional plan, CMAP staff is currently putting together a series of **strategy papers** – reviewing current policies, emerging issues, and potential future directions – on various issues. One of these strategy papers will explore highway management and operations, a topic that was not a major focus in GO TO 2040 aside from its recommendation that new expressway capacity should be managed. The paper will be developed around three themes: active expressway management, active arterial management, and integrated corridor management. The strategy paper is being developed in consultation with the Regional Transportation Operations Coalition and the Advanced Technology Task Force, two groups at CMAP with a specific interest in operations, and is expected to be complete by summer 2016. This memo summarizes work to date and advances some potential focus areas for discussion by the Transportation Committee.

The Importance of Management and Operations

National research has shown that an imbalance between demand and capacity accounts for about 40 percent of congestion (Figure 1). Many of the causes of congestion interact with each other, but perhaps 60 percent of congestion nationwide is caused by non-recurring sources – like incidents, poor signal timing, and weather -- that are best addressed by operational changes rather than capacity improvements.

Figure 1. Sources of road congestion nationwide.



Source: FHWA Office of Operations
http://www.ops.fhwa.dot.gov/congestion_report/executive_summary.htm#overview

Furthermore, non-recurring sources of congestion contribute uniquely to the problem of unreliable travel times, which has becoming a pressing issue for transportation agencies. While day-to-day congestion is bothersome and inefficient, unpredictable delay causes drivers to add buffer time into their plans that may not be needed but which improves the chances of arriving on time.[1] Better incident response, work zone management, and a wide range of other operational improvements could help address reliability. Operational strategies are generally less capital-intensive approaches to managing congestion and could prove to have a bigger "bang for the buck" as well as higher feasibility in a resource-constrained environment.

Treatment of Management and Operations at Other MPOs

As background information for the paper, staff is researching how other MPOs include management and operations in their planning processes. A summary table of some selected MPOs is attached to this memo. For example, some regions develop 10 – 15 year operations plans ("regional operations strategy" or a "regional concept for transportation operations") which include goals and objectives for evaluating operations projects and often identify priority corridors or projects. Many agencies include chapters in the long-range plan describing existing management and operations conditions and recommendations for the future. Some regions also dedicate funding for management and operations projects. The funds are generally accumulated from a combination of sources such as the Congestion Mitigation and Air Quality Improvement program, Surface Transportation Program, Highway Safety Improvement Program, or other state and local funds.

Interviews

The strategy paper will reflect a combination of staff research and the priorities of our member agencies. Staff held a series of interviews with the region's system operations staff (IDOT, Illinois Tollway, County DOTs, CDOT and Naperville DOT) during November to collect information about members' current activities and views about what was important moving into the future.

Improving highway operations is often focused on using more advanced technology, but in general, interviewees suggested technology is not the main *challenge* to better operations. Once systems are implemented, they require hardware, software and field equipment upgrades to maintain their effectiveness. There is concern about whether support for these activities will be consistent, given agency funding priorities. Additional management and operations staff will also be needed – current staffing levels are insufficient to expand already- successful programs regionwide. Interviewees suggested a number of regional activities that could be undertaken in the areas of communications system development, regional operations vision development, and funding implementation. They also suggested working with municipalities to improve incident

[1] CMAP tracks the planning time index, a measure of travel time reliability, in the GO TO 2040 indicator set. The planning time index for limited-access highways is calculated as the ratio of the total time needed to ensure a 95 percent on-time arrival compared to the free-flow travel time. For more information, see http://www.cmap.illinois.gov/documents/10180/332742/Update+Indicator+Methodology+FINAL.pdf/720e4b90-0058-4d27-bdff-e898cdf3fb2b

management standards. A **memo** to the Regional Transportation Operations Coalition provides more detail, and a **summary of agency interviews** is also available.

Three Big Ideas

It is proposed that the strategy paper will focus on three themes: active expressway traffic management, active arterial traffic management, and integrated corridor management. The key term in these ideas is "active," meaning that system operators will respond to changing traffic conditions in real time.

- *Active expressway traffic management* includes such strategies as dynamic lane use controls, dynamic shoulder lanes, dynamic speed limits, congestion pricing, adaptive ramp metering and improved incident response.

- *Active arterial traffic management* includes traffic monitoring, central signal control, dynamic signal control, and improved incident management. Each of these requires a robust, reliable, high capacity, and redundant communications network, real time traffic monitoring, modern field equipment, and center-based traffic management software, hardware and staff. Technology and procedures to communicate between agencies to coordinate management of adjacent systems is also needed.

- *Integrated corridor management* employs the active traffic management systems developed for individual facilities in a coordinated way to optimize traffic conditions for a corridor rather than a facility. For example, systems might route traffic to parallel arterials and change signal timing when a major incident occurs on an expressway. These systems often include transit, and a variable message sign may provide parking availability at a park-and-ride lot and compare travel time via transit versus highway travel. This requires a high degree of agency cooperation and center to center communication.

Network Prioritization

The strategy paper will also present a planning level prioritization of road segments the region might consider for improved management and operations, and also estimate what the costs and some benefits of making the investments might be. Network prioritization will focus on the National Highway System. Prioritization will take place in two steps. First, the system segments will be screened using **familiar planning criteria** relating to congestion, reliability, condition, crashes, and other planning factors. Second, the most promising segments will be evaluated using "Tool for Operations Benefit Cost Analysis (**TOPS-BC**), developed by FHWA. This will help identify the most promising locations based on some expected benefits and also help estimate program costs. While this information is expected to inform the planning process, it is not yet determined how the information will be used, or if it will have any relationship to the identification or selection of regionally significant projects.

Discussion questions

Staff is interested in feedback on this project from the Transportation Committee. Specific discussion questions include the following:

- Do you see active traffic management and integrated corridor management as significant opportunities for the region? What do you see as some barriers?
- Would a regional concept of operations planning document be valuable for the region? What about trying to specifically dedicate funding for operations improvements?
- Would a region-specific study of the magnitude of recurring versus non-recurring congestion be worth pursuing?

