Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Transportation Committee

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

Prior to meeting there will be a Forum at 8:00 a.m. to discuss a framework for evaluating regionally significant highway projects for ON TO 2050

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

2.0 Agenda Changes and Announcements

3.0 Approval of Minutes— May 20, 2016

4.0 Coordinating Committee Reports
The Regional Coordinating Committee met on June 8, 2016; a report will be given.

5.0 FFY 14-19 Transportation Improvement Program (TIP)

5.1 **TIP Amendments and Administrative Modifications (LeRoy Kos)**
The TIP amendments were published to the eTIP web site on July 15, 2016 for committee review and public comment. A memo summarizing the changes is attached.
Action Requested: Approval of formal TIP amendment 16-04

5.2 **Semi-Annual GO TO 2040/TIP Conformity Analysis and TIP Amendment (Leroy Kos)**
Release of the semi-annual GO TO 2040/TIP conformity analysis and TIP amendment for public comment is requested. The analysis and amendment will be subject of a 30-day public comment period.
Action Requested: Release of the semi-annual GO TO 2040/TIP conformity analysis and TIP amendment for a public comment period from July 22 to August 22

6.0 ON TO 2050

6.1 **Introduction to Alternative Futures Scenario Planning (Elizabeth Irvin)**
Scenario planning is a tool to help stakeholders determine preferred planning approaches, understand trends for the region, and assess different land use, economic, and transportation policies. CMAP staff will summarize the vision-driven

scenario planning approach conducted for GO TO 2040, present the proposed alternative futures approach for ON TO 2050, and outline a schedule for scenario planning work in the next fiscal year (please see related **memo** here).
Action Requested: Information

6.2 **Regional Priorities Report Update (Elizabeth Schuh)**
CMAP staff has been gathering public feedback on regional challenges and opportunities as well as priority topics that should be addressed by the ON TO 2050 plan. To summarize that feedback and give insight on preliminary plan directions, CMAP staff created a **Regional Priorities Report draft**. A public comment period on this draft will be open until August 15, 2016.
Action Requested: Information

6.3 **Regionally Significant Projects Update (Jesse Elam)**
The process of soliciting and evaluating regionally significant projects for ON TO 2050 is beginning this summer. Staff will update the committee on the process of verifying project information and the role of public input in building the universe of regionally significant projects.
Action Requested: Information

6.4 **Follow-up from Spring Transportation Forums (Jesse Elam)**
Planning information forums were held April 22 on financial planning and May 20 on bridge condition forecasting. Staff will share the main takeaways from those forums.
Action Requested: Information

7.0 USDOT MPO Coordination and Planning Area Reform Rule (Tom Kotarac)
In June, FHWA and FTA proposed a rule requiring unified planning products for each urbanized area (UZA), even if there are multiple MPOs designated within that urbanized area. Specifically it would result in MPOs developing a single metropolitan transportation plan, a single transportation improvement program (TIP), and a jointly established set of performance targets for the entire urbanized area and contiguous area expected to become urbanized within a 20-year forecast period for the transportation plan. This rule would significantly affect the work products and relationship between CMAP and the Northwest Indiana Regional Planning Commission, and to a lesser extent the Southeastern Wisconsin Regional Planning Commission. Staff is seeking feedback from committee members to help shape agency comments on the rule and is encouraging individual comment by members.
Action Requested: Discussion

8.0 Legislative Update (Simone Weil)
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

9.0 Status of the Local Technical Assistance Program

The current status report on the LTA program is included in the meeting materials.
Action Requested: Information

10.0 Other Business

11.0 Public Comment

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

12.0 Next meeting

The next Transportation Committee meeting will be September 16.

13.0 Adjournment

Committee Members

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

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

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Chicago Metropolitan Agency for Planning (CMAP) Transportation Committee

Draft Minutes

May 20, 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, Vice Chair Rocco Zucchero – Illinois Tollway, Charles Abraham - IDOT DPIT, Jennifer Becker - Kendall County, Darwin Burkhart – IEPA (via phone), Brian Carlson – IDOT District One, John Donovan – FHWA, Doug Ferguson – CMAP, Yonah Freemark – MPC, Luann Hamilton – CDOT, Scott Hennings – McHenry County, Emily Karry – Lake County, David Kralik – Metra, Christina Kupkowski – Will County, Leah Mooney – CTA, Randy Neufeld – Bicycle and Pedestrian Task Force, Mark Pitstick – RTA, Tom Rickert – Kane County, Christopher Schmidt – IDOT OP&P, Chris Snyder – DuPage County, P.S. Sriraj – Academic & Research, Steve Strains – NIRPC, David Tomzik – Pace, Mayor Eugene Williams – Council of Mayors,
Absent:	Darwin Burkhart – IEPA, Adrian Guerrero – Class 1 Railroads, Robert Hann – Private Providers, Joe Schofer – Academic & Research, Jacky Grimshaw - CNT, Ken Yunker – SEWRPC
Others Present:	Mike Albin, Garland Armstrong, Heather Armstrong, Bruce Christensen, Jackie Forbes, Rick Harnish, Jessica Hector-Hsu, Janell Jensen, Sidney Kenyon, Mike Klemens, Patrick Knapp, Dennis Latto, John Loper, Ashley Lucas, Tara O'Malley, Brian Pigeon, Dave Seglin, David Spacek, Brad Thompson, Mike Walczak, Sarah Wilkinson, Barbara Zubek
Staff Present:	Bob Dean, Teri Dixon, Kama Dobbs, Jesse Elam, Lindsay Hollander, Kristen Ihnchak, Elizabeth Irvin, Leroy Kos, Jen Maddux, Angela Manning-Hardimon, Martin Menninger, Tom Murtha, Russell Pietrowiak, Melissa Porter, Liz Schuh, Gordon Smith, Berenice Vallecillos, Simone Weil

1.0 Call to Order and Introductions

Committee Chair Sis Killen called the meeting to order at 9:35 a.m.

2.0 Agenda Changes and Announcements

Ms. Killen announced that CMAP's Future Leaders in Planning (FLIP) program application deadline has been extended through June 3. FLIP engages local high school students interested planning topics and contributing to a better future for the region. The program will meet for six days total over two weeks in July. Ms. Killen asked Committee members to reach out to high school students in the CMAP region to encourage them to apply.

3.0 Approval of Minutes – April 22, 2016

A motion to approve the minutes of the April 22, 2016 meeting, as presented, made by Mr. Strains, seconded by Mr. Snyder, carried.

4.0 Coordinating Committee Reports

Mr. Zucchero stated that the Local Coordinating Committee met on May 11, 2016 and gave a summary of items discussed. He reported that the committee discussed two current LTA projects: a community vision plan for the Chinatown neighborhood and CMAP's zoning work. He also reported that staff updated the committee on the impacts of the state budget on the LTA program, confirming that numerous projects are delayed and that the call for projects for this year has been cancelled.

5.0 FFY 14-19 Transportation Improvement Program (TIP)

5.1 eTIP Database and TIP Amendments and Administrative Modifications

Ms. Dobbs gave a presentation and demonstration of CMAP's recently launched eTIP database. Ms. Dobbs reported that the TIP amendments were published on the eTIP web site May 12, 2016 for committee review and public comment. She also reported that with concurrence from RTA and IDOT the State/Regional Resources Table was updated using FAST Act information.

Ms. Hamilton made a motion, seconded by Mr. Synder, to approve the formal TIP amendment 16-03 and to concur with the updated State/Regional Resources Table. The motion carried.

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

Mr. Kos reported that FTA published its Fiscal Year 2016 Apportionments, Allocations, and Program Information and the RTA Board approved the splits of all 5307/5340, 5337 and 5339 funding with northwestern Indiana and southeastern Wisconsin and between the CTA, Metra and Pace.

Mr. Strains made a motion, seconded by Mr. Schmidt, to recommend approval of the subarea allocations between Northwestern Indiana-Northeastern Illinois and Southeastern Wisconsin- Northeastern Illinois and concurrence with financial calculations for CTA, Pace, and Metra to the MPO Policy Committee. The motion carried.

Mr. Kos announced that the semi-annual GO TO 2040 TIP conformity analysis and TIP amendments are due by Friday, June 10, 2016. The Committee will be asked to release the analysis and amendment for public comment at the July 22, 2016 meeting.

5.3 Transportation Alternatives Program

Mr. Ferguson gave a summary of staff's proposal for programming FFY 2018-2020 TAP funding as well as new general policies for management of the program. He reported that CMAP anticipates a call for projects in January, 2017. Mr. Ferguson reported that there are two proposed changes in the project evaluation and selection criteria: to consider the measure of population density in quintiles instead of quartiles and to have the CMAQ Project Selection Committee review and recommend projects. Mr. Ferguson also reported that the proposed changes in program management are to use the same process applied in the CMAQ program and to use the CMAQ Project Selection Committee in the review and approval of project changes. He stated that a simplified process would allow for more efficient use of staff time and an alignment of the program with the CMAQ program would allow eligible projects to move between the programs to meet obligation goals.

Mr. Freemark asked if the buffer used in the analysis is one mile, and Mr. Ferguson confirmed that the buffer is one mile around the proposed facility. Ms. Hamilton asked whether unobligated funds programmed for the current phase of the project would be deferred if the project experienced delay. Mr. Ferguson replied that CMAP does not typically defer funds from a phase already in progress but defers the funds programmed in the following phases. Ms. Hamilton suggested that the program guidelines state that the unobligated portion of funding in the active phase will not necessarily be deferred, but potentially could be. Mr. Snyder asked how the change from quartiles to quintiles would change project rankings, specifically for suburban projects. Mr. Ferguson replied that the ranking should not be affected greatly, and that the quintile method simply adds gradation to scoring that is useful for projects that are near the cut-off line for funding. The top ranked projects will remain at the top. Ms. Killen asked what the timeline would be to formalize the changes in procedure. Mr. Ferguson replied that this will be brought to the CMAQ Project Selection Committee as part of the regular review of the CMAQ selection process in September.

