Chicago Metropolitan Agency for Planning

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Chicago, Illinois 60606

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# Transportation Committee

**Agenda**
**Friday March 4, 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— January 22, 2016**

**4.0 Coordinating Committee Reports**
The Local Coordinating Committee met on February 10, 2016 and a report will be given. The Regional Coordinating Committee is scheduled to meet on March 9.

**5.0 FFY 14-19 Transportation Improvement Program (TIP)**

5.1 **Amendments and Administrative Modifications (Leroy Kos)**
TIP revisions that exceed financial amendment thresholds have been requested. The TIP amendments and modifications are attached.
**Action Requested: Approval of TIP amendments**

5.2 **Semi-Annual GO TO 2040/TIP Conformity Analysis and TIP Amendment (Leroy Kos)**
The semi-annual GO TO 2040/TIP conformity analysis and TIP amendment has been subject to a 30 day public comment period which ended February 22, 2016. No comments on the analysis or amendment were received.
**Action Requested**: **Recommendation of the semi-annual GO TO 2040/TIP conformity analysis & TIP amendment for approval to Regional Coordinating Committee and MPO Policy Committee**

**6.0 CMAP Agency Funding (Bob Dean)**
Staff will update the committee on CMAP's ongoing efforts to address its funding situation including both legislative and non-legislative proposals. The attached memo summarizes discussions that have occurred to date. Staff will report on any further developments.
**Action Requested: Discussion**

**7.0 Service Boards - Chicago Transit Authority (CTA), Metra, and Pace Capital Program Development (Mike Fitzsimmons, Lynnette Ciavarella and Vicky Tan)**

CTA, Metra, and Pace will present their 2016 annual elements and 2016-2020 capital programs and provide an opportunity for stakeholder and public input on development of future programs. The presentations will include capital program funding sources, capital fund uses, and general highlights of the five-year programs, including continuing and upcoming initiatives. This is an opportunity for capital program input.

**Action Requested**: **Information/Discussion**

**8.0 Regional Transportation Authority (RTA) Strategic Plan (Jessica Hector-Hsu)**

The RTA, in partnership with the Service Boards CTA, Metra and Pace, is beginning preparation of the 2018 Regional Transit Strategic Plan. RTA staff will present a brief overview of this process including the foundational work anticipated in 2016 and coordination with CMAP staff to ensure that the next Transit Strategic Plan aligns with ON TO 2050.

**Action Requested: Information**

**9.0 The Next Long Range Plan: ON TO 2050 Snapshot Report and Strategy Papers**

As part of the development of the next regional plan, staff will be using snapshot reports and strategy papers to investigate and analyze various trends and issues for the plan. Snapshot reports are succinct, data-driven reports on existing conditions and trend assessments on specific topics of importance to the long-range planning process at CMAP. Staff is also writing a series of strategy papers reviewing current policies, emerging issues, and potential future directions on various topics.

9.1 **Transportation Network Snapshot Report: Travel Behavior (Elizabeth Irvin)**

A series of reports on the transportation network are planned, including an analysis of trends in travel behavior. Staff will present the major points of the travel behavior portion of the snapshot for feedback by the committee. Similar presentations on highway and transit system performance will be brought to the committee later in spring, with the report to be finalized in summer.

**Action Requested: Discussion**

9.2 **Transportation System Funding Concepts Strategy Paper: Key Directions (Alex Beata)**

As previously discussed with the committee, staff is developing a strategy paper to consider different concepts for funding the transportation network in ON TO 2050, focusing on options with the potential to substantially affect revenues and expenditures at the regional level. This memo presents the initial findings of staff research, which will be further refined with stakeholder input in the final strategy paper. Findings will be used to focus staff's efforts as financial plan development begins in FY 17.

**Action Requested: Discussion**

9.3 **Asset Management Strategy Paper: Introduction (Tom Murtha)**
Asset management has become a focus of federal regulation under MAP-21 and now the FAST Act. The paper will address the regulations as well as potential MPO roles in asset management to provide background for ON TO 2050. The paper will be complete in fall 2016.
**Action Requested: Discussion**

9.4 **Transit Modernization and Innovation Strategy Paper: Introduction (Martin Menninger)**
An exploration of transit modernization and innovation is underway. ON TO 2050 is anticipated to build upon the policies and ambitious goals for transit set in GO TO 2040. The paper will examine changing transit mobility needs and how emerging technologies are reshaping transit service for users and operators. The strategy paper is being developed in partnership with the RTA and will support their strategic planning process. The paper will be complete in fall 2016.
**Action Requested: Discussion**

**10.0 Legislative update**

10.1 **Federal (Alex Beata)**
A federal legislative update will be presented to the committee.
**Action Requested**: **Information**

10.2 **State (Gordon Smith)**
CMAP's state legislative agenda will be discussed and an update of on-going state legislative issues will be presented to the committee.
**Action Requested**: **Information**

**11.0 Status of the Local Technical Assistance Program**
The current status report on the LTA program is included in the meeting materials.
**Action Requested**: **Information**

**12.0 Other Business**

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

**14.0 Next meeting**
*The next Transportation Committee meeting will be April 22, 2016 at* ***9:00 a.m.***
There will be a short meeting followed by a session featuring presentations on financial planning from representatives of peer MPOs in Seattle and Philadelphia. This session is in response to committee member requests to hear from outside experts on MPO

financial plan development to help inform the committee about alternative approaches to consider for ON TO 2050.

**15.0 Adjournment**

**Committee Members**

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

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

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# Chicago Metropolitan Agency for Planning (CMAP) Transportation Committee

## Draft Minutes

January 22, 2016

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 Sis Killen – Cook County, Charles Abraham - IDOT DPIT, Jennifer Becker - Kendall County, Michael Bolton – Pace, Brian Carlson – IDOT District One, Bruce Carmitchel – IDOT OP&P, Michael Connelly – CTA, John Donovan – FHWA, Yonah Freemark – MPC, Tony Greep – FTA, Luann Hamilton – CDOT, Scott Hennings – McHenry County, Emily Karry – Lake County, David Kralik – Metra, Christina Kupkowski – Will County, Randy Neufeld – Bicycle and Pedestrian Task Force, Holly Ostdick – CMAP, Mark Pitstick – RTA, Tom Rickert – Kane County, Kyle Smith - CNT, Chris Snyder – DuPage County, P.S. Sriraj – Academic & Research, Mayor Eugene Williams – Council of Mayors, Vice Chair Rocco Zucchero – Illinois Tollway |
| **Absent:** | Darwin Burkhart – IEPA, Adrian Guerrero – Class 1 Railroads, Robert Hann – Private Providers, Joe Schofer – Academic & Research, Steve Strains – NIRPC, Ken Yunker – SEWRPC |
| **Others Present:** | Mike Albin, Erin Aleman, Garland Armstrong, Heather Armstrong, Elaine Bottomley, Len Cannata, Bruce Christensen, Vicky Czuprynski, Jackie Forbes, Henry Guerriero, Jill Hayes, Jessica Hector-Hsu, Mike Klemens, Dennis Latto, Ashley Lucas, Brian Pigeon, Issam Rayyan, Chad Riddle, Adam Rod, David Seglin, Judy Shanley, Emily Tapia-Lopez, Mike Walczak, Tammy Wierciak, John Yonan, Barbara Zubek |
| **Staff Present:** | Lindsay Bayley, Alex Beata, Claire Bozic, Teri Dixon, Kama Dobbs, Jesse Elam, Doug Ferguson, Jane Grover, Kristen Ihnchak, Elizabeth Irvin, Leroy Kos, Tom Kotarac, Jennifer Maddux, Martin Menninger, Jacki Murdock, Dan Olson, Ross Patronsky, Russell Pietrowiak, Liz Schuh, Gordon Smith, Joe Szabo |

### 1.0 Call to Order and Introductions

Committee Chair Sis Killen called the meeting to order at 9:36 a.m.

**2.0 Agenda Changes and Announcements**

None.

**3.0 Approval of Minutes – November 20, 2015**

A motion to approve the minutes of the November 20, 2015 meeting as presented, made by Ms. Hamilton and seconded by Mr. Carmitchel, carried.

**4.0 Coordinating Committee Reports**

Ms. Killen reported that the Regional Coordinating Committee met on January 13, 2016 and received updates on the State Legislative Agenda, CMAP's operating budget, and the interim products of the next long range plan. The committee also discussed "place-based approach" alternatives for the next plan and census data analysis due to the release of American Community Survey 5-year estimates. She reported that the Local Coordinating Committee will meet on February 10, 2016 and that Rocco Zucchero will be the Transportation Committee representative on that committee.

**5.0 FFY 14-19 Transportation Improvement Program (TIP)**

**5.1 Amendments and Administrative Modifications and Update of Selected Year**

Mr. Kos reported that TIP revisions exceeding financial amendment thresholds have been requested. Among the requested amendments, on page 12 of the report is a TAP-L funded project in the Village of Bensenville which was approved in the last programming cycle. At the time of approval, the project sponsor indicated right-of-way would not be needed to complete the project. Since that time, during the design process it was discovered that right-of-way will be needed. That phase has been added to the TIP using local funds. The project will now be subject to milestone provisions for projects requiring right-of-way. Mr. Kos also reported that the selected year of the TIP is FFY 16 and will be updated in Attachment A and that administrative modifications, including line items that have been awarded, moved, or deleted, were provided for the committee's information. Mr. Rickert made a motion, seconded by Mr. Connelly, to approve the FFY 2014-19 TIP Amendments. The motion carried.