Action Requested: Discussion

Appendix A. Management and Operations in Selected MPO Planning Processes

Agency	Primary City	Population (millions)	Operations Committee	Regional Transportation Operations Plan	M&O Plan Chapter or Section	M&O Funding Set-Aside
Chicago Metropolitan Agency for Planning	Chicago IL	8.3	Yes	No	No	No
North Central Texas Council of Governments (NCTCOG)	Dallas-Ft. Worth TX	6.4	No	Yes	Yes	Yes
Delaware Valley RPC	Philadelphia PA	5.6	Yes	Yes	Yes	
Maricopa Association of Governments MAG	Phoenix AZ	3.8	Yes	Yes	Yes	Yes
Puget Sound Regional Council PSRC	Seattle WA	3.7	Yes	Yes	Yes	No
San Diego Association of Governments SANDAG	San Diego CA	3.1	No	Yes	Yes	Yes
Denver Regional Council of Governments (DRCOG)	Denver CO	2.8	Yes	Yes	Yes	Yes
Portland Metro	Portland OR	1.9	No	Yes	Yes	Yes
MetroPlan Orlando	Orlando FL	1.8	Yes	No	Yes	Yes

Source: Programming for Operations: MPO Examples of Prioritizing and Funding Transportation System Management & Operations Strategies (FHWA, 2013), agency websites.

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MEMORANDUM

To: **Transportation Committee**

From: CMAP staff

Date: January 2016

Re: Update on transit ridership growth study

GO TO 2040 includes goals to significantly increase public transit ridership over the next 25 years. This exploratory study, included in the **FY16 CMAP work plan**, will evaluate more specifically what would have to occur to reach that goal, including transit capital investments as well as policy changes related to parking, roadway pricing, and land use, among others. The results will be used to inform the selection of recommended strategies and the process of setting targets for ridership growth in the region in the next long-range plan. The product is a report due in summer 2016. Staff is seeking feedback from the Transportation Committee on the direction and the details of the study. CMAP staff will request input from the Regional Transportation Authority (RTA) and the service boards over the next few months on appropriate study assumptions as well as circulate draft results for comment as they are completed.

Approach

The methodology of the study involves two main approaches: case studies of services and locations where ridership has recently increased in the region as well as modeling of system-level changes in ridership due to various strategies. The case studies are expected to shed light on both the transit service and the policy changes needed to spur new ridership. For the modeling element, the study will estimate how ridership -- interpreted as mode share -- would be affected by the implementation of different strategies with the goals of determining which have the most significant effects individually and how much ridership is gained when they are combined. Other metrics besides ridership will be computed as well, potentially including access to jobs by transit within a certain time threshold (for all riders as well as riders from environmental justice communities), change in transit passenger miles traveled, change in auto vehicle miles traveled, and potentially change in non-motorized trips or other measures. Changes in the geography of transit usage will also be reported for each strategy.

Strategies Currently Considered

The strategies currently under consideration are described below. The list is based on strategies previously recommended in regional plans, and the intensity of implementation of each of the strategies is intended to be a "best case" for the initiative. No attempt is being made at this stage to fiscally constrain the strategies under evaluation, but the next regional plan will ultimately do so. Clearly these strategies will have different magnitudes of impact. The study should suggest which strategies the region should focus on most to grow ridership, but also indicate how ridership gains would be distributed.

Capital and Operational Improvements

- **Reduce the state of good repair (SOGR) backlog.** The transit system has an extensive SOGR backlog, and rehabilitating certain elements of it may have effects on ridership. This will be modeled mostly as speed improvements resulting from track improvements, potentially with enhanced reliability or station amenities. Staff welcomes suggestions from the transit agencies on how best to represent SOGR improvements.
- **Increase service.** Previous modeling suggests, as expected, that reducing headways has a major impact on ridership. For bus service, this is mostly straightforward; for rail, it will be necessary to know which lines can accommodate more or longer trains.
- **Expand rail system.** This strategy is initially envisioned to include only the transit capital projects recommended in GO TO 2040. However, other smaller capacity improvements may be suggested by the service boards.
- **Enhance speed of bus system.** This strategy includes implementing bus and arterial rapid transit (BRT/ART) as well as TSP alone. The projects are assumed to be the six shorter-term Pace ART projects as well as the routes considered by Chicago Department of Transportation in its BRT study. The TSP-only corridors would be those which have already had CMAQ funding programmed for them under RTA sponsorship.
- **Improve last-mile connections.** The difficulty in connecting transit users from their station or stop to their final destination in lower-density environments is widely thought to impede growth in transit market share, particularly in the suburbs. This strategy would model an idealized solution to the last-mile problem in the form of a partnership with a transportation network company or bike-share outfit.
- **Provide better station and vehicle environments.** CMAP's recently developed transit modernization model is able to represent potential transit users' mode choices in response to various station and vehicle features and amenities. This generalized strategy would gauge the ridership impact of making the maximum possible station and vehicle improvements for each station, stop, or service.
- **Provide additional park-and-ride capacity.** Additional park-and-ride capacity may help support ridership growth in certain areas. This strategy would provide additional parking spaces up to estimated demand. Staff is seeking input from the service boards on how best to estimate demand for additional space at park-and-ride lots.

Policy Changes

- **Implement congestion pricing on existing expressway network.** Variable tolling that increases with congestion or time of day is meant to manage traffic, including by shifting some trips to transit. The GO TO 2040 financial plan included revenues from implementing variable tolling on a subset of the region's expressways; this strategy would estimate the transit ridership benefits of doing so.
- **Implement pricing for parking**. The GO TO 2040 financial plan included revenues from implementing parking pricing in the region, but pricing parking also encourages use of the transit system. For this study, parking pricing would be implemented in all areas within a half-mile of transit stations.
- **Increase residential density in areas served by transit.** Unlike the other strategies in which the transportation network is changed while underlying land use remains constant, this strategy changes land use while the transportation system remains the same. Residential densities near transit are initially proposed to be those recommended by the RTA in **Setting the Stage for Transit**.
- **Increase employment density in areas accessible by transit.** Instead of altering residential density, this strategy changes employment density. Employment densities near transit are initially proposed to be those recommended by the RTA in **Setting the Stage for Transit**.

Lessons for Setting Indicator Targets in Next Plan

The GO TO 2040 target of doubling transit ridership by 2040 is widely understood to be aspirational. While the next plan is also anticipated to contain ambitious transit usage targets, the study described in this memo will help spur discussion about the appropriate targets and ground them in an achievable set of strategies. It may also help shed light on whether other indicators of transit usage would be appropriate. More broadly, staff is beginning to consider how the next plan should set targets for other key transportation indicators, particularly congestion and greenhouse gas emission reduction, and will address the CMAP working committees with options later in the process, likely in fall 2016.

Action requested: Discussion

Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: CMAP Committees

From: CMAP Staff

Date: January 6, 2016

Re: Next comprehensive plan major engagement and voting opportunities

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The Chicago Metropolitan Agency for Planning (CMAP) is in the process of developing its next comprehensive regional plan, which will be the successor of GO TO 2040. This process will involve iterative feedback and engagement with the CMAP Board and committees through a series of opportunities over the next three years. As mentioned in previous materials, the process will also include development of various products, some of which will require broad review and approval by CMAP committees as well as voting by the CMAP Board and MPO Policy Committee. This memo reviews major engagement opportunities as well as points at which the Board and MPO Policy Committee, as well as the Transportation Committee and the appropriate coordinating committee, will be asked to vote on key deliverables. Essentially, votes on interim products are proposed to be scheduled for the joint October meetings of the Board and MPO Policy Committee from now until the plan's adoption.