6.0 RTA Mapping & Statistics (RTAMS) Website and Visioning Process

Mr. Thompson gave a presentation on RTAMS. The RTA is reaching out to RTAMS users, requesting input through an online survey, which will be open for one month beginning May 20, 2016.

Mr. Tomzik asked whether the survey can be taken on a mobile device, and Mr. Thompson confirmed that it can from a link on the RTA's website. Mr. Tomzik stated that RTAMS is a great asset, which Pace staff and consultants use frequently, and that he would encourage everyone to take the survey. Mr. Thompson concurred that it is a great tool for everyone and that the RTA is taking a holistic approach to get input from users across the region.

7.0 ON TO 2050

7.1 Regionally Significant Projects Update

Mr. Elam gave an update on the proposed thresholds for regionally significant projects that were developed following discussions with implementers. He reported that staff recommends an adjustment to the non-capacity project threshold to only include state of good repair projects of more than $250 million on specific train lines and stations as major capital projects and to include systemwide state of good repair projects as programmatic line items within the financial plan. Mr. Elam stated that, using the recommended thresholds, 106 projects would initially be considered for the major capital project list in ON TO 2050, about double that of GO TO 2040. Next, Mr. Elam proposed that the Committee begin discussion of elements of the evaluation of capital projects for ON TO 2050, including the evaluation framework and whether implementers can nominate projects outside their jurisdictions. The Committee discussed the implications of the thresholds.

Mr. Rickert expressed appreciation for staff time spent on this as well as concern about the focus of major projects in the region being lost, the plan amendment process and fiscal constraint. He asked what would happen if the threshold was increased from $100 million to $150 million. Mr. Elam replied that if a project is in an urbanized area with high traffic and it has needs, the needs will show up but it depends on the other competing projects. Mr. Elam noted that with performance measures in place, a good project should rise to the top. Ms. Killen noted that the threshold amount is closely linked with the plan amendment process. Mr. Elam stated that the plan amendment process is also linked with the financial plan and both need more work. Mr. Snyder expressed concern for the arterial system and asked how a corridor improvement project that is in a local plan but not the regional plan would move forward. Mr. Tomzik clarified that the Bus Rapid Transit Network program of projects is a $2.5 billion suburban investment with 1,000 miles of new service including the 24 Pulse corridors as well as 11 highway-based corridors.

Mr. Freemark suggested that CMAP could play a bigger role in highlighting major projects none of the implementers are talking about and engaging the public early in this process. Mr. Rickert stated that CMAP will be involved in the evaluation and he wants to hear from the public what the needs are, and the initial approach should be more holistic. Mr. Rickert noted that, historically, the public nominated projects. Mr. Rickert asked if the Committee could get a list of the projects put forward by implementers and whether there is a public outreach process for initial consideration on the list. Mr. Elam responded that there will be a committee process around the development of a list of major capital projects and public engagement will be around the plan as a whole. Mr. Freemark stated that there should be an opportunity for the public to say what major projects they want to add to the initial list, rather than being asked to comment after the agencies have submitted final lists. Ms. Killen suggested that implementers should be engaging the public as part of their planning processes and noted that regional needs should be considered regardless of jurisdiction. Mr. Snyder agreed that local plans are often multi-modal and multi-jurisdictional and the public engagement process should start at the local level.

Ms. Hamilton stated her belief that in the past there was a more open process for nominating projects, specifically transit projects. She went on to say that it is a public plan, there is room for public input and, at minimum, there should be public outreach focused on the initial list of projects. Mr. Freemark stated that he supports the role of local agencies in collecting public feedback and believes that it is essential that CMAP have a way for the public to see and respond to the initial list of projects. He went on to say that regional priorities should be considered and there should be a process that reflects the regional role of ON TO 2050.

Mr. Carlson stated that allowing inter-agency recommendations is an excellent idea. He went on to say that CMAP identification of regional needs is an outstanding idea. Mr. Carlson cautioned that initial public opposition may try to kill particular projects, though there will be a separate public engagement process for each project. Ms. Kupkowski echoed that she would hate for the public input to be overrun by opposition to a single project that may not ultimately be included in the fiscally constrained plan. Mr. Elam responded that CMAP also does not want that to happen but recognized that the public engagement process allows for opposition. Mr. Neufeld stated that there is a need to manage the input received. Mayor Williams cautioned that some confusion may be caused because not everyone understands the process. Ms. Killen stated that staff is doing a good job of delicately balancing this issue and more work should be done.

7.2 Layers

Mr. Elam gave a presentation on a "universe" of potential layers, which will use maps, data, and contextual information to provide more specific, subregional guidance in ON TO 2050 for key policy areas. He reported that staff has begun

preliminary work on two pilot layers – high quality natural areas and high priority reinvestment areas – as well as the entire potential "universe" of layers.

Mr. Snyder asked how the layers will be used. Mr. Elam responded that the layers will be a tool to communicate the plan recommendations and noted that some layers will serve as data inputs for analysis which may better convey regionally significant projects or influence local land use decisions. Ms. Hamilton asked how complete streets fit into the layers and stated that she wanted to make sure pedestrian accessibility will be given careful consideration. Mr. Elam responded that a previously considered layer related to pedestrian accommodation did not have enough data and that discussions are needed to determine the appropriate data for a pedestrian access layer. Mr. Neufeld stated that when considering non-motorized transportation, the default is to look at the trail system, noting that much of non-motorized travel does not occur on the trail system. He went on that there are some new measures, such as network connectivity, that could be useful as a layer. Mr. Elam agreed. Ms. Mooney asked what the accessibility layer is and Mr. Elam responded that it could be a lot of things but staff initially considered it to be pedestrian accessibility. Ms. Mooney stated that considering ADA accessibility is a critical priority for CTA. Mr. Carlson echoed that the access layer should include not only pedestrian access but also ADA accessibility, noting that being 100% ADA accessible is one of IDOT's strategic goals.

Mr. Sriraj stated that an important layer to include is parking, both passenger and freight, from a connectivity perspective. Mr. Schmidt asked if there was a way for the vulnerable populations layer to be multifaceted to include those with limited access to transit and ADA accessibility. Mr. Elam responded by saying that is a great idea and there are many ways to approach the vulnerable populations layer. Mr. Freemark stated that he also liked Mr. Schmidt's idea and added that there should be a layer to express where transportation needs are greatest, explicitly where commute times are long, where access to employment opportunity is low, and where there is limited transit access. He continued that the high priority reinvestment areas layer has a lot of potential for orienting the way the region invests, and there should be further discussion about upon which areas in the region future investment should be focused.

Mr. Zucchero stated that funding and financing should be considered, specifically where funding is currently committed compared to where potential projects might be located. Mr. Elam stated that the eTIP database has the capacity to show where funding is allocated. Mr. Zucchero responded that not everything shows up in the TIP. Mr. Rickert suggested that adopted local plans be incorporated as a layer. Mr. Elam responded that the high priority reinvestment areas layer has started from areas identified in local comprehensive plans. Mr. Sriraj suggested that the RTAMS effort be leveraged in the layers approach. Mr. Elam responded that RTAMS is a great resource for transit data and CMAP should start there for the transit layers.

Mr. Tomzik stated that the pedestrian environment is critical and suggested looking at pedestrian crossing data in addition to considering sidewalks. He went on to suggest reviewing local land use and whether it supports transit. Mr. Tomzik asked if all the layers can be viewed together to get a complete picture and Mr. Elam responded that that is the purpose of the layers. Ms. Mooney commented that the intended audience may drive the prioritization of layers and that the layers should be accessible to the public. Mr. Elam replied that the intended audience may vary by layer but overall should appeal to everyone who will have a stake in the plan.

7.3 Critical Urban Freight Corridors

Ms. Killen announced that this was listed in the agenda as an item for recommendation; however the action requested was discussion.

Mr. Murtha gave a presentation on proposed corridors for the designation of "critical urban freight corridors" (CUFC) as part of the National Highway Freight Network (NHFN). Under the FAST Act, the designations in northeastern Illinois are to be made by CMAP in consultation with IDOT. He reported that the staff recommended CUFC totaling about 168 miles.

Mr. Carlson commented that the "Truck Light Congested Hours 2015" map indicated no truck congestion on I-80. Mr. Murtha responded that on average, truck speeds are fine on I-80, but reliability is lower. A few committee members stated that they were confused. Mr. Zucchero asked if the interstate system cannot be designated as CUFC, noting that U.S. 83 and U.S. 41 are recommended CUFCs that run parallel to I-294 and I-94 in some areas, respectively. Mr. Murtha replied that I-294 and I-94 are in the NHFN and there is more congestion on IL 83 today. Mr. Zucchero stated that he was concerned about the effect on the large investments in both the western bypass around O'Hare and the Central Tri-State. Mr. Murtha stated that the analysis did not consider additional capacity on the Central Tri-State and continued that the importance of IL 83 will not be diminished by the western access or Elgin-O'Hare expressway. Mr. Zucchero agreed that truck congestion is heavy on IL 83 near O'Hare because it is the only option to access that area. Mr. Murtha stated that the CUFC designation is done on a rolling basis and, in the event that truck congestion on IL 83 is alleviated, other corridors can be designated as CUFCs. Mr. Zucchero stated that he does not understand the implications of the CUFC on eligibility for funding. Mr. Murtha noted that there are a number of recommended CUFCs on the south side of Chicago (Harlem Ave, Cicero Ave, Pulaski Rd, Kedzie Ave, and Western Ave) that are parallel to one another because they all provide access to intermodal facilities and when they become congested, the Stevenson Expressway becomes congested. Ms. Killen asked if the CUFC designation makes roads eligible for certain funding and Mr.