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

Mr. Kos reported that the semi-annual GO TO 2040/TIP conformity analysis and TIP amendment has been prepared for release for a 30-day public comment period. He noted that after the draft analysis was posted, the emissions inventories were updated. The updates do not affect the finding of conformity. The updated memo was posted to the committee web page, and copies were available for review. Mr. Freemark asked why emissions declined until 2030 and then started rising. Mr. Patronsky explained that the model used, MOVES 2010b, only includes vehicle emission controls in place at the time the model was released. Those controls are fully propagated through the fleet by 2030. In the fall, CMAP will be using

MOVES 2014a, which will include additional vehicle emission controls. Mr. Freemark asked if the model accounts for transition to electric vehicles. Mr. Patronsky stated that CMAP does not assume this transition. Mr. Zucchero made a motion, seconded by Mr. Connelly to release the semi-annual GO TO 2040/TIP conformity analysis & TIP amendment for a public comment period from January 22 to February 22, 2016. The motion carried.

**6.0 Unified Work Program (UWP)**

Mr. Olson reported that CMAP as the MPO has the primary responsibility for preparing the Unified Work Program (UWP) each year. The UWP Committee serves as the project selection body for the program, and met in October to set the process for FY17. CMAP initiated the FY17 Call for Projects for both Core and Competitive proposals. All proposals are due back to CMAP on Friday, January 29th. Similar to previous years, the UWP Committee has aligned its regional priorities in approving projects to those that were adopted were adopted in the GO TO 2040 Plan and the recent update. Mr. Olson also reviewed the UWP development schedule.

Mr. Carmitchel advised the committee that FY 2016 projects that are not completed by the end of FY 2016 will have to be represented in the FY 2017 UWP.

**7.0 The Next Long-Range Plan**

**7.1 Highway Management and Operations Strategy Paper**

Ms. Bozic reviewed the three themes that will be addressed in the Highway Management and Operations Strategy paper that is being developed by staff in consultation with the Regional Transportation Operations Coalition (RTOC) and Advanced Technology Task Force. She also reviewed work to date and began discussion by asking the committee if they see active traffic management and integrated corridor management as significant opportunities for the region and if there are barriers to these concepts. Mr. Zucchero stated that the Tollway is developing active management in the 19 mile section of I-90 between Barrington Road and the Kennedy Expressway, installing gantries every half mile and dynamic message signs every mile that will allow the tollway to inform motorists of lane closures and to shift traffic accordingly. He noted that coordination with Pace for Bus on Shoulders operations is a big part of active management and that the Tollway is also having conversations with IDOT to implement similar treatments on I-55. Mr. Rickert stated this is a great opportunity and that the region needs to head this way, but he is concerned about continual advances in technology that make it difficult to stay on top of the latest developments. He is also concerned about having an ample supply of qualified staff to maintain and operate these technologies and suggested small, incremental steps for implementation. Mr. Bolton stated that there is a tremendous opportunity to integrate highway and transit on corridors of regional and national significance and that Pace views the highways as the running bed for Pace. He noted that I-290 presents an opportunity for active management. He stated

the region should go aggressively in this direction and should monitor and be involved in the activities of the Society of Automotive Engineers (SAE), the Institute of Electrical and Electronics Engineers (IEEE), and ITS America. Mr. Neufeld stated that in the early 1990's the issue of bicycle impacts on regional arterials was the start of changes and cautioned that the region should not go back to focusing on technologies for a single mode. The technologies need to be sensitive to bicycle and pedestrian modes, especially on arterials. Speed management is a golden goal that can solve a lot of problems with an attention to safety. Incidents are what cause problems and while the national focus has been on reducing the impacts of crashes, crash prevention; to avoid incidents that lead to congestion should receive more focus. Ms. Hamilton stated that active traffic management is a no brainer but she is concerned about integrated corridor management. Corridor management has been successful during construction projects, but on-the-fly diversion of traffic from interstates to local arterials, for example, could have significant community impacts, particularly in high density communities. Mr. Sriraj stated that the Urban Transportation Center is currently wrapping up a study for IDOT on integration of modes that may inform the strategy paper. Mr. Zucchero noted that the Tampa-Hillsborough Expressway Authority was recently awarded an FHWA grant to study connected vehicles that may also inform the strategy paper. Ms. Killen suggested that RTOC should take a deeper dive into the results of these studies. Mr. Pitstick noted that multi-modal participation in RTOC is critical. Mr. Bolton added that CMAP should also look into the integration of bike routes adjacent to highways by the Michigan DOT in southeastern Michigan.

Ms. Bozic next asked the committee if a regional concept of operations planning document would be valuable and if the region should pursue dedicated funding for operations improvements. In response to a question from Ms. Hamilton, Ms. Bozic stated that the fund source could be STP, CMAQ, safety funds, or other state, federal or local sources. Ms. Bozic stated that in the past, when the region was pursuing more arterial expansion, those projects became de facto signal modernization projects. She stated that recently, projects for Transit Signal Priority (TSP) have also taken on that role, since implementing TSP often requires modernization of signal systems. Ms. Hamilton added that a set aside of funding would not be a good thing because it reduces programming flexibility. Mr. Snyder stated that in the 1980's and 90's, Operation Green Light served as a strategy, but not a plan, for updating the region's systems. He stated that counties have accepted that active management squeezes more capacity out of the system. Lake County's PASSAGE system is a good example showing that integrated systems are beneficial. He noted that there are private providers who are doing a good job in collecting and distributing real time travel information and that they will continue to be players in any regional implementation. Arterials must supplement highways and currently everyone is doing their own thing. The region needs to start discussion of combining efforts for a regional traffic management system. Ms. Killen agreed that a traffic management

system has to be regional. Mr. Rickert stated that more exploration is needed. He has reservations about the specifics of regional management and how expensive it may be. He stated that the CMAQ program has done a good job in moving us forward and he is not sure that a new pot of money is needed yet. Ms. Killen added that more strategy development is needed before discussing dedicated funding.

Ms. Bozic asked if CMAP should study the magnitude of recurring versus non-recurring congestion within the region. Ms. Hamilton suggested that there might be other sources for that information. Mr. Bolton suggested that CMAP should look at Houston and Dallas as examples for approaching the problem as one of how the region can be competitive and should make the case to the business community that control centers and other technologies are a good investment. Mr. Snyder stated that several years ago, Cook County examined the Lake Cook Corridor and found that, like the national findings suggest, about 40% of congestion was recurring and 60% was due to non-recurring incidents. He questioned the need for additional study. Ms. Hamilton agreed that non-recurring congestion due to incidents should be the focus. Mr. Snyder noted that another element of incident management is legislative. For example moving crash vehicles off of the roadway, or proceeding to a parking lot or other area outside of the roadway for traffic violations. Ms. Bozic noted that CMAP plans to work with municipalities on more uniform incident response and educational programs. She thanked the committee for their feedback.

**7.2 Transit Ridership Growth Study**

Mr. Elam reviewed the approach and strategies being considered for the transit ridership growth study. He noted that 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, this study 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. He also noted that the study will be coordinated with RTA's strategic planning that is currently underway and asked for feedback on whether the strategies proposed are right for CMAP to research.

Mr. Freemark stated that this is an exciting topic and asked if ridership was being looked at as absolute ridership or mode share. Mr. Elam stated that GO TO 2040 used mode share, which is less affected by growth. Mr. Freemark suggested that the question of whether or not there is capacity to accept increased ridership must also be examined. He noted that at some point we cannot increase service any more, and capacity will constrain ridership.

Mr. Neufeld noted that in the past service cuts have often been fiscally motivated and wondered if there has been any study on the impacts of service cuts on ridership. Mr. Pitstick stated that the RTA strategic plan is market based, while CMAP will be conducting policy based research. Mr. Bolton stated that Pace has data on the impacts to ridership from service cuts. He suggested that the rise of on-demand ride sharing services must also be studied and noted that Pace wants to partner with these services, particularly in un- or underserved areas. He also noted that Uber grew from 48,000 rides to over one million in less time that it took to complete the NEPA study for Washington D.C.'s Silver Line.

Ms. Hamilton stated that CDOT has done a lot of work, such as the Central Area Plan, to examine system capacity and how better, safer environments influence ridership. She stated CDOT would like to be involved in this study to share that information. Mr. Kralik echoed Ms. Hamilton's idea that other entities with a direct impact should be involved in the study and stated he was disappointed to learn of this study only when the agenda for this meeting was posted. He stated that more realistic goals are good and that the assumptions needed to also be grounded in reality. For example, he stated, the willingness of entities responsible for policy changes to support the policies needed to increase ridership must be known. Mr. Elam stated that CMAP's Land Use planning helps with this side of the equation.

Mr. Kyle Smith stated he is pleased to see policy changes as a part of the study. He asked if CMAP had given any thought to the issues of the supply of land and land owners' feelings of entitlement. He stated that places with a lot of developable land such as southern and western Chicago and western Cook County are also distressed markets. Mr. Elam stated that these issues need to be discussed but they may not change the model.

Mr. Snyder stated that in the suburbs, the "last mile" is critical to transit use. He noted that parking and congestion pricing may be linked to financially forcing people out of their cars, but doing so before transit service exists is not a good idea. He suggested that CMAP look at the successful TMAs and business parks.

Ms. Karry asked if the study will look at increased ridership due to the extension of transit lines. Mr. Elam stated that CMAP is just considering the expansions that are GO TO 2040 constrained projects but that increased service on the whole will be studied. Mr. Pitstick noted that the RTA's Setting the Stage for Transit report that is referenced in the CMAP memo does <u>not</u> recommend any densities (residential or employment) for particular geographic places in the region. It merely references some

national best practices regarding densities that are appropriate for various levels/types of transit service and any recommendations used in the CMAP transit ridership growth study regarding densities for particular places should be attributed to CMAP staff.

Mr. Abraham noted that DPIT has seventeen years of ridership reports. They are also working with RTA and Pace on a "non-ridership" survey to ask people why they don't use transit. They are also considering a survey of millennials, to determine how their behavior, which favors transit use, may change in the future.