Major engagement and voting opportunities

The plan development process will include ongoing collaboration with committees, partners, and stakeholders, and will be punctuated by three major periods of intensive engagement: plan launch activities (winter to summer 2016); scenario planning outreach (2017); and feedback on the draft plan (2018). These major engagement periods are described in greater detail below; each is expected to culminate in a product to be voted on by the Board and MPO Policy Committee.

Interim report on regional priorities – fall 2016

Several engagement opportunities will take place during the first half of 2016 to publicly kick off the development of the next comprehensive plan. The agency will host a public launch event on February 24 that will introduce the planning process and explore potential plan topics. In the following months, CMAP will partner with organizations to co-host workshops to increase awareness about the plan's development and collect feedback on broad priorities for the region, and will also hold a series of topical forums to examine specific topics of interest in the planning process. Other engagement opportunities are also under development.

These activities, in addition to ongoing plan development work, will lend insight on the state of the region and its planning challenges, as well as potential opportunities to improve the region's future. CMAP staff will create an interim report on regional priorities that summarizes the key takeaways of these initial engagement activities, along with a vision and broad directions for regional priorities. The CMAP Board and MPO Policy Committee will be asked to vote on this interim product in October 2016.

Interim product on plan directions – fall 2017

Scenario planning efforts are currently in the early stages, with the bulk of work to develop scenarios and conceptualize the corollary public engagement process expected in FY 17. A series of public outreach events, centered on alternative futures, is anticipated in the summer of 2017. In tandem, CMAP will be creating the financial plan and soliciting ideas for regionally significant projects. Since these activities will largely take place in subsequent phases of the planning process, many details remain to be fleshed out; however, CMAP staff expect to encapsulate the results of the scenario planning process, propose priority expenditure categories for the financial plan, and provide recommended performance measures for regionally significant projects in an interim report to be released in the fall of 2017. The CMAP Board and MPO Policy Committee will be asked to vote on this interim product in October 2017.

Adoption of full plan – fall 2018

The process to solicit feedback on the draft plan will be fleshed out in future fiscal years but is expected to take place during the summer of 2018. CMAP staff will collect and synthesize comments from the public and stakeholders prior to presenting a full plan to the CMAP Board and MPO Policy Committee for approval. The CMAP Board and MPO Policy Committee will be asked to vote on the draft plan in October 2018.

ACTION REQUESTED: Information

Chicago Metropolitan
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MEMORANDUM

To: **CMAP Committees**

From: CMAP Staff

Date: January 6, 2016

Re: Place-based approach alternatives

A foundational goal of the next plan's development is to provide actionable guidance for implementers by including more detailed policy recommendations and greater geographic specificity for some policy areas. Achieving the plan's vision will depend on partners that include counties, municipalities, and many others who could particularly benefit from greater geographic detail. To that end, the next plan should include an effective approach for translating broad regional policies into locally implementable strategies.

A "place-based approach" can be defined as a spatial framework for providing locally appropriate recommendations within the context of a regional plan. Such an approach can provide guidance on a range of topics such as land use, transportation, economic development, and natural resources, which local implementers can adapt to suit their contexts. A place-based approach must remain respectful of local land use planning authority and serve primarily as an advisory guide for implementers to help advance regional priorities in their local planning efforts.

To better understand the possible alternatives, CMAP staff reviewed approaches used by peer MPOs and identified two approaches -- typologies and layers -- as options for consideration (see *Table 1: Place-based approaches*). The purpose of this document is to provide an overview of the two alternatives to inform a discussion on the concepts with the Committees.

Internal analysis and discussion yielded a staff recommendation to move forward with a layers approach, which would map data layers associated with particular policy areas of importance to the agency and provide guidance pertinent to local partners and others for each of the selected topics. The layers approach would integrate well with ongoing plan development, allow the plan to speak more specifically about a wide range of topics, and provide valuable data, information, and guidance to partners. Described below are the factors that led staff to recommend the use of layers rather than typologies.

Table 1: Place-based approaches

Place-based approach	Definition	Purpose
Typologies	Designated typologies (typically municipal scale) that group communities together based on like characteristics	Provide regional guidance on local planning, especially regarding land use topics
Layers	Data layers on topics of importance to the agency (may cross political boundaries)	Provide regional guidance to inform local planning on key topics (may expand beyond land use)

Typologies Overview

Typologies are common in the regional plans of peer MPOs, but the approaches vary significantly based on the particular MPO's authority as well as local factors. Conceptually, a typologies approach consists of a set of community typologies (typically between four and ten) that group similar areas together based on a series of criteria. For example, municipalities could be classified as "urban core," "regional centers," "maturing suburbs," "developing suburbs," or other similar terms. The typologies are then used to provide locally specific recommendations. Most MPOs using this approach designate typologies at the municipal scale but some also designate a non-municipal overlay of "centers" that may apply to regional employment, manufacturing, and/or mixed-use hubs (see *Figure 1: MAPC typologies* and *Figure 2: PSRC typologies and centers*).[1]

The following key takeaways emerged from staff analysis of other MPOs' use of typologies:

- **Link to MPO authority.** In general, MPOs with greater purview than CMAP has over land use -- for example, via expanded authority to ensure local concurrence with the regional plan, growth containment mandates from state government, or control over wastewater facilities or other infrastructure -- have more detailed typology elements than MPOs with authority similar to CMAP's.
- **Applicability to next plan policy areas.** Typologies are typically designated based on the characteristics of each community's built environment, which may limit their utility to recommendations about land use and development. However, greater spatial detail may be helpful for recommendations for many topics in the next plan, not all of which would depend on local government action.
- **Complexity.** The level of detail provided for recommendations associated with typologies can vary greatly and affect the utility of the approach. A high level of detail could result in an unwieldy regional plan or one that appears overly prescriptive. On the other hand, a low level of detail may not result in enough guidance to be useful. It would be challenging to construct a typologies approach that both suits the wide range of municipalities found in our region and provides them with sufficient detail to move forward with implementation.

[1] Depending on the MPO, these centers may coincide with geographies for targeted infrastructure funding (i.e., geographic targeting).