Murtha replied that the network is useful for planning purposes and would be eligible for certain federal funds.

Mr. Schmidt commented that IDOT is formulating comments on the recommended CUFC network and they have contacted the other large MPO in the state. He went on to say that it is critical to understand that the goal of the FAST Act is to help with other issues in the future, including permitting and land use, so it is important to consider not only current truck congestion levels. Mr. Murtha responded that the designation is flexible so what is designated today can be changed in the future. Mr. Schmidt agreed. Mr. Rickert asked if there is a hierarchy within the CUFC. Mr. Murtha replied that there are questions about the language in the law, but that funding must be used on the NHFN and may be used on the CUFC.

7.4 Transportation System Funding Concepts Strategy Paper

Ms. Hollander reported that staff is requesting that comments on the draft strategy paper be submitted within three weeks.

8.0 CMAP Agency Funding Recap

Mr. Dean provided an update on CMAP's ongoing efforts to address its funding situation. He reported that CMAP will offer an incentive to Councils of Mayors that collect dues on behalf of the agency and that CMAP is exploring waivers for municipalities who have very small dues amounts or municipalities who are unable to pay. He stated the dues are meant to be a lasting solution to CMAP's overreliance on state matching funds. He stated that if legislation passes to provide a secure funding source, the dues levels will be reevaluated; noting that even with a state commitment, the dues structure would not be abandoned but perhaps reconsidered annually. Mr. Dean also reported that the approved FY17 UWP includes a larger CMAP share than in past years because it was assumed that CMAP would receive no state funding. He stated that if CMAP receives state money, the distribution of UWP funds will be reconsidered and reallocated, most likely to competitive projects not included in the FY17 UWP. Finally, Mr. Dean reported that the FY17 budget was considered by the CMAP Board last week and will be modified if the FY17 UWP is modified.

9.0 State Legislative Update

Mr. Smith discussed CMAP's state legislative agenda and presented an update of on-going state legislative issues. He reported that CMAP is seeking legislation to reinstate the Comprehensive Regional Planning Fund. Mr. Smith stated that bills have been introduced in both the Senate and the House, both with amendments to increase the amount to $6 million, indexed to inflation with continuing appropriation authority. He noted that CMAP is hoping to be part of the final budget solution, and organizations statewide support the advancement of the legislation.

Mr. Snyder stated that the Illinois Association of County Engineers supports the legislation. Mr. Strains stated that there is a long list of supporters and asked if there are any detractors. Mr. Smith replied that members of the General Assembly are aware of the additional stress that the legislation puts on the General Revenue Fund, which is the only concern heard.

10.0 Status of Local Technical Assistance Program

Ms. Killen stated that a memo on the status of the Local Technical Assistance Program is available in the packet.

11.0 Other Business

Ms. Hamilton announced that CDOT and CTA will be leading a tour after the July 22, 2016 Transportation Committee meeting and everyone is encouraged to participate. As space is limited, those that plan to attend should let Teri Dixon at CMAP know they plan to attend.

Mr. Freemark announced that MPC will be hosting an event with peers from San Francisco and New York to discuss lessons from their respective regions compared to the Chicago region on June 2.

12.0 Public Comment

Mr. Armstrong stated that tourists, especially those with disabilities, need to know how to get to transit at O'Hare and signage should be improved. He also stated that there are not enough sidewalks along Randall Rd in Lake in the Hills and Carpentersville and suggested adding more sidewalks and bus shelters. Finally, Mr. Armstrong stated that he will be an advocate for transportation issues in Springfield.

Mr. Harnish stated that the Midwest High Speed Rail Association believes the process for selecting regionally significant projects is broken and should be rethought. He stated that many priorities are listed in GO TO 2040, including an airport express train and rapid rail transit. Mr. Harnish said that if the agencies would not look only at their own projects with a narrow focus, these could all be packaged as a single program to make them all more viable and allow for an increase in the market share of transit. Mr. Harnish stated that they brought this to CMAP's attention during the GO TO 2040 update and it was made clear that they, representing the public, had no standing because an implementing agency did not recommend that this program be considered. He stated that he is disappointed to hear that again public comment will not be taken until the initial list is made for ON TO 2050. Mr. Harnish requested that CMAP reconsider the process and engage the public at the beginning, noting that he believes it would be easier to ask the public for project funding if they were included in the process from the beginning.

13.0 Next Meeting

Ms. Killen stated that the next meeting will be on July 22, 2016.

14.0 Adjournment

On a motion by Mr. Schmidt, seconded by Mr. Zucchero, the meeting adjourned at 11:45 a.m.

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MEMORANDUM

To: **CMAP Transportation Committee**

From: **CMAP Staff**

Date: **July 15, 2016**

Re: **Transportation Improvement Program (TIP) Amendments**

Since the committee last met, project programmers submitted a total of 128 Formal Amendments for Transportation Committee consideration. Additionally, a total of 358 Administrative Amendments were submitted, reviewed, and accepted by staff. Summary information is presented below. A list of projects and report of the full change details for each amendment are available on the Amendments tab of the eTIP public web page.

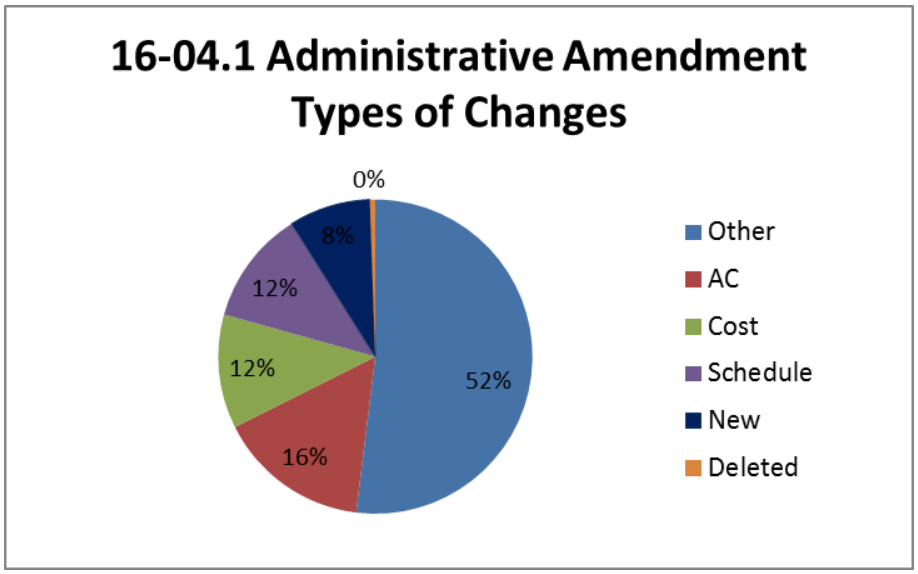
Formal Amendment 16-04

A total of 128 Formal Amendments were submitted for Transportation Committee approval. New projects account for 42 of the submitted amendments, adding a total cost (all fund sources, in all prior, current, and future years) of $2.3 billion, primarily from addition of a Tollway project. Two projects were deleted, removing a total cost of $1.85 million. Eighteen cost changes exceeding amendment thresholds were submitted with a net increase of $587 million. Other changes included changes to fund sources, limits, phases, project schedule and project scope. The overall change in total project cost within all prior, current, and future years was $4.8 billion, as summarized below.

Type of Change	# of Projects	Change in Total Cost	Total Cost Before	Total Cost After
New projects	42	$2,331,600,942	$0	$2,331,600,942
Deleted projects	2	-$1,850,000	$1,850,000	$0
Cost change	18	$586,858,231	$3,340,719,311	$3,927,577,542
Fund Sources	11	-$57,322,000	$2,341,301,000	$2,283,979,000
Limits	3	-$23,277,000	$66,147,000	$42,870,000
Phases	6	$13,215,000	$18,282,040	$31,497,040
Schedule	38	$2,058,238,089	$4,187,273,740	$6,245,511,829
Scope	3	$5,380,000	$13,615,000	$18,995,000
Scope and Schedule	3	$2,780,000	$13,725,000	$16,505,000
Project Split	2	-$137,390,000	$313,473,000	$176,083,000
Grand Total	**128**	**$4,778,233,262**	**$10,296,386,091**	**$15,074,619,353**

Administrative Amendment 16-04.1

A total of 358 Administrative Amendments were submitted, reviewed, and accepted by staff. Administrative amendments include new projects that are not federally funded or have all federal funds in future years, conversion of project phases to or from Advance Construction, cost changes that are below CMAP's amendment thresholds, changes to project schedules within the years of the TIP, changes to fund sources, and other miscellaneous changes that do not affect the scope, schedule, or funding of projects in a way that requires committee approval.



Programmers and staff have been continuing work to improve the data associated with TIP projects, resulting in other miscellaneous non-financial changes representing 52% of all submitted changes. The remaining change types are relatively evenly distributed in number of projects, with cost adjustments made during Advance Construction changes adding just $200 million in total cost to the TIP. When updating fund sources, another $136 million was added to the TIP. The type of change, number of projects affected, and total project cost information is shown below. Total project cost includes all project phases in prior, current, and future years.