Mr. Bolton asked if there will be coordination between this study and place based alternatives. Mr. Elam stated that both are extremely important and there will be close coordination. Mr. Freemark wondered whether increasing capacity depends on whether or not that would result in ridership increases. He stated that another strategy for affecting ridership is fare policies across the different systems. Finally he wondered if investment in highways had a positive or negative effect on ridership growth.

Ms. Karry stated that there is a balance and that highway capacity is needed for transit to be effective. Mr. Bolton stated that in the past the focus has been on moving people to Chicago for work and that we need to watch the suburbs where there needs to be room, time, and funding to grow.

**7.3 Major Engagement and Voting Opportunities**

Ms. Schuh reviewed major engagement and voting opportunities that will be part of the plan development, leading to adoption in the fall of 2018. Mr. Snyder noted that staff should make sure that there are enough meetings to fully vet issues, and that decisions should not be driven by the schedule.

**7.4 Place-Based Approach Alternatives**

Ms. Ihnchak presented an overview of place-based approaches, defined as a spatial framework for providing locally appropriate recommendations within the context of a regional plan. She reported that a primary goal of the next plan's development is to provide actionable guidance for implementers by including more detailed policy recommendations and greater geographic specificity. Staff is recommending moving forward with a layers approach that would provide guidance to areas of the region affected by various policy recommendations of the plan through data layers, mapping, and sub-regional recommendations. Staff will be developing two sample layers through June 2016 and will seek additional feedback at that time. She asked the committee to review the discussion questions contained in the memo provided with the agenda and to provide feedback to staff.

Mr. Freemark stated this is an exciting approach and asked if it is possible to classify sub-regional areas, such as urban, suburban, and rural contexts, within layers to provide more targeted guidance. Ms. Ihnchak stated that staff is considering this.

Mr. Rickert asked if this approach will be focused on data and information to assist implementers with planning, or if is it intended to direct policy. He stated if it is the latter, he is concerned. Ms. Ihnchak noted that a regional plan has to be broad with a need for local interpretation of policies. The plan must also be mindful of local land planning authority and be suggestive rather than prescriptive, but is intended to shape local policy.

Mr. Kyle Smith stated this is an exciting development and is very important not just as a planning or mapping exercise. He stated it needs to be a tool to target investment to places identified in the layers. He suggested that RTA community plans would make an interesting layer. In response to a question from Mr. Kyle Smith, Ms. Ihnchak stated the mechanics and data to be used would be discussed in further detail after sample layers are prepared and discussed in June. Mr. Connelly suggested air quality as a potential layer.

**8.0 Legislative update**

**8.1 Federal**

Mr. Beata provided a summary of the Fixing America's Surface Transportation (FAST) Act, including new highlights of freight provisions, transit, and highway funding levels and noted that a CMAP Policy Update on the FAST Act is available on CMAP's website. He also reported on the Canadian Pacific (CP) Railway's proposed merger with the Norfolk Southern (NS) Railway. He stated that CP has argued that a merger would increase capacity through more efficient routing and use of equipment. CMAP is concerned about the effects of a merger on the economic impacts to the region if rail operations in the region are significantly reduced. CMAP is also concerned about impacts on the CREATE program. NS has been a major partner in CREATE, while CP has been a relatively minor partner. Additionally, CP is no longer actively participating in the Chicago Transportation Coordination Office (CTCO). Finally, the merger of any two large railroads, with different operating systems and safety cultures, raises concerns about overall rail safety. In response to a question from Ms. Hamilton, Mr. Beata noted that no formal proceeding related to the merger is currently before the Surface Transportation Board. Mr. Zucchero added that the Tollway is monitoring the situation closely due to potential impacts to the southern leg of the Elgin-O'Hare Western Access project near the Bensenville yard. A CMAP Policy Update on the merger is available on CMAP's website.

**8.2 State**

Mr. Gordon Smith reported that although the Senate was in session last week and both chambers would be in session next week there has been no progress on addressing the state budget impasse. He reported that CMAP is currently exploring ways to reduce our dependence on the state for our operating budget. Legislatively, CMAP will be pursuing reinstatement of the Comprehensive Regional Planning Fund and continuing appropriations of federal pass through funding. The final legislative agenda is not expected to include any other major changes. Fund 2040 will be included. The agenda will be presented to the Transportation Committee at their next meeting.

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

Ms. Killen noted that the current status report on the LTA program and Major Capital projects were provided for information.

**10.0 Other Business**

None.

**11.0 Public Comment**

Mr. Garland Armstrong expressed concerns about the impact of the Loop Link on pick-up and drop-off locations for the visually impaired. Ms. Hamilton and Mr. Connelly assured him that all buildings on the Loop Link route have pick-up/drop-off locations identified, and that drivers have been given information on those locations.

Mr. Armstrong also expressed concern about the ability to access the Pace ADA Advisory Committee meeting on Tuesday, January 26, and being held in the CMAP office.

**12.0 Next meeting**

The next meeting is scheduled for March 4, 2016.

**13.0 Adjournment**

On a motion by Mr. Connelly, seconded by Ms. Karry, the meeting adjourned at 11:30 a.m.

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# MEMORANDUM

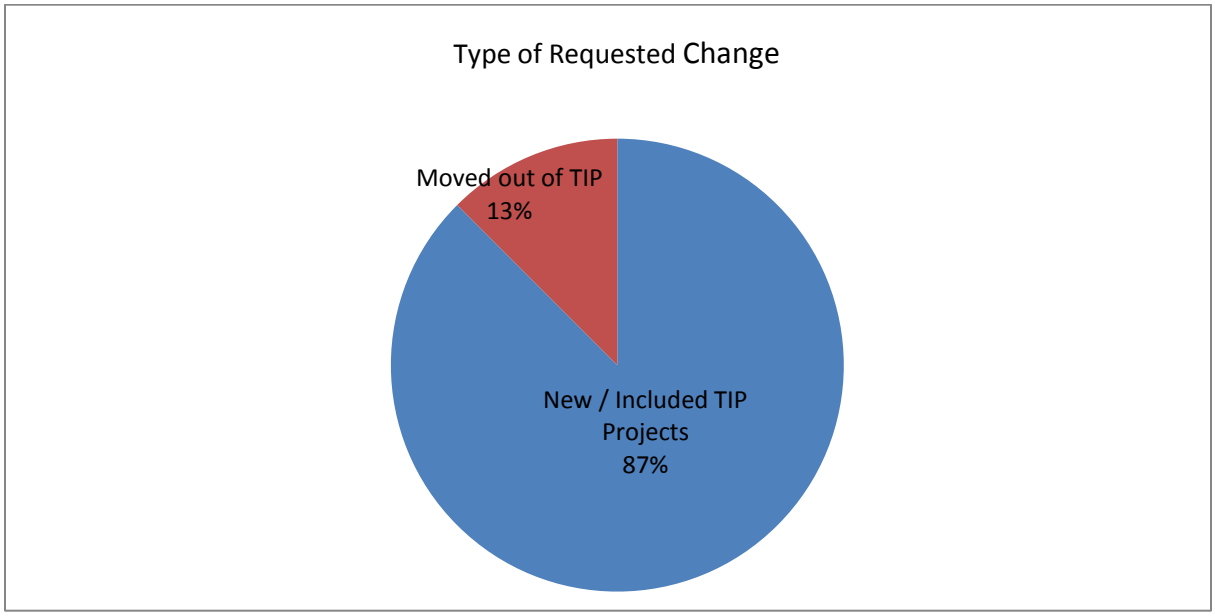
**To:** **CMAP Transportation Committee**

**From:** **CMAP Staff**

**Date:** **January 22, 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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Chicago Metropolitan Agency for Planning

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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 |

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| 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 | | |

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| 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 |

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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 | |

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| 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) |

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| 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:** CMAP Staff

**Date:** February 26, 2016

**Re:** Alternative Long-Term Funding Options

---

In late 2015, staff began a discussion with the Board and MPO Policy Committee concerning the long-term funding outlook for the agency. Long-term funding options will remain a priority item for discussion through the spring, with additional presentations to the Board and Policy Committee in March.

At the Transportation Committee meeting on March 4, CMAP staff would like to update the committee on the discussions that have occurred to date, and the next steps in developing a funding proposal. Committee members are encouraged to follow the links in the text below to view full memos on each subject.

In January, the Board and Policy Committee discussed possible **legislative solutions** and **non-legislative solutions**. The legislative solutions were adopted as part of the 2016 State Legislative Framework and Agenda, and the conclusions of the January presentation on non-legislative solutions included the following:

- CMAP's overall budget is lower than its peers, meaning that CMAP provides its services more efficiently than other comparable regional agencies.

- The low reliance of the agency on local funding is unusual. No other comparable agency, either nationwide or within Illinois, has such a low reliance on local funding. CMAP is unique in relying nearly entirely on the state for its local match.

- Many other comparable agencies are more aggressive at seeking competitive grants. While CMAP should pursue these more actively, these sources are typically not appropriate to provide the required local match for federal transportation funds.

- CMAP's predecessor agencies -- NIPC and CATS -- had significantly larger shares of local funding in their budget than our agency currently does.

- Staff should continue to develop a non-legislative option that included local dues, fee-for-service arrangements, and external grants.

In February, a follow-up memo on **alternative long-term funding options** was discussed with the Board. The memo reinforced the goal of reducing funding reliance on the state, and proposed long-term budget adjustments that would have the effect of splitting the required federal match between state and local sources. Ultimately, a target of $1.5 million annually in local dues was proposed, along with $500,000 in fee-for-service arrangements, although it is recognized that this may need to be implemented in multiple steps.