- **Utility for implementers.** Providing more direct recommendations may enable local jurisdictions to interpret and incorporate regional goals relating to land use without requesting help from CMAP's Local Technical Assistance (LTA) program, expanding the reach of the regional plan. However, since typologies are typically limited to land use and development policy areas, the approach offers much less flexibility for implementers to adapt regional recommendations to suit their individual interests and runs the risk of seeming too prescriptive. In addition, a municipally focused approach may not be the best vehicle to engage the many other stakeholders required to implement the plan. If such an approach could be applied by municipalities and counties as well as by civic groups, nonprofit organizations, transportation implementers, and others, it would have a higher likelihood of implementation.
- **Community perception.** Communities may have concerns about being labeled as a particular place type or being placed in the same category as another community that they do not want to be grouped with. Some may wish to be assigned an aspirational place type rather than one based on existing physical characteristics. And, there may be multiple place typologies that apply to one municipality, potentially complicating the designation process.

Figure 1: MAPC typologies

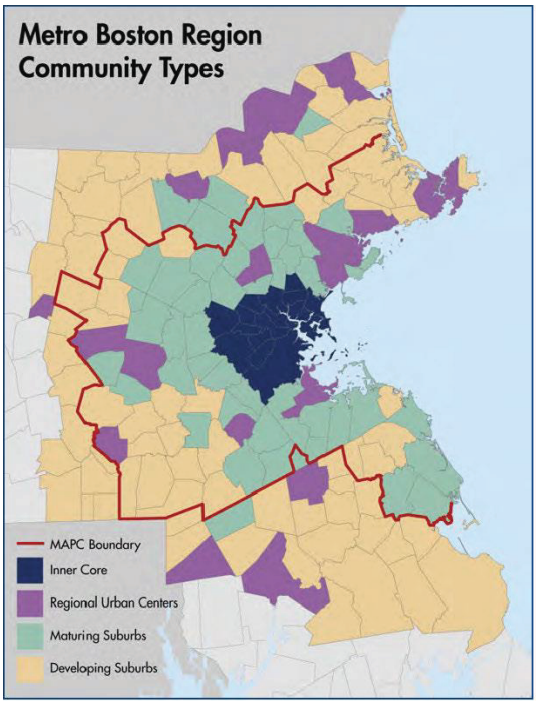
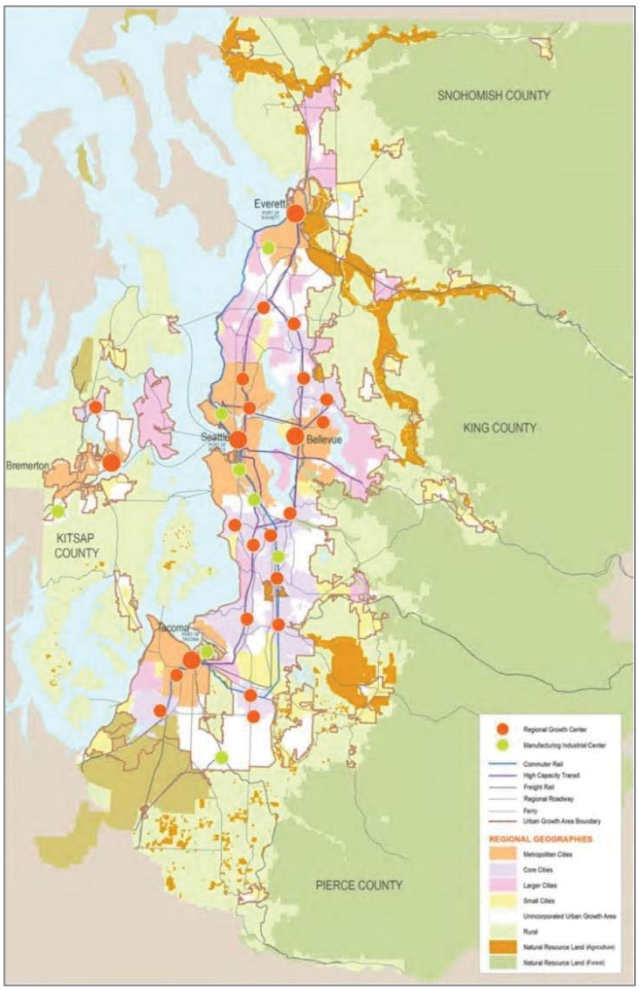


Figure 2: PSRC typologies and centers



Layers Overview

Unlike typologies, a layers approach has not been broadly used by other MPOs[2] but may be an innovative way to provide greater specificity on recommendations for municipalities and other stakeholders to use in their planning processes. A layers approach would provide guidance to areas of the region affected by various policy recommendations of the plan, such as increasing reinvestment and infill, supporting certain economic clusters, or preserving high-quality natural areas. For example, a layers approach could identify places that have been locally targeted for reinvestment, feature a concentration of manufacturing employment, or include sensitive and unprotected natural resources. Such an approach would map data layers at the regional scale by topic area; corollary recommendations could be provided in the plan narrative, or the map itself could depict recommendations geographically (such as high priority areas to focus reinvestment or increase access to parks). Recommendations could also be provided for sub-regions or the region as a whole.

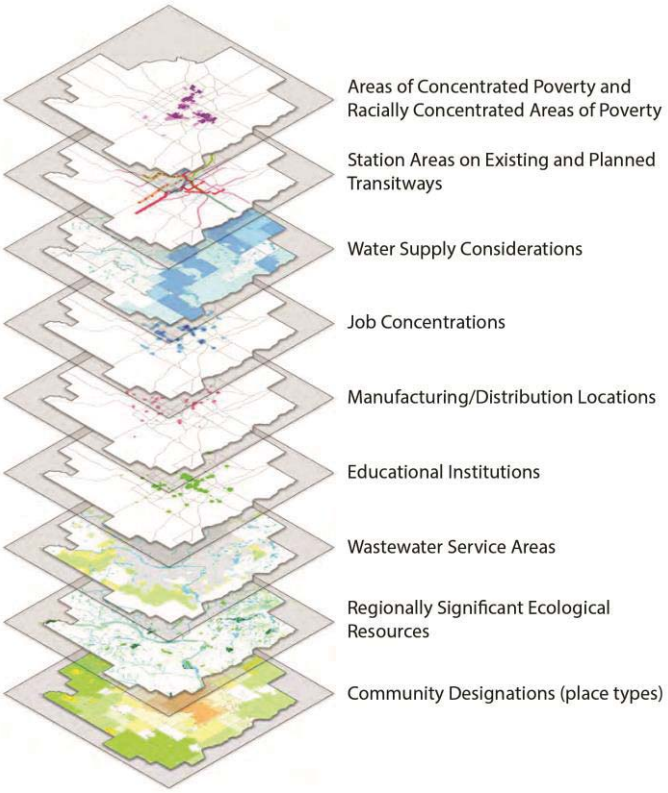
The following key takeaways on layers emerged from staff analysis:

- **Applicability to next plan policy areas**. Nearly any topic area that can be spatially represented could potentially use a layers approach. Development of layers could occur in collaboration with partners that have expertise in a given topic area, enhancing the potential for implementation.
- **Complexity.** There are many layers that could be included in the next plan. Analyzing data and developing recommendations for layers, along with building consensus around those recommendations, would be a time intensive and complex effort. The layers ultimately included in the plan would need to be prioritized based on their relevance to the agency and its partners as well as their potential to effect implementation.
- **Utility for implementers.** A layers approach would increase the next plan's utility for the region's communities as well as other stakeholders more broadly. Since each layer would be mapped at the regional level, any community referencing the plan would be able to easily identify and use the layers pertinent to its specific context as a starting point for local planning, and would be particularly useful to guide projects supported through the LTA program. The use of layers would also allow issues and recommendations to be depicted without the constraint of municipal boundaries, encouraging interjurisdictional collaboration. Non-governmental implementers could also adopt and seek to implement layers that are specific to their particular issue areas.
- **Community perception.** Some layers may illustrate/map the plan's recommendations – for example, the Green Infrastructure Vision (GIV), included in GO TO 2040, spatially denoted recommended high priority conservation areas in the region. Other layers, such as areas of high housing and transportation cost, may graphically depict existing conditions, with recommendations included in the plan narrative. Detailed mapping of

[2] Many plans included some elements of layers, such as key employment centers, priority conservation/development areas, and TOD areas, but none used as extensive an approach as conceived of here.

recommendations would likely require more intensive consensus building to facilitate local uptake. On the other hand, layers that portray existing conditions may be considered more innocuous and accepted more readily. A layers approach may also offer communities more flexibility to focus on the goals and recommendations most appropriate to their particular context. A thoughtful engagement strategy would be necessary to communicate the goals of the approach and give an opportunity for constituents to voice feedback.

Figure 3: Met Council Layers



Met Council briefly discusses the eight layers (termed "special features") listed above the typologies layer as a way to identify features that have special policy considerations, but the Council does not use layers in a substantive way to cater the plan's recommendations.

Discussion

In addition to any questions proposed by committee members, staff request discussion on the following to help inform the agency's framework for a place-based approach:

- While typologies may not be the best approach for use in the next plan, are there elements of it that are valuable?
- How might you envision using layers (examples of layers may include high priority conservation areas, high infill capacity areas, or areas with low access to transit or parks and open space)? What information and recommendations could CMAP provide that would be most helpful from a local perspective?
- What topics could benefit from the use of layers?

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MEMORANDUM

To: CMAP Board and Committees

From: CMAP Staff

Date: January 7, 2016

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, 181 local projects have been initiated. Of these, 119 projects have been completed, 46 are fully underway, and 16 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: Information