Type of change	# of Projects	Change in Total Cost	Total Cost Before	Total Cost After
Phase(s) converted from Advance Construction	17	$1,964,469	$231,697,600	$233,662,069
Phase(s) placed in Advance Construction	39	$197,132,209	$2,313,221,587	$2,510,353,796
Cost changes below amendment thresholds	42	$29,139,409	$1,720,941,059	$1,750,080,468
New projects (State/Local funding or all Federal funds in MYB)	30	$46,107,000	$134,000	$46,241,000
Deleted projects (State/Local funding or all Federal funds in MYB)	2	-$1,500,000	$1,500,000	$0
Fund Sources Updated	74	$136,113,458	$2,271,005,400	$2,407,118,858
Schedule change within TIP years	42	$70,918,801	$171,558,850	$242,477,651
Minor scope changes	10	$65,377,191	$184,844,000	$250,221,191
Other	102	-$27,208,566	$2,296,618,777	$2,269,410,211
Grand Total	**358**	**$518,043,971**	**$9,191,521,273**	**$9,709,565,244**

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Chicago Metropolitan Agency for Planning

233 South Wacker Drive
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Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

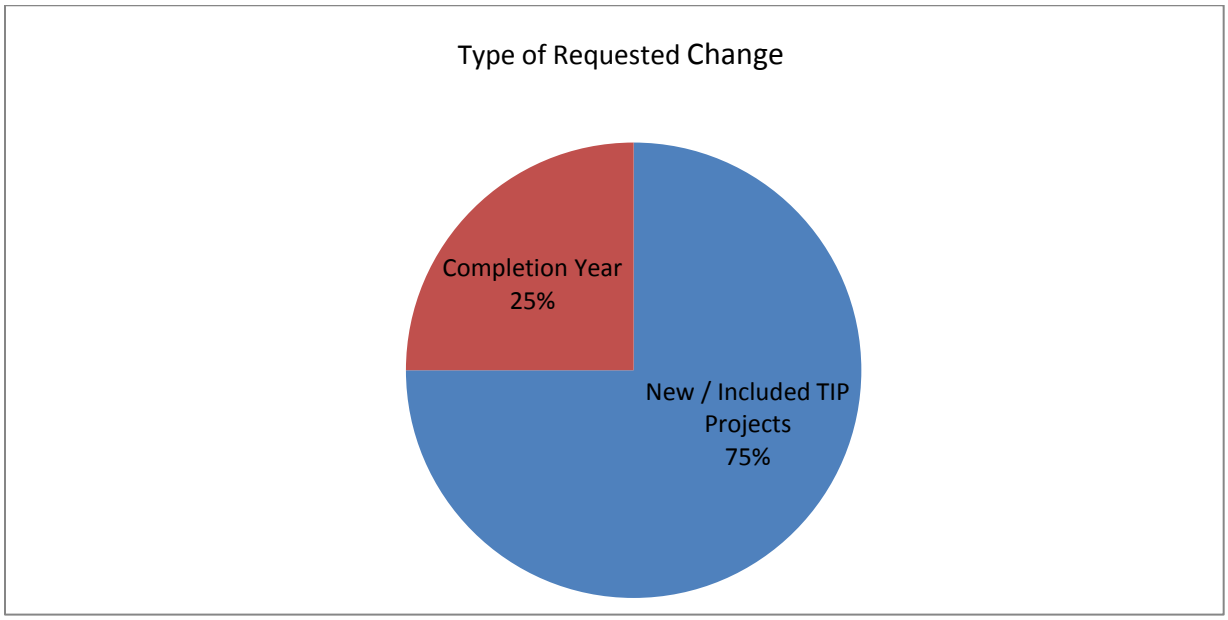
To: **CMAP Transportation Committee**

From: **CMAP Staff**

Date: **July 15, 2016, revised July 19, 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, six 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 03-03-0102: Adding a through lane and intersection improvement on IL 62 Algonquin Road from Meacham Road to Thoreau Drive.

- TIP ID 08-16-0024: IL 56 Butterfield Road, add lanes, reconstruct road and intersection improvement from IL 53 to I-355.
- TIP ID 08-16-0033: I-88 an add lane and reconstruction between York Road and I-290.
- TIP ID 10-11-0061: IL 120 Belvidere Road intersection improvements centered at Gilmer Road and US Route 12. The project is part of the first stage improvement of the IL 120 corridor.

The following two projects were included in the TIP through consultation, allowing work to proceed while they are being conformed:

- TIP ID 08-08-0012: I-355 Veterans Memorial Tollway widening on the initial project submittal of a one-mile section to reduce congestion from 71st to beyond 75th Street.
- TIP ID 08-16-0032: The reconstructing of the Farnsworth Avenue Bridge over I-88 in Aurora for improving traffic flow at the interchange.

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 revised in the conformity analysis. Sponsors indicated that several projects have updated completion years, but two portions of the Illiana Major Capital Project have revised completion years and require a revision to the conformity analysis.

- TIP ID 12-02-9024: New road, new interchanges, the Illiana Expressway between I-55 and I-65 in Indiana. The sponsor has requested changing the completion year from 2018 to 2040.
- TIP ID 12-16-0027: Interchange reconstruction, bridge replacement, lane widening and additional lanes are designated improvements along the I-55 corridor from Kavanaugh Rd to Lorenzo Rd. The sponsor has requested changing the completion year from 2018 to 2022.

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.

The public website of the TIP database is available through the hyperlink for current project information. Newly submitted changes are found in the Conformity Amendments report.

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.

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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	**1,578.13**	5,100.00	**38,864.30**	127,951.00
2025	**1,193.33**	2,377.00	**25,890.55**	44,224.00
2030	**979.98**	2,377.00	**20,033.66**	44,224.00
2040	**905.62**	2,377.00	**17,561.09**	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	**76.11**	117.23	**104.95**	373.52
2025	**59.73**	60.13	**68.77**	150.27
2030	**47.01**	60.13	**51.81**	150.27
2040	**37.12**	60.13	**43.89**	150.27

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

Notes:
Off-model benefits are not included in the total emissions estimates
Results updated as of July 14, 2016

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

DRAFT

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MEMORANDUM

To: **Transportation Committee**

From: CMAP Staff

Date: July 22, 2016

Re: Alternative Futures Scenario Planning: Approach and Scope of Work

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Scenario planning is a tool used by many metropolitan planning organizations (MPOs) to help regional stakeholders determine preferred planning approaches, understand trends for the region, and assess different land use, economic, and transportation policies. For ON TO 2050 development, CMAP will undertake an "alternative futures" scenario planning process that will assess trends in the region and strategies to plan for the potential future impacts of these trends. The scenario planning process will culminate in an intensive public engagement period to be held over the summer of 2017, which will ultimately inform the direction of the ON TO 2050 plan. This memo summarizes the vision-driven scenario planning approach conducted for GO TO 2040, presents the proposed alternative futures approach for ON TO 2050, and outlines a schedule for scenario planning work in the next fiscal year.

Scenario Planning in GO TO 2040

The GO TO 2040 Regional Vision laid out a desired future for the region that included a high quality of life, protected and enhanced natural environment, social systems that foster a healthy and safe populace, a strong regional economy, a multi-modal transportation system, and a coordinated governance structure. During the development of GO TO 2040, CMAP used a vision-driven approach to scenario planning to build consensus around strategies to help the region achieve its goals. Three scenarios, each representing a suite of actions, policies, and investment priorities, were presented to the public for feedback during Invent the Future, a public outreach campaign that took place in the summer of 2009. The three scenarios included: reinvest, where infrastructure would be rebuilt in existing communities to support growth and development; preserve, where the character of communities would remain largely intact; and innovate, where new technology and innovations would drive quality of life improvements. Based on public input and evaluation of potential outcomes from each set of strategies, CMAP combined the most positive aspects of the three scenarios to develop a preferred scenario; this preferred scenario laid the groundwork for the final policy recommendations of GO TO 2040.

Two memos, released in June 2008 and June 2009, provide an overview of the vision-driven process, which allowed CMAP to test the impact of different transportation, land use, and other planning strategies in concert with one another. This approach, which is commonly used at other MPOs and regional planning organizations, ultimately fostered regional consensus on the value of integrating land use and transportation and led to a more complete understanding of the effects and tradeoffs of policies.

Per direction from the CMAP Board as well as substantial partner feedback, ON TO 2050 will build on the policies and recommendations of GO TO 2040 by refining existing recommendations and considering new policy areas that are complementary to CMAP's role. Similarly, CMAP will pursue a scenario planning approach for ON TO 2050 that complements previous work rather than repeat it.

Alternative Futures in ON TO 2050

Economic, social, environmental, and technological forces can profoundly, and sometimes rapidly, affect regional goals, such as improved livability, mobility, and economic growth. Since GO TO 2040, the Chicago region has experienced a mix of positive outcomes, along with some near-term negative economic trends and worsening climate change impacts. An alternative futures approach can help the region achieve GO TO 2040 goals in the context of broader macro-level changes that are beyond the control or sphere of influence of CMAP or its partners.

For comparison, CMAP's prior scenario planning approach identified policies and strategies that changed future land use, transportation, and economic outcomes to varying degrees, and selected the combination of strategies that best met all regional goals. In contrast, an alternative futures approach addresses larger shifts by identifying the policy and strategy changes that could best help to capitalize on opportunities, mitigate or prepare for negative impacts, and address "known unknowns" relating to these macro level changes. ON TO 2050 will prioritize strategies that have benefits across multiple alternative futures. The alternative futures approach will, through both its outputs and public-facing tools, provide a vehicle to promote discussion with the public and stakeholders about land use, economic, and transportation policies and the tradeoffs inherent in different decisions.

In the alternative futures development process, CMAP will convene committee members, regional experts, and thought leaders to identify a set of trends and the potential futures or scenarios that may emerge from those trends. Each scenario will be oriented around one key trend and will consider a variety of related policy interventions and implications. It is anticipated that the alternative futures approach will include between five and eight distinct scenarios.

Trends that will be considered are ones that the nation and/or the region are already observing or experiencing, and are likely to have a more prominent impact in the future. These trends will reflect various topics in CMAP's purview, such as land use, transportation, environment, and the economy. Some topics that may be considered include increased adoption of transportation

innovations (e.g., ridesharing, automated vehicles, etc.), decreased federal funding, a larger senior population, and more intense or frequent flooding and other impacts of climate change. The scenarios should also be distinct and broad enough to cover the range of planning issues to be addressed in ON TO 2050.