Funding issues were also discussed in other contexts in the past few days, including numerous meetings with IDOT and FHWA, a UWP committee meeting on February 18, an informal funding working group meeting on February 23, and a meeting of the County Board chairs on February 25. Through these meetings, CMAP and its stakeholders have reached the understanding that there are both long-term and immediate issues that must be addressed. The long-term issues – described in the memos linked above – are necessary to keep CMAP financially sustainable in a lasting way. There are also immediate issues involving cash flow that will seriously affect the agency's operations in early FY17. These immediate cash flow issues will require solutions above and beyond the long-term alternative funding options, and are likely to affect the distribution of UWP funding in FY17.

Staff will provide a fuller update on all of these matters at the March 4 Transportation Committee meeting.

**ACTION REQUESTED:** Discussion

###

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# MEMORANDUM

**To:** CMAP Transportation Committee

**From:** CMAP staff

**Date:** March 4, 2016

**Re:** Next Long Range Plan: Transportation System Funding Concepts

---

As part of the development of ON TO 2050, CMAP staff is currently putting together a series of strategy papers – reviewing current policies, emerging issues, and potential future directions – on various issues. This particular strategy paper will explore transportation system funding concepts, building upon the policy foundation of GO TO 2040. Findings will be used to focus staff's efforts as financial plan development begins in FY 17. This memo presents the initial findings of staff research, which will be further refined with stakeholder input in the final strategy paper.

The strategy paper will consider different concepts for funding the transportation network in the next comprehensive regional plan, focusing on options with the potential to substantially affect revenues and expenditures at the regional level. As such, this analysis does not explore all funding recommendations from GO TO 2040, such as variable parking pricing, nor is it intended to develop an exhaustive list of potential funding sources for the next financial plan. Rather, this strategy paper is an opportunity to identify potential policy changes and associated future analysis. Given this definition, CMAP staff identified seven topics for study in this project and shared the following list with the Transportation Committee in November 2015:

- Alternatives to the state motor fuel tax (MFT)
- Congestion pricing
- Expenditure efficiencies
- Non-user fee revenues
- Public-private partnerships
- Value capture
- Variable transit fares

Note that the next financial plan will likely rely on an array of funding sources, including many that are currently incorporated as established policies in the GO TO 2040 financial plan. Those items are not included in the current scope.

## Research Findings

For most of the seven topics identified for study in this project, GO TO 2040 has existing policy guidance and CMAP staff has subsequently developed an extensive body of work. At the November 2015 meeting of the Transportation Committee, staff summarized past CMAP work on alternatives to the motor fuel tax (MFT), congestion pricing, public-private partnerships (PPPs), and value capture. For these topics, as well as non-user fees, staff assessed current policies and lessons learned from subsequent research and outreach. For other topics – expenditure efficiencies and variable transit fares – GO TO 2040 provides little to no guidance. As such, research for these topics focused on case studies and literature review.

To help gather input from stakeholders, CMAP staff hosted a technical forum on expenditure efficiencies on January 22, 2016, featuring presentations from the Federal Highway Administration and Illinois Department of Transportation on the use of innovative materials, processes, and technologies to reduce capital costs. That technical forum included extensive discussion among the region's transportation agencies on potential opportunities to reduce costs in project delivery. Additionally, staff will continue to gather stakeholder input on each potential funding alternative through discussions at Transportation Committee meetings and conversations with partners and stakeholders.

For each of the seven funding concepts considered in this study, the following sections synthesize current policy recommendations in GO TO 2040, subsequent CMAP staff research, and national and local case studies to suggest next steps in the development of ON TO 2050.

### Alternatives to the state MFT

To provide adequate revenue in the long term, the state MFT needs to be replaced. Vehicles have become increasingly fuel-efficient, and further improvements in fuel economy are expected well into the future. In addition, a flat, per-gallon rate fails to keep pace with inflation over time. GO TO 2040 recommends that the state MFT be increased by 8 cents and indexed to an inflationary measure in the short term. In the long term, it recommends the implementation of a replacement to the state MFT, and further specifies that this replacement account for growth in construction costs, as well as overall growth in the transportation system, over time.

CMAP published a research brief in May 2015 that evaluated three alternatives to the state MFT – a mileage-based user fee, a motor fuel sales tax, and a vehicle registration fee – against several criteria, including revenue-based criteria, economic factors, and feasibility. The evaluation does not make any recommendations, but found that the mileage-based user fee does relatively well against most criteria examined because it would provide sufficient, stable, and growing revenue. However, implementation remains a significant hurdle for this revenue source due to the substantial investments in technology it would require, as well as privacy concerns it may

raise. On the other hand, a motor fuel sales tax would not be difficult to implement, but is relatively volatile and only provides fair growth because it is still based on motor fuel consumption. Motor vehicle registration fees would not be sufficient to replace the MFT but could be used to supplement another replacement. CMAP staff has been sharing this research with its stakeholders over the past several months.

***Findings***

ON TO 2050 should recommend a specific, long-term alternative to the MFT. The brief's findings suggest that a mileage-based user fee, specifically a vehicle-miles traveled (VMT) fee, is the best candidate across multiple criteria. This revenue source may benefit from a national solution that allows VMT fees to be collected from out-of-state drivers; a national approach would also streamline implementation and reduce the state's costs of executing a collection system.

Staff recommends analyzing two flat rates for VMT fees (one for commercial vehicles and one for non-commercial vehicles) for the next plan. However, the next plan should also include policy language supporting the eventual implementation of an advanced pricing system reflecting an array of marginal costs, where different rates could be applied to travel on different types of facilities, at different times of day, and for different classes of vehicles. In FY17, staff should conduct outreach among regional stakeholders gauge opinion and begin to build consensus on a mileage-based user fee. Staff should also continue study of relevant national case studies and develop methodology to estimate revenues.

**Congestion pricing**

Congestion pricing is a major policy emphasis in GO TO 2040, and the Financial Plan for Transportation includes revenues from the implementation of congestion pricing on a portion of the region's existing expressway network. Note that any congestion pricing associated with new major capital projects in GO TO 2040 is not included in that revenue estimate; rather, congestion pricing is assumed to reduce the public share of the costs of those projects within the financial plan. In addition, the plan's implementation action areas call for all new expressway capacity to be congestion priced, for the eventual congestion pricing of all existing expressway capacity, and for the excess revenues raised from pricing to be invested into transit and local road improvements in priced corridors.

Since the adoption of GO TO 2040, CMAP has advocated strongly for congestion pricing. These efforts have included quantitative modeling, an outreach campaign, including both media and stakeholder engagement, and additional policy research. There are no active congestion-pricing projects in the region, although pricing was recently announced as part of a project to construct an additional lane on I-55, and has been considered for other major capital projects currently under development.

Recent changes in federal law have made it easier for states to pursue tolling strategies -- generally allowing the addition of new toll lanes to a facility, conversion of HOV lanes, and modifying pilot programs to allow tolling of existing Interstate capacity (although broad tolling

of existing facilities is still prohibited). In addition, a number of congestion-priced facilities have opened across the country since the adoption of GO TO 2040. Some of these facilities have been developed in concert with transit service or equity programs, which could potentially represent an area for further study.

***Findings***

ON TO 2050 should retain recommendations from GO TO 2040, which support congestion pricing on new expressway capacity as well as the existing system. While GO TO 2040 was specific about using pricing to manage demand and raise revenue on the expressway major capital projects, it did not detail the most appropriate existing highway corridors in which to apply pricing. Starting in FY17, staff should revisit its analysis of congestion pricing. As pricing existing expressways will bring about a need to provide better alternative modes of transportation and may tend to divert traffic onto the arterial system, the next plan should also provide more detail on the potential use of congestion-pricing revenues within specific priced corridors, for example on enhanced transit service or arterial improvements.

**Expenditure efficiencies**

This concept would incorporate innovative construction practices, materials, technologies, and other strategies to reduce project costs. GO TO 2040's treatment of expenditure efficiencies focused on the utilization of performance measures to identify the most effective projects. CMAP staff has not completed significant work on this topic since the adoption of GO TO 2040.

On January 22, 2016, CMAP hosted a forum on expenditure efficiencies in roadway project delivery. The forum included presentations from FHWA staff on Every Day Counts and IDOT staff on design innovations and pavement preservation. The goal of the forum was to convene experts and stakeholders to discuss specific practices that have the most potential for expanded application in the region or the greatest effect on the cost of projects. In addition, CMAP staff was interested in discussing how innovative or more efficient construction practices should be treated in ON TO 2050, in terms of both financial planning assumptions and policy guidance. For further details, meeting notes are available for review.

CMAP is also undertaking a strategy paper on transit modernization. Capital and operational modernization in the region's transit systems may result in efficiencies that could be considered in ON TO 2050.

***Findings***

Based on discussion and presentations at the forum, ON TO 2050 should develop policy guidance to incorporate expenditure efficiencies in capital costs into the next financial plan. This language should acknowledge recent and anticipated advances in the construction industry that reduce capital costs via improvements in processes, materials, and technologies. The next plan should incorporate these cost savings into its long-term expenditure forecasts within the financial plan. In FY17, staff should continue outreach among regional stakeholders to build consensus on specific methodological considerations, in conjunction with the development of other assumptions for the Financial Plan for Transportation.

**Non-user fee revenue**
This concept would rely on revenues raised from sources with no connection to the transportation system. For example, regional sales taxes have been popular in many major metropolitan regions across the country, particularly to support transit expansion programs. At the state level, the most recent capital program, Illinois Jobs Now!, largely drew from non-transportation sources like video gaming, the lottery, increased sales taxes on candy and pop, and increased liquor taxes. At the federal level, the Highway Trust Fund required about $70 billion in bailouts from the General Fund between 2008 and 2015. In contrast, GO TO 2040 recommends that the region prioritize revenues that require users to pay an amount close to their actual cost of using the system.