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	The Village of Algonquin adopted the plan in December. The plan is expected to go before the Village of Carpentersville Board of Trustees in early 2016.
Arlington Heights bicycle-pedestrian plan (see website)	John O'Neal	May 2014-Apr. 2016	Staff assistance	Draft plan underway, with focus on development of recommendations for potential infrastructure improvements.
Aurora downtown plan (see website)	Lindsay Bayley	May 2015-July 2016	Staff assistance	Existing conditions report drafting underway. Public workshop scheduled for January 21. Metroquest interactive survey will be released at that time.
Beach Park planning priorities report	Ricardo Lopez	Jan.-Oct. 2016	Staff assistance	Scope of services, MOU, and resolution approved by Village Board. Project kick-off meeting with staff in late January.
Bensenville zoning update (see website)	Jake Seid	Oct. 2015-Dec. 2016	Staff assistance	A kick-off meeting with the Steering Committee took place December 7. Stakeholder interviews will take place in January.
Berwyn parking study (see website)	Lindsay Bayley	Nov. 2013-Jan. 2016	Staff assistance	Parking plan formatting still underway. Final version will be sent to the City of Berwyn and steering committee in mid-January.
Berwyn zoning revisions (see website)	Kristin Ihnchak	Jan. 2013-Mar. 2016	Staff and consultant assistance	CMAP staff submitted a public draft to the City and are scheduling a review meeting with the Steering Committee.
Blue Island capital improvement plan (see website)	Evy Zwiebach	Apr. 2015-Jan. 2016	Staff assistance	CMAP staff is working on drafting the report. The draft CIP will be submitted to the Steering Committee for review in January.
Brookfield comprehensive plan	Nora Beck	Jan.-Dec. 2016	Consultant assistance	The Village and CMAP staff have concluded the interview process and are recommending a consultant team for CMAP Board approval in January.
Calumet Park planning priorities report	Sam Shenbaga	May 2015-Mar. 2016	Staff assistance	Plan being drafted.
Campton Hills zoning and subdivision regulations	Kristin Ihnchak	Jul. 2014-Mar. 2016	Consultant assistance	Camiros submitted a revised technical review memo based on discussions with Village staff and CMAP.
Carol Stream comprehensive plan (see website)	John Carlisle	Feb. 2014-Feb. 2016	Staff assistance	The draft plan has been further revised and now will be reviewed by the steering committee at a late January meeting.
Chicago Albany Park neighborhood plan	Brian Daly	Nov. 2015-Mar. 2017	Staff assistance	CMAP staff is working with the North River Commission to compose a steering committee that will convene in early 2016.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Chicago Pilsen-Little Village neighborhood plan (see website)	Evy Zwiebach	Dec. 2013-June 2016	Staff assistance	CMAP staff is working with DPD on scheduling follow up community engagement activities, and assisting DPD in developing the draft land use map.
Chicago Pullman National Historic Park transportation plan	Lindsay Bayley	June 2015-Sept. 2016	Consultant assistance	Existing conditions report under review by CMAP and steering committee.
Chicago Riverdale Area Transportation Plan	*Tony Manno*	*TBD*	*Consultant assistance*	*Newly added to monthly report. Scoping underway.*
Chicago West Pullman neighborhood plan (see website)	Evy Zwiebach	Oct. 2014-Feb. 2016	Consultant assistance	The consultant team has finalized the plan and marketing sheets. The plan is expected to be adopted by Plan Commission in early 2016.
Cicero comprehensive plan (see website)	Jonathan Burch	Apr. 2014-Jan. 2016	Consultant assistance	CMAP staff reviewed and provided comment on the final draft, including the implementation plan. Plan adoption is anticipated in January.
Cook County unincorporated areas plan	*John Carlisle*	*TBD*	*Staff assistance*	*Newly added to monthly report. Scoping underway.*
Crete comprehensive plan	Sam Shenbaga	May 2014-Jan. 2016	Consultant assistance	Plan adoption meeting in January.
Crystal Lake transportation plan (see website)	Nora Beck	Mar. 2014-Apr. 2016	Staff assistance	CMAP staff currently drafting plan and City staff are reviewing components, including network improvement maps, street types, and thoroughfare classification.
DuPage County / Hanover Park Homes for a Changing Region (see website)	Kendra Smith	Nov. 2014-Mar. 2016	Consultant assistance	Community outreach continues for the project, residents and stakeholders can also provide input via the project website, designed by Teska Associates. Glendale Heights will schedule an in person public meeting for mid January. Draft recommendations for West Chicago and Hanover Park are underway.
DuPage County Elgin-O'Hare Corridor Bicycle and Pedestrian Plan (see website)	John O'Neal	May 2015-Sept. 2016	Consultant assistance	Online outreach/public engagement continues, via website (survey and interactive map). Initial sections of plan (existing conditions report and summary of public outreach to date) have been drafted. CMAP/DuPage County to review these materials during the first half of January.
Elmwood Park zoning assessment	Patrick Day	Nov. 2014-Mar. 2016	Staff assistance	Creation of assessment memo and updated zoning map are currently underway.
Endeleo Institute planning priorities report (see website)	Kendra Smith	Feb. 2015-Feb. 2016	Staff assistance	Draft planning priorities report under internal review. CMAP staff planning for an early February open house.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Franklin Park comprehensive plan (see website)	John Carlisle	Apr. 2015-Sept. 2016	Staff assistance	The existing conditions report is being finalized internally, with delivery to the Village and steering committee in early-to-mid January.
Governors State University green infrastructure plan	Holly Hudson	June 2015-May 2016	Consultant assistance	The consultant continued preparation of the stormwater management plan following refinement of the existing conditions stormwater model.
Hampshire planning priorities report	TBD	Feb.-Nov. 2016	Staff assistance	Scoping underway.
Harvard comprehensive plan (see website)	Nora Beck	May 2014-Feb. 2016	Staff assistance	The latest draft Comprehensive Plan is expected to go to the Harvard Planning and Zoning Commission in January.
Homer Glen plan commissioner training	Patrick Day	Feb.-Sept. 2016	Staff assistance	Initial training session will occur in early February.
Huntley zoning update	Patrick Day	May 2015-Apr. 2016	Consultant assistance	Draft Recommendations Memo was submitted by CodaMetrics. Review by Village and CMAP underway.
Impact DuPage affordable housing strategy	*Jonathan Burch*	*TBD*	*Staff assistance*	*Newly added to monthly report. Scoping underway.*
Joliet Chicago Street plan	Stephen Ostrander	TBD	Consultant assistance	RFP process is on hold while City finalizes adoption of its recently-developed Downtown Plan.
Kendall County industrial market study	Don Hughes	Aug. 2015-Mar. 2016	Staff and consultant assistance	VSKA is finalizing a full draft of the market study. The draft is expected by January 8. The draft will be sent out for county review by early to mid-January. County comments and revisions are expected to be complete by the end of January.
Lake County Route 53/120 land use plan (see CMAP website and project website)	Jason Navota	Nov. 2013-Mar. 2016	Staff and consultant assistance	The land use planning effort is 95% complete. The Land Use Strategy was approved by the Land Use Committee on November 12. Next steps include minor revisions to the plan based on Committee and public feedback, and presenting the plan to municipalities in the first quarter of 2016.
Lake County / Round Lake Homes for a Changing Region (see website)	Stephen Ostrander	July 2014-Mar. 2016	Staff assistance	Draft plan completed, and will next go through review by CMAP staff and the full project team (including MMC, MPC, and the Lake County Community Foundation).
Lemont development review process analysis	Jake Seid	Jan. 2015 - Jan. 2016	Consultant assistance	A final draft of the document is complete. It will be presented to the Village Board on January 11.
Lisle downtown parking plan	*Lindsay Bayley*	*TBD*	*Staff assistance*	*Newly added to monthly report. Scoping underway.*

Project	CMAP lead	Timeline	Assistance type	Status and notes
Lower Salt Creek Watershed-based Plan	Holly Hudson	Jan. 2016-Dec. 2017	Staff assistance	Resolution and MOU have been signed and the project is underway.
McHenry County Comprehensive Economic Development Strategy (website)	Jonathan Burch	Jan. 2015-Jan. 2016	Staff and consultant assistance	Three open houses were held in December, including one in McHenry County on December 15. The public comment period remains open until January 8. Plan adoption is anticipated on January 19.
Metropolitan Planning Council Great Rivers project	Louise Yeung	Dec. 2015-Dec. 2016	Staff assistance	Scoping completed. Project will be kicked off in January.
Midlothian 147th Street Corridor Improvements	*Tony Manno*	*TBD*	*Staff and consultant assistance*	*Newly added to monthly report. Scoping underway.*
North Chicago comprehensive plan (see website)	Jake Seid	May 2014-Apr. 2016	Staff assistance	Drafting of the Comprehensive Plan was completed in December. The document will be reviewed internally in January prior to staff review.
North Lawndale community plan	Kendra Smith	TBD	Staff assistance	Scoping underway.
O'Hare area truck route coordination	Bob Dean	Nov. 2015-Dec. 2016	Consultant assistance	Consultant proposals are under review, with selection expected at the March Board meeting.
Palos Park trails plan	John O'Neal	TBD	Consultant assistance	Scoping underway.
Park Forest zoning revisions (see website)	Kristin Ihnchak	June 2013-June 2016	Staff and consultant assistance	Another UDO review meeting with staff was held on December 7, and the final staff review meeting will be conducted in January. The Steering Committee also met without the CMAP team on December 8 to discuss comments on the draft.
Regional truck permitting project	Alex Beata	Jan. 2015-June 2016	Consultant assistance	Planning is underway for a January 26 visioning session with the Steering Committee and other stakeholders.
Richmond planning priorities report	TBD	Feb.-Nov. 2016	Staff assistance	Scoping underway.
Richton Park capital improvement plan (see website)	Brian Daly	June 2015-Dec. 2016	Staff assistance	Completion of the CIP has been rescheduled to incorporate results of stormwater management plan (described below).
Richton Park stormwater management plan	*Kate Evasic*	*Jan.-Sept. 2016*	*Staff assistance*	*Newly added to monthly report. Scoping underway.*