Development of the alternative futures approach will be an iterative process. CMAP staff will evaluate potential trends primarily through qualitative research, including interviews with experts and literature review. When possible and most useful, staff will conduct quantitative and spatial analysis (e.g., modeling of transportation outcomes based on assumptions of varying socioeconomic trends and commuting habits). The scenario planning process will need to be carefully developed to focus on trends and impacts that can reasonably occur within the plan timeframe. The analysis will also be used to determine which factors are most relevant to CMAP's work and are very likely to have a large impact on land use, transportation, economic development, environmental quality, and equity in the region. Staff will regularly consult with working committee members on the development of the approach.

Examples of Alternative Futures Scenario Planning

Alternative futures planning has long been common in the private sector, and MPOs around the country have also begun to employ this method in long-range comprehensive planning processes. The following case studies are examples of MPOs that have used alternative futures approaches in their planning processes.

Future Forces, Delaware Valley Regional Planning Commission (DVRPC)

DVRPC completed its most recent long-range regional plan, Connections 2040, in 2013, and is currently working on producing Connections 2045, a plan update. The first step toward completing the plan update is Future Forces, the region's scenario planning effort. Drawing on a team of interdisciplinary experts, DVRPC brainstormed a list of emerging trends ("forces") with the potential to affect the Greater Philadelphia region over the plan horizon, then narrowed the list based on a force's likelihood of happening and its potential impact on the region. They selected five "structuring forces", which are trends that had both a high likelihood of occurring as well as a high potential for impact on the region, for further evaluation: booming domestic energy production, more severe climate impacts, increasing demand for housing in walkable urban centers, expanding transportation on-demand options, and the expansion of the free agent economy. They also identified ongoing trends in the region that were likely to continue but were predicted to have a less dramatic impact on the region's future, including an aging population, flat or declining levels of transportation funding, and political gridlock.

After analyzing the effects these forces could have on the Philadelphia region in the future and identifying policies that would better position the region to respond to them, DVRPC identified a list of "universal actions" that have a positive effect in response to all of the potential forces (see Table 1 below). They also highlighted "contingent actions" specific to each force that will need to be weighed and prioritized as part of the larger planning process.

Table 1. Sample of Universal and Contingent Actions from the Greater Philadelphia Future Forces Process

Sample Universal Actions
• Update zoning codes to allow for mixed-use infill development. • Build lifelong communities that facilitate aging in place. • Encourage immigrant-friendly policies. • Use green infrastructure and stream buffer ordinances to improve water quality and livability. • Promote megaregional collaboration and cooperation. • Create regional or local big data team(s) to centralize and analyze datasets, guide decision making, and enhance government actions. • Create a modern multimodal transportation system and a regional funding source to help pay for it. • Enhance freight and goods movement. • Carry out Vision Zero plans, which set a goal of no roadway fatalities. • Improve infrastructure resiliency.
Contingent Actions: "Enduring Urbanism" Structuring Force *Force description: Millennials and empty nesters moving back to walkable urban centers are the start of a long-term trend, as future generations show an even stronger desire for city living and walking, biking, and transit.*
• (Re)develop without displacing existing households, allow for more multi-family housing. • Thoroughly implement Complete Streets to accommodate all users, including goods movement, along with protected bike lanes, pedestrian-only areas, and shared space/living streets concepts that prioritize bike and pedestrian use, particularly in the region's centers. • Expand and increase service frequency throughout the transit system. • Retrofit office parks and commercial districts into dense mixed-use communities, update design guidelines with form-based zoning, and relax parking requirements. • Protect industrial zones.

Source: Greater Philadelphia Future Forces, Delaware Valley Regional Planning Commission, 2016

Metro Vision 2040, Denver Regional Council of Governments (DRCOG)

DRCOG has used scenario planning in the development and subsequent updates of its long-range plan, Metro Vision. A major goal of Metro Vision 2040, the most recent plan update the MPO is currently undergoing, is to provide more concrete, actionable recommendations. For this process, DRCOG directed a Metro Vision Planning Advisory Committee, a group made up of technical staff and experts representing a range of topics, to shepherd the scenario planning process in consultation with a Transportation Advisory Committee. With the help of these committees, DRCOG identified five emerging trends that will likely impact the Denver region

in the future: an aging population; changing housing preferences for millennials; increases in housing and transportation costs; public health impacts of the built environment; and environmental concerns such as fossil fuel availability, greenhouse gas emissions, and urban agriculture.

In selecting these trends for scenario planning, DRCOG evaluated the likelihood and magnitude of the effect of these different trends on the region and examined the durability, effect, and feasibility of various strategies in response to these trends, with an emphasis on which strategies would work well across multiple potential future scenarios. DRCOG also assessed any associated challenges, such as lack of available data, the intensity of resources needed to analyze data, and the technical reliability of data and analysis.

Proposed Timeline

May – August 2016	**Define the topics for the alternative futures process** CMAP will conduct research and solicit committee feedback to identify the key trends that should be analyzed for an alternative futures approach, and assess the feasibility and analytical needs for each trend.
August 2016	**Select key alternative futures for analysis** CMAP will hold a forum with subject matter experts in the region to explore the topics to include in the scenario planning process as well as the likelihood and potential impact of each future. Staff will then finalize the set of alternative futures to be developed and discuss the selection with working committees.
September 2016 – March 2017	**Develop alternative futures and prepare for public outreach** CMAP staff will conduct in-depth research and analysis of the selected topics. Committees will review topical memos as analysis is produced. As relevant, the committees may also be involved in development of the topic-specific scenarios.
April – May 2017	**Finalize outreach plan and materials**
June – August 2017	**Public workshops on alternative futures**

EMERGING PRIORITIES FOR ON TO 2050

Public Comment
DRAFT Report

June 29, 2016

CMAP

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CMAP seeks public comment on this draft report, *Emerging Priorities for ON TO 2050*, which is based on feedback from more than 100 workshops with stakeholder groups across the region (in addition to a web survey). Comments can be submitted until 4:00 p.m. on Monday, August 15, 2016. Please send comments via email to onto2050@cmap.illinois.gov with subject of "ON TO 2050 Priorities Comment." You may also send written comments to CMAP, ATTN: ON TO 2050 Priorities Comment, 233 S. Wacker Dr., Suite 800, Chicago, IL 60606.

Introduction

Metropolitan Chicago is globally renowned as an economic and cultural center. The region is at the crossroads of the country's rail, road, and air transportation infrastructure and boasts enviable natural assets. Yet difficult realities persist even as new opportunities materialize. Chicago lags behind other regions in recovering from the recession, lacks sufficient funding for its transportation system, and increasingly experiences flooding caused in part by climate change.

Development of ON TO 2050, the region's next comprehensive regional plan, provides a chance to assess where the region currently stands and to identify catalytic solutions for creating a sustainable and livable region. The plan's predecessor, GO TO 2040, provided a strong vision for the future, along with strategies to advance that vision. ON TO 2050 will build on GO TO 2040's foundation by providing greater detail on some of the previous plan's areas of focus, while also exploring new topics that support CMAP's role as a regional transportation and land use planning agency.

The purpose of this report is to identify the key regional priorities that have emerged from the initial analysis and public engagement conducted for ON TO 2050. These priorities will be emphasized as plan development moves forward to ensure that the plan responds to the concerns and needs of stakeholders. Please note that the engagement process identified some challenges such as crime, violence, and education that, although vitally important, are beyond CMAP's purview. While GO TO 2040's recommendations will continue to be high priorities for CMAP and ON TO 2050, this report zeroes in on pivotal divergences from or refinements to GO TO 2040 policies -- along with new priorities -- that will distinguish ON TO 2050 from its predecessor.

Public engagement

Achieving the vision established in ON TO 2050 will depend on coordinated action by many different stakeholders, including business owners, residents, units of government, non-profit organizations, civic groups, advocacy organizations, and transportation implementers, among others. To ensure its ultimate implementation, it is essential for development of the ON TO 2050 plan to be informed by the perspectives and experiences of these stakeholders.

To that end, the planning process includes three public engagement phases. The first phase kicked off on March 2, 2016, with a launch event attended by nearly 300 people. The purpose of the initial period of public engagement was to gather feedback on regional challenges and opportunities and identify priority topics that should be addressed by the plan. Over the course of three months, CMAP staff and stakeholder groups held more than 100 workshops and related events across the region, engaging more than 6,000 individuals from the private sector, transportation agencies, educational institutions, municipalities, counties, and non-profit and

philanthropic organizations. In addition, 500 people participated in a web survey, which featured questions similar to those discussed at the in-person workshops.

Combined with staff knowledge and experience gained since GO TO 2040, these engagement results significantly shaped the topics addressed in this report, which includes a brief synopsis of the public engagement on each major topic.

Figure 1. ON TO 2050 topics of study

Topics of study
This table shows how topics for study relate to the four GO TO 2040 themes. Please note that ON TO 2050 will likely not be organized into these four themes.