In late 2014, CMAP launched the FUND 2040 campaign, which calls for a regional infrastructure fund to support transportation, water, and open space projects. Any new regional revenue source for transportation investment would require thorough analysis and evaluation to ensure it aligns with the region's priorities.

***Findings***
GO TO 2040 and the CMAP Board have expressed strong support for transportation user fees – which are revenue sources raised from those that benefit from use of the transportation system – and yet recent funding packages at the federal and state level have increasingly relied on an array of other revenue sources. In some cases, these sources have proved inadequate, and these funding packages are provided irregularly. The next plan should continue to express support for user fees, particularly for highway projects, as well as support for a reasonable dedicated source of funding for transit and non-motorized projects; both user fees and other reasonable sources should be set at rates that yield adequate support for investment needs.

**Public-private partnerships**
GO TO 2040 is supportive of what it terms "appropriate" public-private partnerships (PPPs). It acknowledges their potential benefits, but notes the complexity of PPP arrangements and stresses that they must be handled on a case-by-case basis and with a high degree of transparency and care. The original emphasis within the plan's implementation action areas had been securing broad enabling legislation for PPPs at the state level, an item that was implemented in 2011 with the passage of the Public-Private Partnerships for Transportation Act. The remaining items call for the careful review of PPP proposals and the consideration of PPPs as part of the project development process.

The Financial Plan for Transportation recognizes that PPPs could result in cost efficiencies on a project-by-project basis, reducing the public share of the costs for those projects. To the extent that utilizing a PPP reduces the cost of a major capital project, it reduces the cost that must be fiscally constrained in the financial plan. CMAP staff have worked with implementers to incorporate these estimates into the major capital project costs for previous financial plans.

CMAP has continued to provide policy research and analysis on public-private partnerships since the adoption of GO TO 2040. Much of this effort occurred over 2011-2012, when staff

published a four-part series of Policy Updates exploring the issues in more detail. CMAP supported the state Public-Private Partnerships for Transportation Act, providing broad enabling legislation for IDOT and the Illinois Tollway to enter into various types of public-private agreements.

In recent years, the national PPP market has evolved in favor of availability-payment models for new facilities rather than long-term leases of existing facilities. Federal policy has continued to support private investment in transportation.

***Findings***

ON TO 2050 should improve policy language from GO TO 2040, primarily by adding new discussion on the need to protect the public interest in a PPP arrangement. The public interest should include transparency of the procurement process, including a demonstration of value for money, as well as ongoing access to data, interoperability with existing state and regional technical frameworks, performance benchmarking, and clawback or other remediation provisions. Given the unique nature of individual transportation projects, GO TO 2040's emphasis on a careful, case-by-case analysis to proposed PPP agreements should be retained in the new plan. The next plan should be updated to reflect the evolution of PPP structures in the United States in recent years, including new models and changes to federal and state legislation. In FY17, staff should conduct outreach among regional stakeholders to build consensus on this policy position, as part of the development of the next Financial Plan for Transportation. In addition, staff should reach out to stakeholders to determine how to incorporate PPPs into cost estimates for regionally significant projects, where applicable and appropriate.

**Value capture**

GO TO 2040 encourages the exploration of value capture to capitalize on the value created by new transportation investments in order to fund new or expanded transportation facilities. Value capture assumes that nearby property owners will benefit from the construction of a new or improved transportation facility through increased rents, sales, and land values, and seeks to harness some portion of these benefits to pay for the cost of the facility. In Illinois, value capture mechanisms can include tax increment finance (TIF) districts, special assessment (SA) districts, impact fees, and special local taxes such as sales or hotel taxes.

GO TO 2040 assumes that value capture will be used to partially fund two major capital projects: the IL 53/120 extension and the Red/Purple Line Modernization project. CMAP staff has been involved in analysis regarding the use of value capture on both of these projects. Recently, the IL 53/120 Finance Committee has discussed the possibility of a fund that would capture 25 percent of the increased revenue due to growth in non-residential property value within a 1-mile radius of the corridor and a 2-mile radius of the interchanges of the project. Further, CMAP commissioned two studies on value capture, one in 2010 and the second in 2011. In recent years, several bills have been introduced in the General Assembly allowing for various forms of value capture. For example, Senate Bill 277, which passed the Illinois Senate in May 2015, would allow value capture to be used for transit improvements within the City of

Chicago related to the Red/Purple Line Modernization project. Finally, limited value capture takes place in the region via TIF district support for smaller transportation improvements.

***Findings***

The next plan should retain the existing policy language from GO TO 2040 and continue to apply value capture to regionally significant projects where appropriate. For the latter, the plan would identify specific opportunities in consultation with project implementers and include funding estimates within the fiscal constraint of the financial plan for transportation. In FY17, staff should begin early technical work for the evaluation of regionally significant projects to identify those with value capture potential.

**Variable transit fare policy**

Like congestion pricing, this concept would manage demand for transit services by charging different fares for different types of trips. GO TO 2040 does not address variable transit fares, nor has CMAP staff has not completed any significant work on this topic since the adoption of GO TO 2040. Numerous academic studies have noted the benefits of variable or differentiated transit fares, which can better match marginal costs. Yet relatively few transit agencies vary fares by time of day, and relatively few non-commuter rail agencies vary fares by distance traveled.

***Findings***

Additional research would be needed to understand the potential regional costs and benefits of variable transit fares, including estimated costs of implementation and potential impacts on ridership. In FY17, staff could incorporate transit fare policy into the planned study on transit ridership growth. Recommendations on this topic would be developed in concert with transit service providers.

## Discussion questions

Staff is interested in feedback on the above funding strategies. Specific questions include the following:

- Do you believe that the recommended funding concepts are the appropriate set to include in development of the next financial plan?
- Do you believe the drafted findings are appropriate for each funding concept?
- Do you believe the proposed follow-up activities for FY17 are appropriate for each funding concept?

Chicago Metropolitan Agency for Planning

**Meeting Notes**

Planning Information Forum: Cost Efficiencies in Project Delivery
Friday, January 22, 2016, 8:00am-9:30am
DuPage County Conference Room, CMAP, 233 S. Wacker Drive, Suite 800, Chicago, IL 60606

**Attendees (non-CMAP)**

| Name | Organization |
|---|---|
| Erin Aleman | Illinois Department of Transportation |
| Noel Basquin | Cook County |
| Bruce Carmitchel | Illinois Department of Transportation |
| Mike Connelly | Chicago Transit Authority |
| John Donovan | Federal Highway Administration |
| Pablo Faillaci | McHenry County |
| Henry Guerriero | Illinois Tollway |
| Jill Hayes | Cook County |
| Scott Hennings | McHenry County |
| Emily Karry | Lake County |
| Patrick Knapp | Kane/Kendall Council of Mayors |
| Jon-Paul Kohler | Federal Highway Administration |
| Ojas Patel | Illinois Department of Transportation |
| Brian Pfeifer | Federal Highway Administration |
| Issam Rayyan | Illinois Department of Transportation |
| Tom Rickert | Kane County |
| Chris Snyder | DuPage County |

**Summary of presentations**

**Chicago Metropolitan Agency for Planning** (Lindsay Hollander). For the next comprehensive regional plan, CMAP is beginning to explore potential strategies, including those related to the financial plan for transportation. A strategy paper will be developed to consider different concepts for funding the transportation system, focusing on policy-oriented efforts that have the potential to substantially affect revenues and expenditures at the regional level. These concepts could include efficiencies that are used to lower the cost of operating, maintaining, enhancing, or expanding the transportation system. The purpose of the forum is to discuss ways to reduce the costs of roadway projects, with a focus on innovative construction practices, materials, and coordination.

**Federal Highway Administration – Illinois Division** (Jon-Paul Kohler and Brian Pfeifer). FHWA administers the Every Day Counts (EDC) initiative, a multidisciplinary, stakeholder-based effort to identify and rapidly deploy proven innovations for widespread use. Through this program, FHWA works to create implementation plans for various innovative practices, and disseminates information to stakeholders via staff training, case studies, technical specifications, and other assistance. In Illinois, EDC has promoted several innovative practices, including the use of warm-mix asphalt utilization, which reduces cost by decreasing energy consumption. Other innovations like 3D engineered models and e-construction increase efficiency and reduce project timelines. EDC also has been working on a new test to assess asphalt pavement performance in order to extend the life of the material; in 2016, IDOT will implement 11 pilot projects of this test. Longitudinal joint seals are also under experimental use as a low-cost ($2 per lineal foot) way to extend the life of asphalt pavement. Finally, IDOT is currently researching how pavement preservation techniques can reduce lifecycle costs. However, this effort is hampered by IDOT's tracking system, which makes it difficult to see how new technologies affect the lifecycle costs.

**Illinois Department of Transportation District 1 Bureau of Design** (Ojas Patel). IDOT has implemented innovations in a number of areas, including engineering, design geometrics, construction, and pavement preservation. Efficiencies have been gained through the transition to 3D modeling and use of GPS for roadway design, which eases the evaluation of alternatives. IDOT has also implemented accelerated bridge construction in a number of projects, which reduces project time and traffic impact. However, accelerated bridge construction can result in additional upfront costs – for example, a prefabricated temporary bridge was rented for use in order to reduce traffic impacts of construction. Another innovation utilized is bridge beam galvanization and metallization, which allows IDOT to avoid repainting beams. Innovative strategies, like crack sealing, micro-surfacing, longitudinal joint seals, and two-inch intermittent pavement patching help to extend the life of flexible pavements. For concrete pavements, strategies like full depth repairs, precast pavement panels, and diamond grinding are used.