Project	CMAP lead	Timeline	Assistance type	Status and notes
Richton Park zoning revisions (see website)	*Jake Seid*	*Nov. 2014-Dec. 2015*	*Consultant assistance*	*Newly completed. The Ordinance is complete and was adopted by the Village Board on December 14.*
Romeoville comprehensive plan	Brandon Nolin	TBD	Consultant assistance	Scoping underway.
Roselle comprehensive plan (see website)	Dan Olson	Feb. 2015-Apr. 2016	Consultant assistance	Consultant convened meeting with Metra on December 1 to review several key concepts from the plan and incorporate Metra staff input. The fifth Steering Committee meeting was held on December 7. Consultant will be putting together final draft of the comprehensive plan in January, with a final draft expected to be sent to CMAP and the Village in February.
South Elgin zoning update (see website)	Patrick Day	Oct. 2014-Dec. 2016	Staff assistance	Draft Recommendations Memo will undergo internal review in January, with subsequent distribution to Village and Steering Committee.
South Holland comprehensive plan (see website)	Stephen Ostrander	Apr. 2015-Sept. 2016	Staff assistance	Draft Existing Conditions Report completed internal CMAP review. CMAP is currently preparing draft report for review by Village and project steering committee in January.
SSMMA Complete Streets plan (see website)	John O'Neal	July 2014-Sept. 2016	Staff assistance	Key recommendations memo has been drafted. Internal review comments are currently being incorporated, including comments of Programming staff on STP recommendations.
Sugar Run Creek area plan (see website)	Brandon Nolin	May 2015-Sept. 2016	Staff assistance	Project paused due to staff changes at CMAP, to be reinitiated in early 2016.
Villa Park zoning ordinance	Patrick Day	July 2015-Oct. 2016	Consultant assistance	Steering Committee will meet to review Module 1 of the draft ordinance on January 19.
West Suburban Chamber of Comm. and Industry cargo-oriented development plan	Evy Zwiebach	June 2014-Jan. 2016	Staff assistance and small contract	ULI's report on the Technical Assistance Panel's findings and recommendations was published in December. Staff continues to work with ULI and the Chamber on planning a "Developers Dialogue" on best practices in industrial development.
Westchester zoning ordinance	Kristin Ihnchak	Nov. 2014-Mar. 2016	Consultant assistance	The consultant conducted another review meeting with CMAP and Village staff on November 30 and is incorporating edits prior to scheduling a Steering Committee meeting.
Winthrop Harbor comprehensive plan (see website)	Sam Shenbaga	Sept. 2014-Mar. 2016	Staff assistance	Planning and Zoning Board reviewing draft plan in sections in January and February.

--end--

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Major Capital Projects Quarterly Update
January 2016

ILLINOIS 53/120 TOLLWAY

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

Project Website: http://www.illinoistollway.com/construction-and-planning/community-outreach/ illinois-route-53-120-project

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

Overall Progress since Last Report:

- In December the Illinois Tollway Board authorized the start of an Environmental Impact Statement (EIS) development process for the IL Route 53/120 project.

CMAP's Contribution since Last Report:

- CMAP's corridor Land Use Strategy was approved by the project's Land Use Committee in November.

JANE BYRNE (FORMERLY CIRCLE) INTERCHANGE

Project Status: Construction is underway for Stage-I elements of the project, consisting of the cross-road bridges; Stage II will focus on I-290/Congress Parkway and is expected to begin in FY 2017; and Stage III will focus on the I-90/94 segment. Completion is expected in 2019.

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

Overall Progress since Last Report:

- Construction continues on the "ramp NW" flyover connecting the westbound I-90/94 Dan Ryan to the westbound I-290 Eisenhower. A drive-through video animation of this ramp is posted on the Jane Byrne Interchange web site.

CMAP's Contribution since Last Report: None.

CTA Red and Purple Line Modernization

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

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

Overall Progress since Last Report:

- CTA submitted documents to the FTA in November to request entry into the Engineering phase of the Core Capacity funding process.

CMAP's Contribution since Last Report:

- The approved FFY2016-2020 CMAQ program includes $125 million for the Red-Purple Modernization project.

CTA Red Line South

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

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

Overall Progress since Last Report:

- Work continues on the environmental review process.

CMAP's Contribution since Last Report: None.

Elgin O'Hare/Western Access

Project Status: All approvals are in place for this project. The widening and reconstruction of the existing Elgin-O'Hare Expressway (IL 390) began in 2014. The remaining funding gap has been partly closed with several CMAQ grants and ROW donation by DuPage County.

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

Overall Progress since Last Report:

- Construction continues.

CMAP's Contribution Last Report:

- The approved FFY2016-2020 CMAQ program includes $29.5 million for ramps at I-294 and North Avenue to supplement the $68 million award for EOWA-related intersection improvements in the previous CMAQ cycle.

ILLIANA EXPRESSWAY

Project Status: Project construction originally expected 2015 – 2018 with selection of a concessionaire as part of a public-private partnership early in the year. Project appears to be on hold.

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

Overall Progress since Last Report:

- After a U.S. District Court judge ruled in June 2015 that the Tier 1 EIS Record of Decision (ROD) submitted by the Federal Highway Administration (FHWA) was invalid, the States of Indiana and Illinois and FHWA filed notice of intent in August to appeal the court's decision. In late September the FHWA and Illinois dropped their appeal.

CMAP's Contribution since Last Report:

- None.

I- 290 EISENHOWER EXPRESS TOLL LANES

Project Status: The I-290 Preliminary Engineering and Environmental (Phase I) Study started from a clean slate in fall of 2009. The process will result in an EIS for the reconstruction of I-290 from west of Mannheim Road to Racine Avenue. The alternatives have been narrowed to four to be carried forward in the draft EIS, which should be released in February 2016. A Record of Decision is anticipated Fall 2016. A CTA Blue Line Vision Study is underway and will address physical conditions, service characteristics and ridership.

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

Overall Progress since Last Report:

- Corridor Advisory Group Meeting #21 was held on October 15th . Round 3 of the projects evaluation has been completed. HOT3+ performs better than all other alternatives. Air pollution, noise pollution, and environmental justice evaluation topics were discussed. Noise wall informational forums were held in late October, and viewpoint surveys were also distributed. The viewpoint surveys are the voting ballots for or against noise walls. IDOT also began a discussion of arterial operational improvements being considered to support traffic flows while I-290 is under construction. These improvements will be completed before construction begins and will continue to provide benefits when I-290 is completed as a modern, actively managed expressway facility.