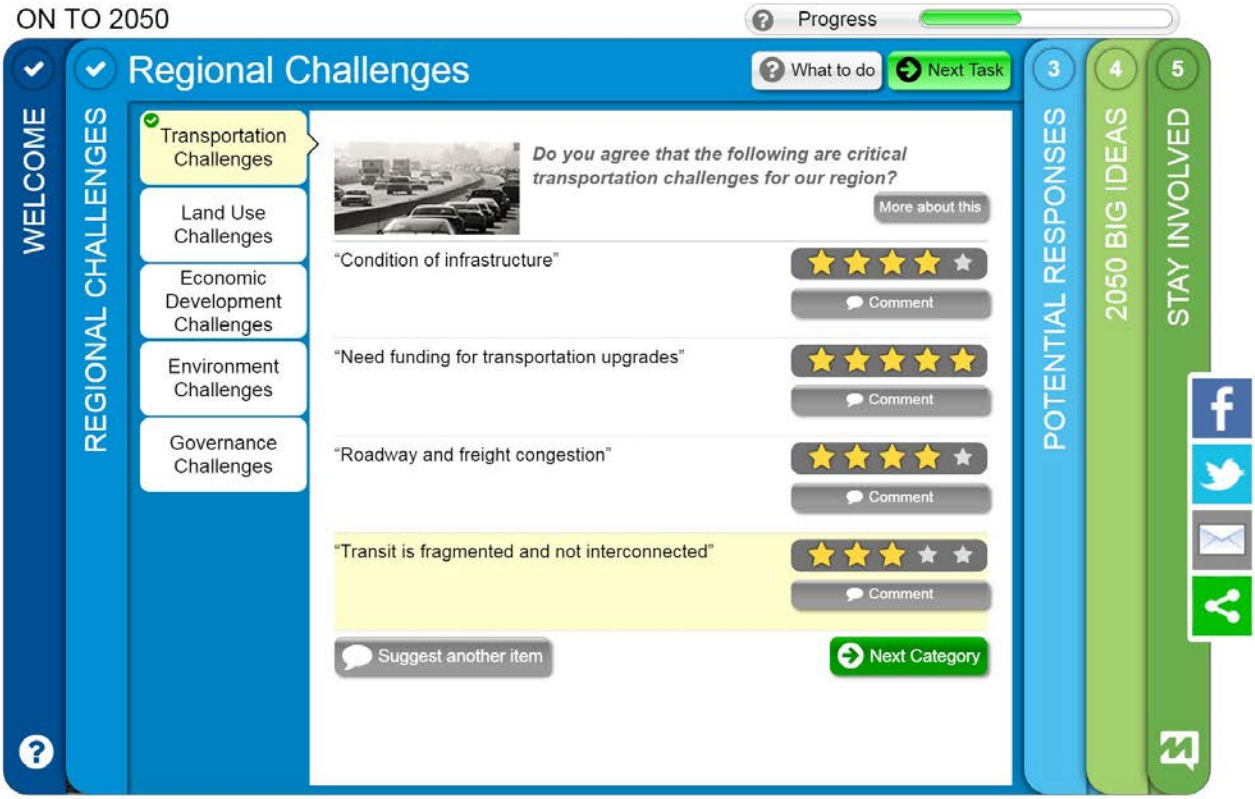
Source: Chicago Metropolitan Agency for Planning.

- Continue GO TO 2040 emphases
- Refine GO TO 2040 emphases
- Explore new topics

Livable Communities	Human Capital	Efficient Governance	Regional Mobility
Placemaking	Economic Indicators	Access to Information	Congestion Pricing
Local Food	Economic Innovation	Tax Policy	Non-motorized Transportation
Park Access	Regional Economic Coordination	Coordinated Investment	Capital Projects
Water Resources	Industry Clusters	Consolidation	Freight
Public Health	Inclusive Growth	Community Capacity	Transit
Housing Affordability and Supply	Economic Resilience	Shared Services	Performance-based Programming
Climate Mitigation			Transportation Revenue
Energy			Asset Management
Green Infrastructure			Highway Operations
Reinvestment/Infill			Transit Modernization
Lands in Transition			Transportation Technology
Stormwater			
Climate Resilience			

GO TO 2040's recommendations will be supported in ON TO 2050. This table roughly characterizes the approach to different topic areas that CMAP is taking as the next plan is developed. Topics in red often still have ongoing work, but the policy recommendations will not change from GO TO 2040, and these topics are not substantively addressed in this report. Areas in blue will receive new information or refined specificity in ON TO 2050. Topics in green are new or their focus in ON TO 2050 will significantly change from that in GO TO 2040.

Figure 2. MetroQuest page



ON TO 2050 priorities

High-priority themes emerged from the initial ON TO 2050 outreach. Each topical section in this report provides a brief overview of the region's existing conditions related to the topic, major challenges and opportunities heard through the public engagement process, and ways that ON TO 2050 might address these issues.

Economic conditions

Metropolitan Chicago is one of the nation's few centers of global commerce. Its unparalleled transportation infrastructure coupled with nearly 1.1 billion square feet of industrial development create a hub for making and moving goods on the local, national, and international scales. Annually, the region's industries trade roughly $365 billion in goods with domestic partners and $245 billion in goods internationally. Following its slow recovery from the recession, the region is lagging behind its peers in producing jobs, increasing gross regional product, and growing population. Along with these challenges are some signs of growth. For example, the region's employed workforce is larger than it has ever been, and exports are growing. Human capital is a key determinant of economic success, and the region retains a well-educated workforce, with above average shares of workers possessing undergraduate or graduate degrees.

What we heard

During public engagement, stakeholders cited negative perceptions of the State of Illinois and its business climate. The lack of a state budget and concerns about government inefficiency and lack of transparency were mentioned frequently. Participants were worried about slow recovery from the recession and described the need for regional adaptation to technological and economic shifts. Feedback also highlighted the region's major assets, including its workforce, industry clusters, location, and infrastructure. Participants offered many solutions, such as strategies for attracting and retaining residents and businesses, in addition to renewing infrastructure investment.

What to do about it

ON TO 2050 will identify opportunities to support and expand the assets that make the region a center of global commerce, while recognizing our current economic realities. The plan will also continue GO TO 2040's emphasis on the importance of collaboration on economic development, innovation in our core clusters, and a highly trained workforce.

The region's and state's slow economic recovery also calls for some new approaches and, in other cases, increased efforts. ON TO 2050 will highlight state policies and fiscal issues that limit investment. CMAP will also outline new strategies to support coordination among counties, municipalities, civic organizations, and other actors to promote innovation, such as recent collaborations among the region's county board chairs on metals manufacturing industries, truck permitting, and increasing exports.

Given the evolving nature of the economy and technology, ON TO 2050 will also identify strategies to promote economic resilience and enhance our ties to the global marketplace. Shifts in technology, evolving strategies for moving goods, and structural changes in the economy all present opportunities for the region to grow. The plan will focus on supporting the region's globally traded clusters that connect our economy to the world at large.