**Discussion**

- Initial discussion focused on some of the innovations and efficiencies utilized by county transportation departments, such as echelon paving, heated joints, micro-surfacing, and recycled materials. However, it was noted that many innovations that save time might not actually save money, particularly those aimed at maintaining traffic during construction. In addition, many innovations are either too minor to be utilized in a long-range forecast, or already included in long-range financial planning assumptions.

- Many participants expressed that regulatory compliance resulted in added costs. Properly disposing of construction debris, managing stormwater, implementing complete streets policies, and providing accessibility for individuals with disabilities often result in significant expenditure in construction projects, especially in an environment when regulations and rules change over time.

- Issues involving utilities were discussed. Moving utilities can result in additional cost and delay. Issues with coordination with utility companies can exacerbate these costs and delays, and to some extent are governed by state statute.

- A participant noted that while funds for the transportation system are insufficient, the region should not settle for a poor user experience. Another noted that privatization of infrastructure, often cited as a way to reduce costs, does not necessarily provide high-quality services. Another participant noted that better integration of land use and transportation planning would reduce capital costs over time.

**Considerations for next long-range plan**

Based on discussion and presentations at the forum, ON TO 2050 should develop policy guidance to incorporate expenditure efficiencies in capital costs into the next financial plan. This language should acknowledge recent and anticipated advances in the construction industry that reduce capital costs via improvements in processes, materials, and technologies. The next plan should incorporate these cost savings into its long-term expenditure forecasts within the financial plan.

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# MEMORANDUM

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

**From:** CMAP Staff

**Date:** March 4, 2016

**Re:** Transportation Asset Management

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Transportation Asset Management, a process to minimize the life-cycle asset costs necessary to attain performance goals, is one of a series of **strategy papers** being written to support the development of the next regional plan. This strategy paper, like the others, will review current policies, emerging issues, and potential future directions for the topic under review. As part of this process, staff will seek the input of the Transportation Committee, identify a resource group of stakeholders to assist and inform staff, and will initiate a dialogue about the potential benefits and limitations of asset management as a strategy to maximize the benefits of transportation system expenditures. The paper is expected to be complete by fall, 2016.

MAP-21 and the FAST Act, the two most recent federal transportation authorization laws, required the implementation of asset management by all state departments of transportation for the entire National Highway System. Transit agencies are also required to implement asset management. In both cases, MPOs are required to develop asset condition targets in coordination with the implementing agencies. Thus, rather than recommend that asset management should be implemented in the Chicago region, the next plan might recommend whether asset management should be expanded beyond the minimum required by the legislation to include additional asset classifications or additional jurisdictions. In addition, the next plan may make recommendations for multi-jurisdictional cooperation and implementation, particularly since the current Proposed Rules implementing MAP-21 will require an IDOT asset management plan for the National Highway System, regardless of jurisdiction. A small number of other MPOs have been pursuing asset management for some years, and their experiences may provide lessons for CMAP.

## Background on Transportation Asset Management

Asset management is defined in the U.S. Code as "a strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on both engineering and economic analysis based upon quality information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at minimum practicable

cost."[1] Asset management is being explored largely because it is a proven technique for cost efficiency, potentially providing superior outcomes within constrained budgets. Just as importantly, by tying asset condition to performance measures, asset management also provides a framework for analyzing the impacts of various financial planning scenarios, demonstrating the benefits of increased investments on system performance. Or, potentially, it can show the reduced costs of smaller systems. Also, recent innovations put asset management in a risk-management framework to facilitate analyses of system resilience in the face of a changing climate or challenging economic conditions.

## Federal Requirements

To implement the federal requirements for asset management laid out in MAP-21, separate proposed rules have been prepared both by FHWA (for state DOTs) and by FTA (for transit agencies). At this writing, federal rules for transportation asset management have not yet been finalized. Nonetheless, the proposed rules implement the basic requirements from MAP-21, as well as many of the related recommendations from the AASHTO's *Transportation Asset Management Guide: a Focus on Implementation.*[2]

**FHWA.** In the state DOT regulations, six major requirements are identified in the proposed rules for asset management plans:

- A process for developing a performance gap analysis, identifying deficiencies;
- A process for conducting life-cycle cost analyses;
- A process for developing a risk management plan to increase asset and system resiliency;
- A process for a developing a 10-year financial plan;
- A process for developing investment strategies to improve or preserve the condition of the assets and the performance, and leading to a program of projects that would make progress toward targets for asset condition and performance;
- Pavement and bridge management systems to analyze asset conditions and to determine optimal investment strategies.[3]

The requirements apply to pavements and bridges on the NHS regardless of jurisdiction. The scale and scope of the asset management plan may be expanded, but all of the requirements of the regulations would apply to the expanded plan.

**FTA.** The proposed rules for the transit agencies are somewhat more complex. Some notable requirements are as follows:

- A transit asset management (TAM) plan must be developed, with a minimum horizon of four years, coordinated with states and the MPO, that includes an inventory of assets; a condition assessment; analytical processes and decision-support tools; a project-based prioritization of investments (described more fully below); a policy for TAM and State of Good Repair (SGR, also described below); and various implementation activities.

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[1] 23 USC 101(a)(2). http://uscode.house.gov/, retrieved February 1, 2016

[2] AASHTO, 2011. Available from https://bookstore.transportation.org/item_details.aspx?id=1757.

[3] http://www.regulations.gov/#!documentDetail;D=FHWA-2013-0052-0002. Retrieved February 3, 2016

- The TAM plan must include "investment prioritization that identifies projects to improve or maintain the state of good repair over the horizon period of the TAM plan." The investment prioritization must consider funding levels and funding sources that are reasonably available each fiscal year of the TAM plan.
- The regulations establish SGR measurement standards. A capital asset must (1) be able to perform its design function; (2) not pose a safety risk in its current condition; and (3) must have met or recovered its life-cycle investment needs, including all scheduled maintenance, rehabilitation, and replacements.
- The regulations establish performance measures for capital assets. For rolling stock and non-revenue service vehicles, the performance measure is the percent of vehicles within the asset class that have met or exceeded their useful life benchmark (either an FTA default or as established by the transit provider and approved by the FTA). For infrastructure, the performance measure is the percentage of track segments, signals, and systems with performance restrictions. For facilities, the performance measure is the percent of facilities within an asset class rated "marginal" or "poor" on FTA's Transit Economic Requirements Model.
- SGR performance targets must be set each year for the following year, consistent with the resources identified in the TAM plan and based on realistic expectations.[4]

**MPO Performance Measures.** Asset management regulations are tied to performance measures and targets. Targets for these performance measures must be established within the MPO's long-range plan. For the NHS, relevant measures are the conditions of pavements and bridges; for transit agencies, the performance measures are the state of good repair measures for equipment, rolling stock, infrastructure, and facilities described above.[5] The transit regulations explicitly call for transit providers to coordinate, to the maximum extent practicable, with states and MPOs in their selection of performance targets.[6]

Implementation timelines, complicated by the lack of final rules, will be discussed more fully in the paper. CMAP's objective has long been to integrate the enhanced performance measures and targets laid out in MAP-21 into the next long-range plan, ON TO 2050. The paper will fully explore federal requirements to assure appropriate deadlines for partner agencies' plans.

## Asset Management in Other Regions

In general, the MPO role in asset management has been relatively minor to date. However, a few MPOs have engaged in asset management programs at the regional level. The Metropolitan Transportation Commission (MTC), the MPO for California's Bay Area, pioneered asset management to study local road and street maintenance needs. The MTC-developed pavement management system, now named "StreetSaver," helps local cities and counties better maintain

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[4] https://www.federalregister.gov/articles/2015/09/30/2015-24491/transit-asset-management-national-transit-database. Retrieved February 23, 2016.

[5] 23 CFR 450.306(d)(2). Proposed Rule. Note that the performance measures mentioned are limited to those relevant to a discussion of asset management. Other performance measures will also be included in ON TO 2050.

[6] 49 CFR 6625.45(d). Proposed Rule.

pavement.[7] The Northeast Ohio Areawide Coordinating Agency (NOACA), the MPO for the Cleveland area, has also begun an asset management program, establishing an asset inventory and estimated maintenance costs; the program also developed pavement condition reports for the federal-aid systems in each of the municipalities in the Cleveland region.[8] The larger MPOs in Michigan (Grand Rapids and Detroit) have been quite active in the area because of the emphasis placed on regional strategies for asset management by the Michigan DOT.

## Asset Management in the Chicago Region

A summary assessment of transit and roadway asset management in the Chicago region will be included in the full paper. Considering pavement management systems, CMAP has found that their use is widespread, but not universal. The majority of the counties reported, at a 2015 planning forum hosted at CMAP, that they also maintained pavement management systems. In responding to the *2012 Municipal Plans, Programs, and Operations Survey*, 116 of 175 (66%) of responding municipalities stated they use a formal pavement management system to prioritize local street maintenance and repair. CMAP will ask follow-up questions on municipal pavement management in its 2016 survey.

The Illinois Department of Transportation (IDOT) has implemented a pavement preservation strategy; IDOT sums up the strategy as "applying the right treatment, to the right pavement, at the right time."[9] In addition, local agencies participating in IDOT's pavement preservation program, including using MFT funds for such purposes, are required to follow the process set forth in Chapter 45 of the Bureau of Local Roads and Streets Manual.[10] The program requires a pavement management system, though this may range from sophisticated proprietary software to a simple spreadsheet tool, as appropriate.

Implementation of bridge management systems is thought to be more advanced than pavement management systems. Substantial progress has also been made recently on transit asset management systems. Again, these will be explored in the full paper, in concert with the transit agencies and IDOT.

## Policy Questions to Be Addressed

Asset management is an area that will require greater attention under federal law. So the questions for the development of the next plan center on the issues below:

**General**

- How does the region make the most of the federal asset management regulations?
- Does inter-jurisdictional cooperation have a role to play in asset management?