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

I-294/57 Interchange

Status: Partial interchange opened in October 2014. New ramps were constructed to connect northbound I-57 to northbound I-294 and southbound I-294 to southbound I-57, as well as an exit ramp from southbound I-294 to 147th Street and an entrance ramp from 147th Street to northbound I-294. The full interchange is expected to be complete in 2024.

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

Overall Progress Last Report: The partial interchange opened in October 2014.

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

I-55 Managed Lane

Project Status: A Phase I study was initiated in 2012 and was expected to be complete in 2014. The new IDOT target date for design approval is summer 2016. The scope of work for this project is anticipated to include the addition of one lane in each direction within the existing median of I-55 to accommodate implementation of managed lanes.
Project Website: http://www.i55managedlaneproject.org/

Overall Progress since Last Report:

- The fourth Corridor Planning Group Meeting was held on November 10th. A review of past work was provided. So far, the sketch level evaluation of alternatives (HOV2+, HOV3+, HOT2+, HOT3+, Express Toll Lane) indicates that the express toll lane performs best, followed by the HOT alternatives, with the HOV alternatives performing worst. Noise impact evaluation, noise abatement criteria, and noise walls were discussed. IDOT presented the process of voting for noise wall segments.

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

I-90 Addams Tollway

Project Status: Under construction. Work on rebuilding the section between Rockford and Elgin was finished in late 2014. Work on the section between Elgin and the Kennedy Expressway is expected to be finished in 2016. The project includes substantial transit and intelligent transportation system elements. I-90 will be a 21st century corridor linking Rockford to O'Hare International Airport. The Tollway has entered into an agreement with FHWA to be a pilot Connected Vehicle Affiliated Test bed corridor. Improvements include reliable power and communications, advanced traffic management system equipment, vehicle to infrastructure test bed infrastructure, and connected vehicle roadside support. The project includes ramp queue detection which may also function as wrong way driving detection.

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

Overall Progress since Last Report:

- Construction continues, focusing on mainline construction and additional capacity. Additional highlights of current construction include work on interchanges. Funding for the Lee Street interchange expansion remains an outstanding issue; the proposed exit ramp, with an expected year 2040 AADT of 14,000, would divert traffic from the congested River Road/I-294/I-90 area.
- Transit integration into this highway improvement continues, including integration into mainline construction. In addition, park-and-ride projects at Randall, Barrington, and Illinois 25 are in final design. Rosemont bus access and bus station improvements are being developed in cooperation with the Cook County Highway Department. Vehicles have been ordered.

CMAP's Contribution Last Report: None.

West Loop Transportation Center

Project Status: Phase I of the Union Station Master Plan concluded in May 2012. The second stage of the Study started in December, 2012. This work will include three key components: 1) A train operations simulation model of existing and possible future conditions at Chicago Union Station (CUS); 2) A pedestrian flow model of existing and possible future conditions within CUS's passenger areas; 3) A street traffic simulation model of existing and possible future conditions on 40 blocks surrounding CUS. The goal of this stage of the Study will be to establish a robust technical case for implementing the Stage 1 Study's "medium term" recommendations as soon as possible, and it will determine how much capacity (i.e., how many years of growth) these improvements are likely to accommodate. Projects to create a surface bus transfer center and Central Loop BRT are funded and underway. The projects begin to address improving connections between Union Station and other transportation services.

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

Overall Progress since Last Report:

- In October, Amtrak, the City of Chicago, Metra, and the RTA announced that they were moving forward on some of the improvements identified during the master plan process. Amtrak issued a Request for Proposals (RFP) for planning and engineering with an option to complete the work on expanding the concourse, expanding and adding entrances, platform widening, ADA compliance, pedestrian passageways and ventilation work. Proposals were due at the beginning of December.

- Amtrak also issued a Request for Information for redevelopment of Union Station and surrounding Amtrak owned parcels. Responses to the RFI were due at the end of November.

CMAP's Contribution since Last Report: None

UP Northwest Extension

Project Status: The UP Northwest Line Extension includes extending service further into McHenry County with new modernized coach yards, a 1.6 mile extension to Johnsburg, additional rolling stock, and several infill stations to accommodate growing demand.

Overall Progress since Last Report:

- Metra has initiated an Environmental Assessment (EA) Study for this project in order to comply with the requirements of NEPA. The draft EA document is undergoing internal review and a section 106 process will proceed following that internal review.

CMAP's Contribution since Last Report: None

SouthWest Service Enhancements

Project Status: The SouthWest Service Enhancements include moving the SWS trains onto the Rock Island tracks to serve LaSalle Street Station by way of one of the most complex projects in the CREATE program, the 75th Street Corridor Improvement Project (75th St. CIP).

Overall Progress since Last Report:

- The Environmental Impact Study for the 75th St. CIP was completed its in late 2014, and 2015 was focused on seeking funding to further the design of this $1 billion project.

CMAP's Contribution since Last Report: None

UP North Improvements

Project Status: The UP North Improvements include replacement of 22 bridges within the city of Chicago that are more than 100 years old and are showing signs of increased deterioration as they've reached the end of their useful life. The bridges are being reconstructed such that they can maintain the level of service during the project and such that they not preclude future capacity expansion of this line.

Overall Progress since Last Report:

- In 2015, the first stage of first phase of this project replaced 11 bridges from Grace Street to Balmoral Avenue including opening of half of the new Ravenswood station.

CMAP's Contribution since Last Report: None

UP West Improvements

Project Status: The UP West Improvements include work that has been accomplished through a public private partnership with Union Pacific. Beyond the work of the UP-W PPP, there is additional work required to expand service on the line. Metra has initiated an Environmental Assessment (EA) Study for the improvements required to expand service on the UP-W in order to comply with the requirements of NEPA.

Overall Progress since Last Report:

- The final phase of the UP-W PPP, to eliminate the last two segments of double track bottleneck between Chicago and Elburn began design in 2015. Once this project is completed, the fluidity of freight and passenger movements will be significantly improved, offering improvements in reliability for passengers on this line and setting the stage for expanded service.
- The draft UP-W EA document is undergoing internal review and a section 106 process will proceed following that internal review.

CMAP's Contribution since Last Report: None

Rock Island Improvements

Project Status: The Rock Island Improvements will help accommodate the demand for growth on this line and others. In October 2014, Metra completed the Englewood Flyover Project, and as part of this project, additional capacity was constructed on the flyover bridges to accommodate a future third track over this section of the currently double tracked Rock Island District.

Overall Progress since Last Report:

- In 2015, Metra continued to coordinate with IDOT as they have furthered their Tier II EIS studying operating high speed rail on this corridor between Chicago and Joliet.

CMAP's Contribution since Last Report: None