Figure 3. Metropolitan unemployment rates, 1990-2015

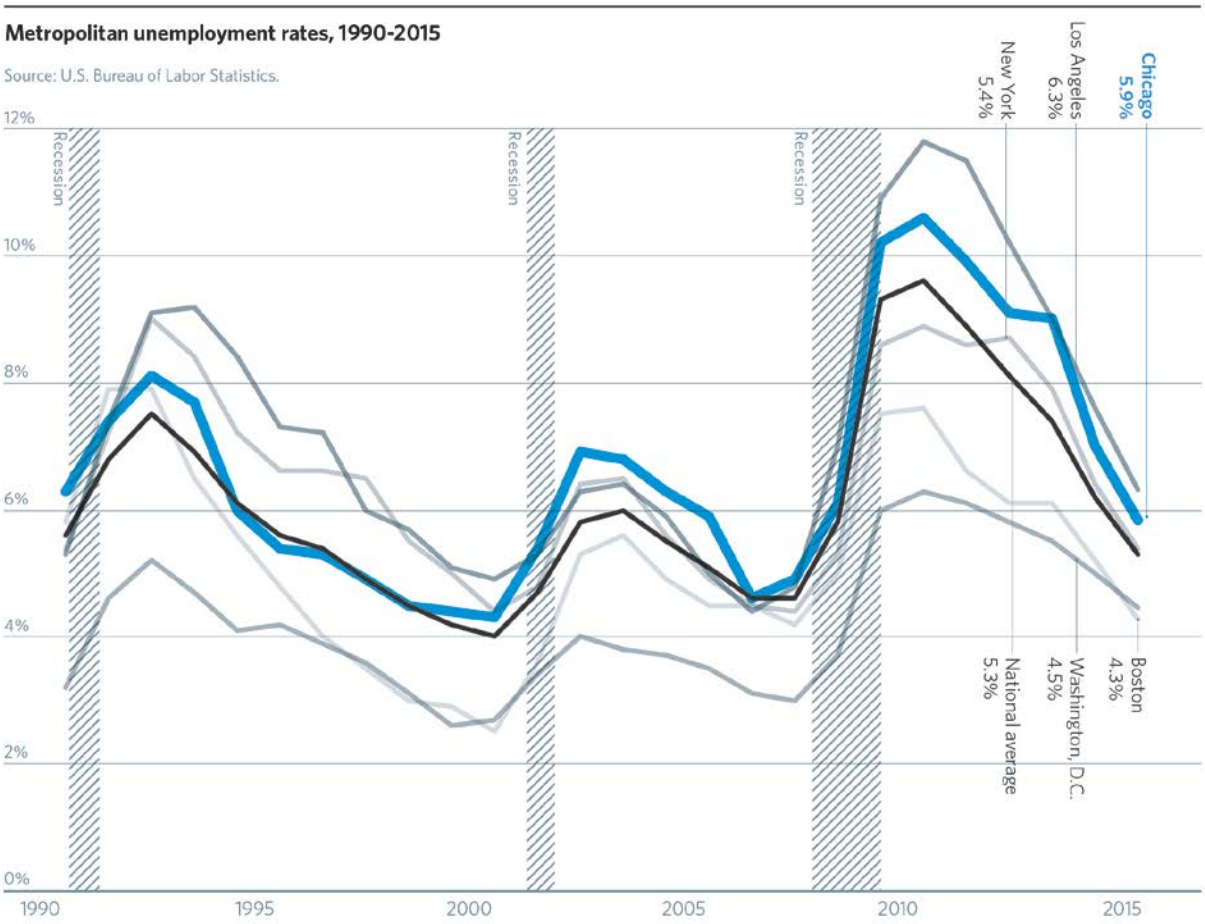


Figure 4. Real gross regional product growth by region, 2001-14

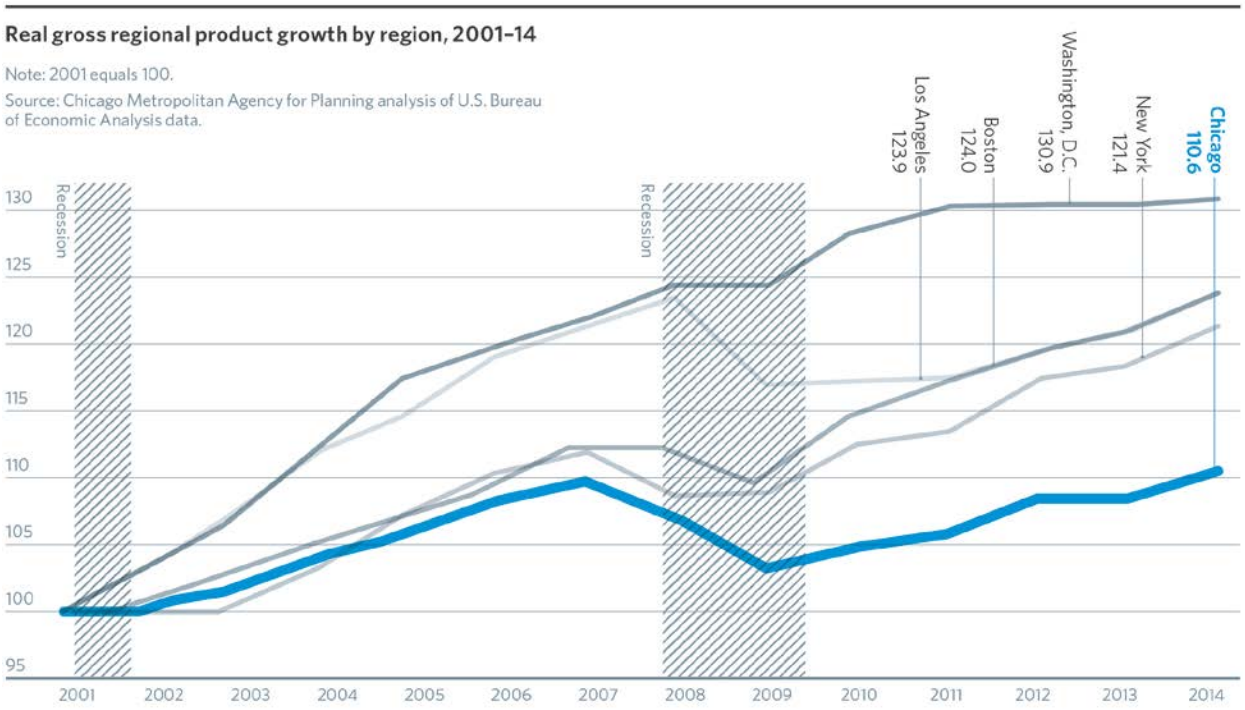
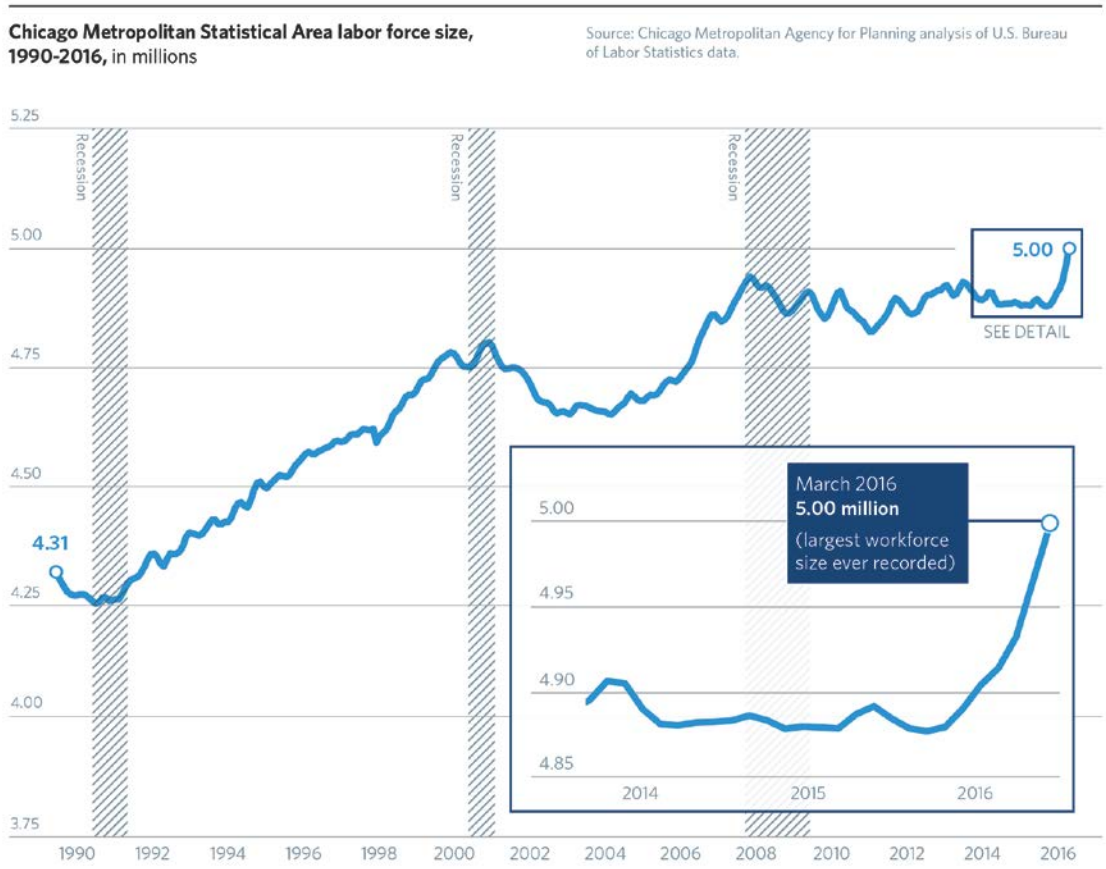


Figure 5. Chicago metropolitan statistical area labor force size, 1990-2016



Inclusive growth

A high level of income inequality and community segregation partly accounts for the region's lagging economic performance. Research shows that the regions and cities that perform best economically are integrated, diverse, and support economic mobility, but the Chicago metropolitan area is among the most segregated in the nation. This has economic consequences: the National Equity Atlas estimated that the Chicago region's gross domestic product would have been $130 billion higher in 2012 -- a 20 percent increase -- if there were no racial gaps in income and employment.

The term "inclusive growth" links economic prosperity and inclusion as mutually supportive pursuits: achieving more equitable economic growth benefits all residents and strengthens the region's economy. At its core, inclusive growth distinguishes economic growth and inclusion as goals that are best achieved *together*, rather than at the expense of one another.