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[7] https://www.streetsaveronline.com/about/mtc.
[8] http://www.noaca.org/index.aspx?page=234.
[9] http://www.idot.illinois.gov/assets/uploads/files/doing-business/manuals-split/design-and-environment/bde-manual/Chapter%2052%20Pavement%20Preservation.pdf.
[10] http://idot.illinois.gov/assets/uploads/files/doing-business/manuals-split/local-roads-and-streets/chapter%2045.pdf.

- Looking to the implementation of ON TO 2050, does regional policy have a role in extending asset management beyond the NHS and transit systems? How can the condition of local roads be improved through asset management?
- By considering risk, can asset management further the region's work on resilience?

**Capital Investments**

- By linking asset management to performance measures, funding scenarios, and performance goals, can asset management show the performance benefits of greater levels of investment?
- Can asset management tools convincingly demonstrate the financial benefits of capital maintenance earlier than might be perceived necessary by road users, or accelerating capital reconstruction?
- Likewise, can asset management demonstrate the financial benefits of strategic disinvestment in capital assets?

## Outreach Strategy

CMAP staff intends to engage stakeholders in a variety of ways as we investigate asset management. First, a resource group of 8 – 10 agency stakeholders, or more if appropriate, will be established to assist staff. Second, the consultation team will be engaged, if appropriate. Third, select agencies will be interviewed, either one-on-one or as a group. Fourth, regular updates to the Transportation Committee will be prepared. And finally, early drafts of the report will be made available for comment.

Staff welcomes suggestions regarding participation in the asset management resource group.

**Action Requested: Discussion**

Chicago Metropolitan Agency for Planning

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# MEMORANDUM

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

**From:** CMAP Staff

**Date:** March 2016

**Re:** Transit Modernization and Innovation Strategy Paper

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As part of the development of the next regional plan, CMAP staff is currently developing a series of **strategy papers** – reviewing current policies, emerging issues, and potential future directions – on various issues. This strategy paper will explore transit modernization and innovation. ON TO 2050 is anticipated to build upon the policies and ambitious goals for transit established in GO TO 2040. This strategy paper, to be completed by fall 2016, is being developed in collaboration with the Regional Transportation Authority and a resource group to be made up of operators and local experts. This memo summarizes work to date and advances some potential focus areas for discussion by the Transportation Committee.

## Background

As part of its goal of making Chicago's transit network "world-class," GO TO 2040 recommends that the region "improve the operations of the region's transit system, focusing investments on maintenance and modernization." It also recommends adopting best practices in new technologies, widely implementing traveler information systems, establishing seamless coordination between modes, and making user perception a factor in vehicle purchases and station design. These recommendations are meant to lead to a qualitatively better travel experience in terms of comfort, speed, reliability, and usability.

In preparation for GO TO 2040, CMAP also developed a **Public Transportation Strategy Paper** in 2009 that highlighted the impact of transit on travel, health, land use, and the economy and identified some possible improvements to the region's transit system. The transit modernization strategy paper will expand on this work, examining potential improvements in light of changing technology as well as a fiscal environment and maintenance backlog that require careful prioritization of new initiatives.

## Overview of Strategy Paper

The paper will be made up of two main parts. First, it will review current modernization efforts in the region and examine how emerging technologies and other innovations are changing what transit can be and do. Second, the paper will examine some of the key transit choices that

operators face, such as providing coverage to a large area versus offering frequent service or emphasizing premium services. These choices will be examined in light of different customer needs to outline a potential regional framework for modernization and innovation for the transit system.

### *Review of Current Efforts and Emerging Strategies*

Significant steps toward modernizing the system are already underway in the Chicago region. The CTA's Red–Purple Modernization project is not only replacing century-old bridges, but also expanding capacity and rebuilding stations to accommodate anticipated future demand. Bus Rapid Transit and Arterial Rapid Transit (BRT and ART) projects like Loop Link and Pace's Pulse service are dedicating roadway capacity for buses. Modern payment methods and real time vehicle arrival information have changed the user experience. The region's transit providers have already identified a substantial number of modernization projects to pursue, and could gain additional insight from cities and regions across the country and globe. As background for this section, CMAP staff is researching strategies and technologies that are being used by cities around the world to improve the effectiveness of their transit networks. This will include an examination of emerging "mobility as a service" approaches and how transit can adapt to and leverage them. Key questions for this section include, what innovative strategies can help overcome barriers to the use of the transit system, and what types of technology investments are likely to yield the most benefits?

Modernization encompasses more than physical infrastructure and technological innovation. As consumers' ideas about multimodal transportation evolve, collaboration between transportation operators in the public and private sector will become even more important. The effectiveness of these partnerships can have as large of an impact on a customer's trip as any technology that may be developed. For example, the transportation network company Lyft as well as the Divvy bike-sharing program both advertise their services as a link in the transit system. Partnerships within the public sector are critical as well. For example, projects such as upgrades to Union Station, the integration of bus-on-shoulder and Pace park-and-ride facilities on the I-90 Addams Tollway reconstruction, and transit signal priority will serve transit through the cooperation of several partners.

### *Framework for Tradeoffs, Constraints, and Priorities*

While there is a diverse menu of modernization strategies the region could implement, many involve tradeoffs. For example, express bus service improves speed and travel time reliability, but less frequent stops may exacerbate "last mile" challenges, particularly for riders with mobility limitations. Similarly, premium services or facilities may be more relevant to some riders or potential riders than others, or on some types of trips. In general, different user groups -- such as reverse commuters, discretionary riders, and disadvantaged populations – may see different benefits from modernization, and this may vary by geography and trip purpose as well. On the other hand, changing technologies could provide opportunities to serve trips from dispersed locations more cost-effectively than with fixed-route transit, helping overcome traditional tradeoffs between service frequency and service coverage. This portion of the paper will develop a framework for understanding the tradeoffs in transit service and technology. It

has a clear connection to CMAP's work on inclusive growth; a strategy paper on that topic is investigating different populations' access to jobs and services.

## Input

The strategy paper will reflect a combination of staff research and the priorities of our member agencies. A resource group of about 15 persons, composed of service board representatives, academics, policy advocates, and technical experts will be formed to advise on the project throughout the process. This group will help guide research into how to continue progress toward an integrated, seamless, and sustainable transportation system across the region. Staff welcomes suggestions regarding participation in the transit modernization and innovation resource group.

## Discussion questions

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

- What role do non-transit providers, like transportation network companies, have in complementing the transit system?
- Are there elements missing from the framework sketched above?
- What kinds of tradeoffs might be expected in projects and programs for the next plan?
- What transit innovations have you seen in other cities that could have a big impact here?

**Action Requested: Discussion**

Agenda Item No. 4.3

Chicago Metropolitan Agency for Planning

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# MEMORANDUM

**To:** CMAP Board and Committees

**From:** CMAP Staff

**Date:** February 3, 2016

**Re:** Local Technical Assistance Program Update

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The CMAP Board and committees receive regular updates on the projects being undertaken through the Local Technical Assistance (LTA) program, including those receiving staff assistance and grants. To date, 183 local projects have been initiated. Of these, 123 projects have been completed, 44 are fully underway, and 16 will get actively underway in the near future.

Several consultant-led projects have been paused due to contract reimbursement issues caused by the lack of a state budget. These projects will continue to be listed in this report, and their contract status will be noted.

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

ACTION REQUESTED: Discussion

## Projects Currently Underway

| Project | CMAP lead | Timeline | Assistance type | Status and notes |
|---|---|---|---|---|
| Algonquin-Carpentersville Fox River corridor plan (see website) | Brian Daly | May 2014-Feb. 2016 | Staff assistance | The Village of Carpentersville Board of Trustees will vote on adopting the plan on February 16. The Village of Algonquin adopted the plan in December. |
| Arlington Heights bicycle-pedestrian plan (see website) | John O'Neal | May 2014-May 2016 | Staff assistance | Work continues on draft plan, focusing on core chapter (text and illustrations) of recommendations for potential infrastructure improvements. |
| Aurora downtown plan (see website) | Lindsay Bayley | May 2015-Sept. 2016 | Staff assistance | Existing conditions report drafting underway. The first public workshop was held on January 21, with over 160 in attendance. The MetroQuest interactive survey is now available online. |
| 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 | Stakeholder interviews took place in late January. CMAP will coordinate the content of the project's MetroQuest site with Village staff in February and launch the site in late February to early March to commence the community outreach process. |
| Berwyn parking study (see website) | Lindsay Bayley | Nov. 2013-Jan. 2016 | Staff assistance | Final Plan formatting still underway, expected to be sent to the City of Berwyn and Steering Committee in February. |
| *Berwyn stormwater management plan* | *Nora Beck* | *Mar.-Nov. 2016* | *Consultant assistance* | *Newly added to monthly report. Scoping underway.* |
| Berwyn zoning revisions (see website) | Kristin Ihnchak | Jan. 2013-Mar. 2016 | Staff and consultant assistance | CMAP is scheduling a review meeting with the Steering Committee. |
| Blue Island capital improvement plan (see website) | Evy Zwiebach | Apr. 2015-Feb. 2016 | Staff assistance | CMAP staff is working on the draft report. The draft will be submitted to the Steering Committee for review in early February. |
| Brookfield comprehensive plan | Nora Beck | TBD | Consultant assistance | Consultant selection was completed in January. Project on hold due to contract reimbursement issues. |
| Calumet Park planning priorities report | Sam Shenbaga | May 2015-Mar. 2016 | Staff assistance | Draft underway. Internal draft for review expected by end of February. |

| Project | CMAP lead | Timeline | Assistance type | Status and notes |
|---|---|---|---|---|
| Campton Hills zoning and subdivision regulations | Kristin Ihnchak | Jul. 2014-TBD | Consultant assistance | Project on hold due to contract reimbursement issues. |
| Carol Stream comprehensive plan (see website) | John Carlisle | Feb. 2014-Apr. 2016 | Staff assistance | The steering committee is reviewing the draft plan at a meeting February 3 and a public open house will be scheduled for March. |
| Chicago Albany Park neighborhood plan | Brian Daly | Nov. 2015-Mar. 2017 | Staff assistance | CMAP staff has held an internal project kickoff meeting and is working with the North River Commission to compose a steering committee. The steering committee hopes to hold its first meeting in mid-February. |
| Chicago Pilsen-Little Village neighborhood plan (see website) | Evy Zwiebach | Dec. 2013-June 2016 | Staff assistance | No update. |
| Chicago Pullman National Historic Park transportation plan | Lindsay Bayley | June 2015-TBD | Consultant assistance | No update. Project on hold due to contract reimbursement issues. |
| Chicago Riverdale Area Transportation Plan | Tony Manno | TBD | Consultant assistance | Draft scope of work completed. Project on hold due to contract reimbursement issues. |
| Chicago West Pullman neighborhood plan (see website) | Evy Zwiebach | Oct. 2014-Feb. 2016 | Consultant assistance | No update. |
| Cicero comprehensive plan (see website) | Jonathan Burch | Apr. 2014-TBD | Consultant assistance | Project on hold due to contract reimbursement issues. |
| Cook County unincorporated areas plan | John Carlisle | Apr. 2016-June 2017 | Staff assistance | Initial scoping meeting with Cook County is being scheduled. |
| *Crete comprehensive plan* | *Sam Shenbaga* | *May 2014-Jan. 2016* | *Consultant assistance* | *Newly completed. Plan adopted 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) | Jonathan Burch | Nov. 2014-Mar. 2016 | Consultant assistance | Glendale Heights is working with the consultant to set a public meeting for February. |

| Project | CMAP lead | Timeline | Assistance type | Status and notes |
|---|---|---|---|---|
| DuPage County Elgin-O'Hare Corridor Bicycle and Pedestrian Plan (see website) | John O'Neal | May 2015-TBD | Consultant assistance | Review of draft initial sections of plan (ECR and summary of public outreach to-date) completed and forwarded to consultant for incorporation. Outreach/public engagement continues. Project on hold due to contract reimbursement issues. |
| Elmwood Park zoning assessment | Patrick Day | Nov. 2014-Mar. 2016 | Staff assistance | Updated zoning map has been created by CMAP staff, drafting of assessment memo is currently underway. |
| Endeleo Institute planning priorities report (see website) | Ashleigh Johnson | Feb. 2015-Feb. 2016 | Staff assistance | Draft planning priorities report under internal review. CMAP staff planning for February 17 open house. |
| Franklin Park comprehensive plan (see website) | John Carlisle | Apr. 2015-Sept. 2016 | Staff assistance | The existing conditions report was delivered to the Village, who is now reviewing it. Steering committee review and meeting will likely occur at the end of February. |
| Governors State University green infrastructure plan | Holly Hudson | June 2015-TBD | Consultant assistance | The consultant is completing the existing conditions stormwater model and preliminary analyses for proposed stormwater management improvements. They will be preparing a status report to document work completed to date before placing the project on hold due to contract reimbursement issues. |
| Hampshire planning priorities report | Tony Manno | Feb.-Nov. 2016 | Staff assistance | Scoping underway. |
| *Harvard comprehensive plan (see website)* | *Nora Beck* | *May 2014-Jan. 2016* | *Staff assistance* | *Newly completed. The Comprehensive Plan was adopted by the City in January.* |
| Homer Glen plan commissioner training | Patrick Day | Feb.-Sept. 2016 | Staff assistance | Initial training session will occur February 1. |
| Huntley zoning update | Patrick Day | May 2015-TBD | Consultant assistance | Draft Recommendations Memo was submitted by CodaMetrics for review. Project on hold due to contract reimbursement issues. |
| Impact DuPage affordable housing strategy | Jonathan Burch | Feb.-Dec. 2016 | Staff assistance | Scoping underway. |
| Joliet Chicago Street plan | Stephen Ostrander | TBD | Consultant assistance | No update (project on hold). |
| Kendall County industrial market study | Don Hughes | Aug. 2015-Mar. 2016 | Staff and consultant assistance | Attended KEDA board meeting to update county staff on the status of the study. CMAP and VSKA staff revising draft. Draft of report is expected to be sent to county staff in early February. |

| Project | CMAP lead | Timeline | Assistance type | Status and notes |
|---|---|---|---|---|
| Lake County Route 53/120 land use plan (see CMAP website and project website) | Jason Navota | Nov. 2013-June 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 presenting the plan to municipalities in 2016. |
| Lake County / Round Lake Homes for a Changing Region (see website) | Stephen Ostrander | July 2014-Mar. 2016 | Staff assistance | Draft plan undergoing review by CMAP staff and the full project team (including MMC, MPC, and the Lake County Community Foundation). Next steps include presenting the draft plan to municipalities, Lake County, and non-profit partners. |
| *Lemont development review process analysis* | *Jake Seid* | *Jan. 2015 - Jan. 2016* | *Consultant assistance* | *Newly completed. This report was finalized and presented to the Village Board in January.* |
| Lisle downtown parking plan | Lindsay Bayley | Mar. 2016-Feb. 2017 | Staff assistance | Scope of work developed and reviewed by Village staff. Preliminary meeting to go over the scope was held in January. |
| 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-Feb. 2016 | Staff and consultant assistance | The plan has been adopted by Boone and Winnebago counties. McHenry County will consider adopting the plan at its February 2 meeting. |
| Metropolitan Planning Council Great Rivers project | Louise Yeung | Dec. 2015-Dec. 2016 | Staff assistance | Kicked off project. Project team is working with MPC to design neighborhood charrettes. |
| Midlothian 147th Street Corridor Improvements | Tony Manno | TBD | Staff and consultant assistance | Scoping underway. Project may be delayed due to contract reimbursement issues. |
| North Chicago comprehensive plan (see website) | Jake Seid | May 2014-May 2016 | Staff assistance | Drafting of the Comprehensive Plan was completed in December. The document will be reviewed by City staff in February and will be revised prior to meeting with the project Steering Committee and presentation at a public open house. |
| North Lawndale community plan | Brandon Nolin | Feb. 2016-July 2017 | Staff assistance | Scoping underway. Project steering committee kick-off being scheduled for February. |
| O'Hare area truck route coordination | Bob Dean | TBD | Consultant assistance | Consultant selection is underway, with a recommendation expected at the February Board meeting. However, after selection, project will be on hold due to contract reimbursement issues. |

| Project | CMAP lead | Timeline | Assistance type | Status and notes |
|---|---|---|---|---|
| Palos Park trails plan | John O'Neal | TBD | Consultant assistance | Draft scope/RFP completed; currently in internal review. Project on hold due to contract reimbursement issues. |
| Park Forest zoning revisions (see website) | Kristin Ihnchak | June 2013-June 2016 | Staff and consultant assistance | Two final staff review meetings to review the draft UDO were held in January. CMAP staff are editing the document based on Village staff and steering committee feedback. |
| Regional truck permitting project | Alex Beata | Jan. 2015-June 2016 | Consultant assistance | Held a visioning session on January 26 with the Steering Committee and other stakeholders. Began developing draft recommendations. |
| Richmond planning priorities report | Maggie Jarr | Feb.-Nov. 2016 | Staff assistance | Scope of services, MOU, and resolution approved by Village Board. Project kick-off meeting is scheduled for February 2. |
| 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 | Feb.-Oct. 2016 | Consultant assistance | Scoping underway. |
| Romeoville comprehensive plan | Brandon Nolin | Apr. 2016-June 2017 | Consultant assistance | RFP to be released in early February, with consultant selection in April. |
| Roselle comprehensive plan (see website) | Dan Olson | Feb. 2015-TBD | Consultant assistance | Consultant continuing work on a draft of the comprehensive plan. A draft version is due to CMAP and the Village for review on February 12. The Steering Committee will meet next on February 29 and will discuss the draft version of the plan. Project delays expected due to contract reimbursement issues. |
| South Elgin zoning update (see website) | Patrick Day | Oct. 2014-Dec. 2016 | Staff assistance | Draft Recommendations Memo has been completed and is currently undergoing internal review, 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 being reviewed by Village staff. Next step will be review of the draft report by project Steering Committee. |
| 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. |

| Project | CMAP lead | Timeline | Assistance type | Status and notes |
|---|---|---|---|---|
| Sugar Run Creek area plan (see website) | Brandon Nolin | May 2015-Oct. 2016 | Staff assistance | Draft Existing Conditions Report will be delivered to community in early February ahead of Steering Committee meeting on February 23. Community Vision Workshop scheduled for March 22. |
| Villa Park zoning ordinance | Patrick Day | July 2015-TBD | Consultant assistance | Steering Committee met to review Module 1 of the draft ordinance on January 19. Project on hold due to contract reimbursement issues. |
| *West Suburban Chamber of Comm. and Industry cargo-oriented development plan* | *Evy Zwiebach* | *June 2014-Jan. 2016* | *Staff assistance and contract* | *Newly completed. CMAP staff, ULI, and WSCCI hosted a Developers Dialogue on best practices in industrial development on January 21. This event concludes the project.* |
| Westchester zoning ordinance | Kristin Ihnchak | Nov. 2014-May 2016 | Consultant assistance | The consultant has been coordinating with the Village on edits to the draft ordinance and is scheduling a steering committee meeting. |
| Winthrop Harbor comprehensive plan (see website) | Sam Shenbaga | Sept. 2014-Apr. 2016 | Staff assistance | Planning and Zoning Board provided comments on initial chapters. Edits being incorporated. Full draft review to be completed by PZB in mid-March. |

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