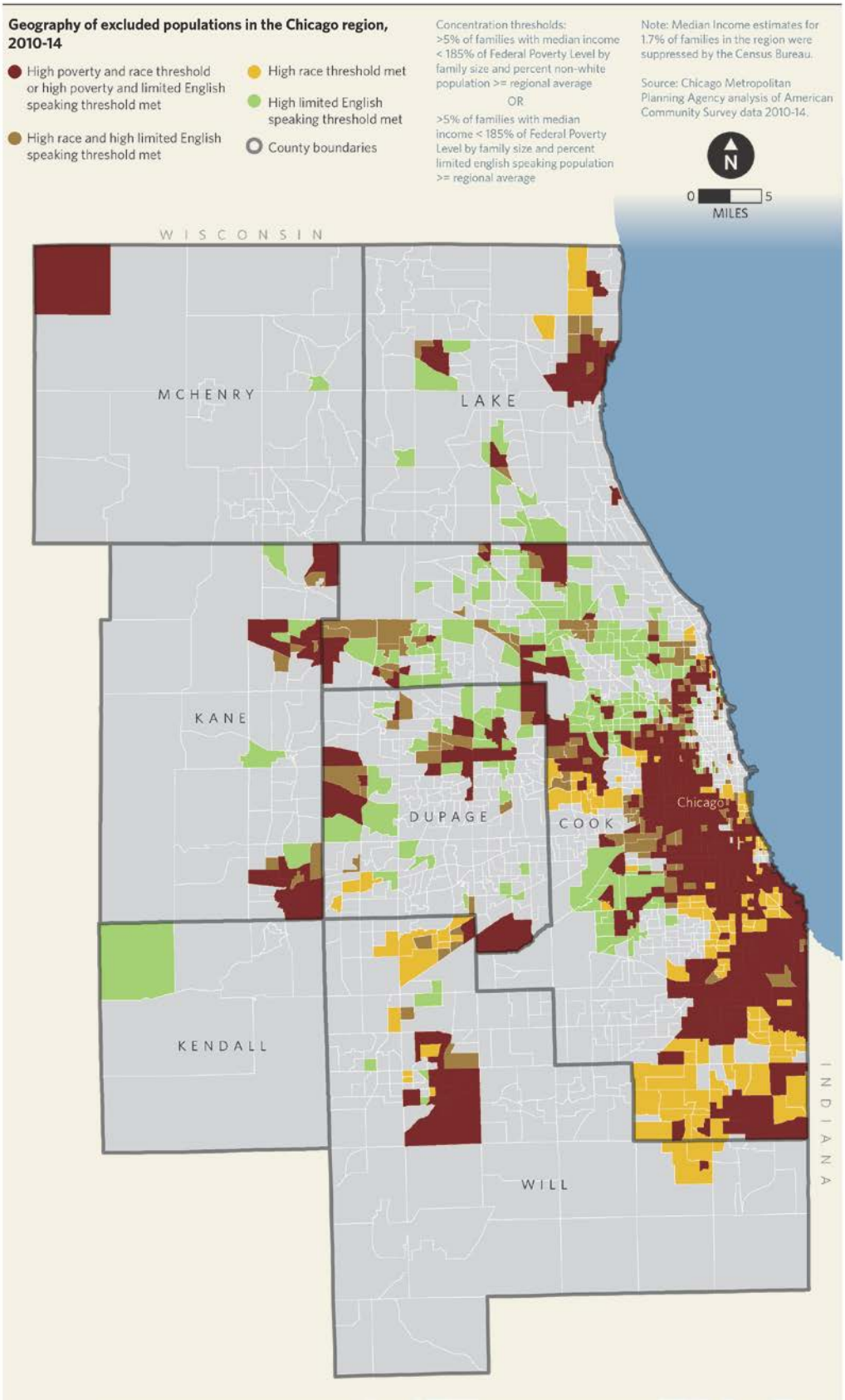
What we heard

Participants strongly expressed concerns about negative trends of decreasing equity, inclusion, and access to opportunity for the region's residents. Public outreach highlighted the need to address deep-seated issues of racial and economic segregation, along with underlying causes like crime, education, economic opportunity, and limited access to resources. Respondents had a particular focus on issues of crime and K-12 education, topics that are tremendously important but beyond CMAP's scope. Comments also emphasized that the negative effects of poverty, economic isolation, and racial segregation are felt throughout the region. Stakeholders identified comprehensive solutions, with a focus on reducing barriers between communities, promoting access to well-paying jobs with long-term opportunity, and intentional investment in disinvested communities.

What to do about it

ON TO 2050 will identify strategies to promote inclusion to improve our regional economic performance and quality of life. The plan will also recognize that having a stronger regional economy offers better opportunities to promote inclusion. CMAP, in partnership with the Metropolitan Planning Council and key stakeholders, has identified five principles to guide ON TO 2050's approach to inclusive growth: coordinate approaches across jurisdictions and organizations, make existing economic opportunities more attainable, foster new opportunities in excluded communities, ensure that new economic opportunities are meaningful, and encourage access to planning and decision-making processes for all residents. ON TO 2050 will identify specific strategies for CMAP, as well as counties, municipalities, and other jurisdictions. Extensive partnerships will be required to address some of the broader issues intrinsic to promoting inclusive growth.

Figure 6. Geography of excluded populations in the Chicago region, 2010-14



Housing choice

A range of housing types is necessary to provide adequate housing choices for residents at all stages of life. Since 2000, the region's housing stock has become more diverse, but there is still a need for improved housing options and greater affordability. High-quality affordable housing is often located far from major job centers and has poor transit connections. While housing may be more affordable in lower-density areas far from transit, the transportation costs of living in these areas are considerably higher. Low-income households often spend a substantial portion of their income on housing and transportation, regardless of proximity to transit or employment. Major demographic shifts, such as an increasing number of seniors or changing housing preferences, also pose a major challenge that the plan must address.

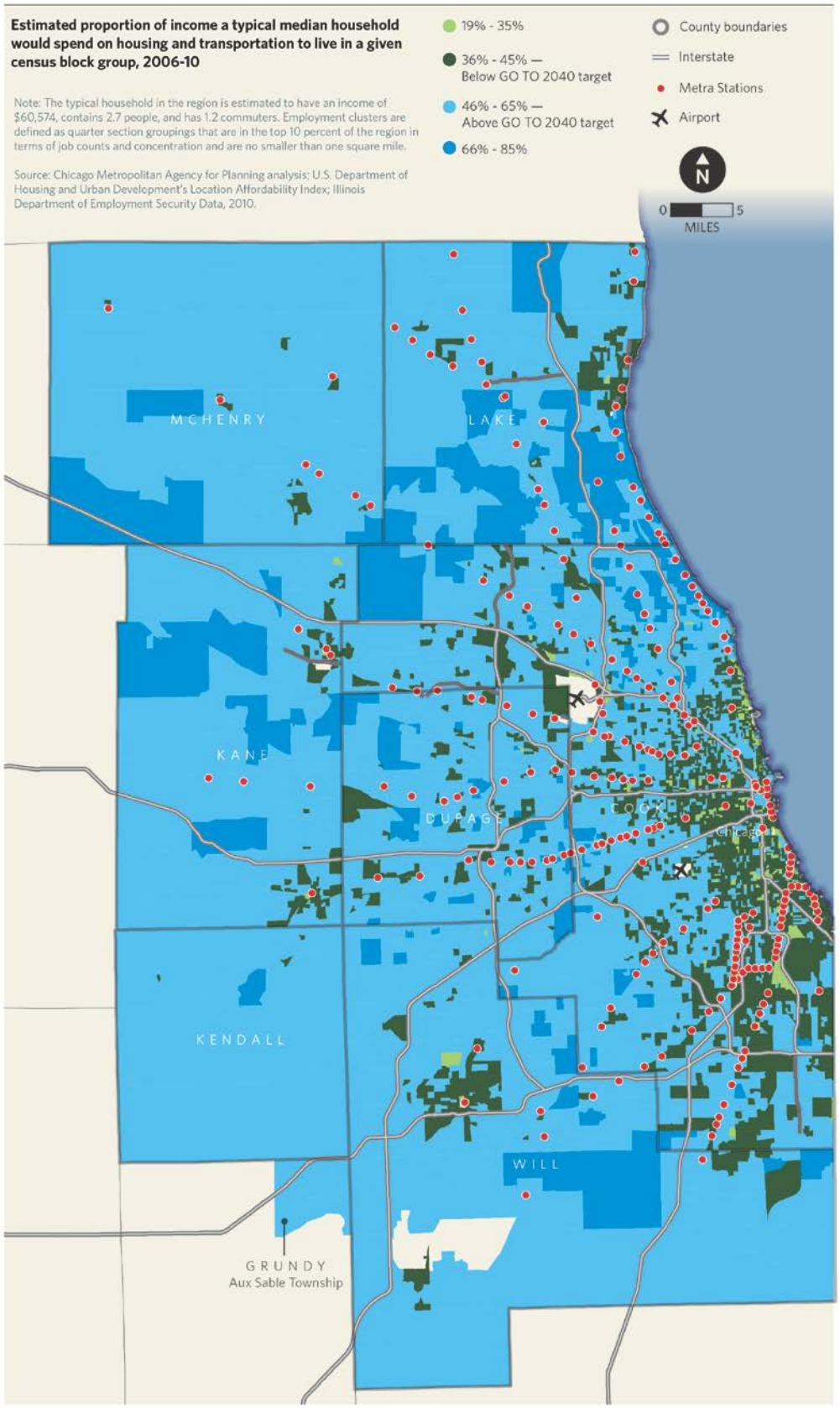
What we heard

Public input affirmed the continuing need for improved housing affordability in the region. Many participants expressed concern about being priced out of their desired home or neighborhood, and others cited a general lack of certain housing types such as senior housing, workforce housing, rental units, and moderately priced, medium density housing.

What to do about it

GO TO 2040 discussed the need for a variety of housing options due to the numerous benefits of such diversity, including improved housing affordability. Subsequent implementation efforts have emphasized general housing stock diversity and planning for housing that meets the needs of all residents. ON TO 2050 housing analysis and recommendations will address the concept of choice -- the ability of all households in the region to find high-quality, affordable homes that meet their basic needs, including proximity to jobs, transportation, and other amenities. The refined direction focuses on barriers that prevent development of housing types that the region’s residents want in places where those residents want to live. ON TO 2050 will identify strategies to better incorporate market factors into planning for housing of all types, address community concerns about housing development, and explore funding policies to support long-term housing demand.

Figure 7. Estimated proportion of income spent on housing and transportation, 2006-10



Transportation infrastructure

The region's extensive transportation network is a critical asset that must be maintained and modernized to meet standards for commutes, goods movement, recreation, and other trips. This system has advanced over the last decade as ride quality, bridge condition, and some aspects of transit system performance have slowly and steadily improved. While congestion on the region's expressways and tollways peaked in 2007, these facilities are still congested for several hours each day. In addition, travel time reliability has declined since 2007, making commutes less predictable. Finally, the region still faces a backlog of investment needs, with $20 billion of deferred investment on the transit system alone.

What we heard

Congestion, safety, and the overall condition of the region's transportation system were strong concerns voiced through ON TO 2050 outreach activities. Congestion and poor system condition are costly in terms of decreased quality of life, lost productivity, and safety. Participants recognized the region's constrained funding environment, but expressed desire for targeted investment to create innovative, multimodal, safe transportation options, with investment targeted toward areas with the highest needs. Solutions ranged in scale from new road-railroad grade separations to Complete Street projects to more reliable transit alternatives.

What to do about it

Reinvesting to keep our transportation assets in optimal condition will be a major theme for ON TO 2050. While the Chicago region has a large transportation system in need of maintenance and modernization, it also has shrinking revenues to undertake that work. ON TO 2050 will encourage transportation implementers, counties, and communities to systematically maintain, upgrade, and operate physical assets cost-effectively, a practice known as asset management. The plan will identify strategies for transportation implementers at all levels to meet state-of-good-repair and modernization goals necessary for a high-functioning transportation system that moves people and goods effectively.

To reduce congestion and improve reliability, ON TO 2050 will identify strategies for the region's transportation providers to leverage new technology and collaborate to improve operations. Better incident detection and response, improved communications, and real-time traffic management are less expensive approaches to managing congestion that could have a large bang for the buck in a revenue constrained environment.

ON TO 2050 will also support GO TO 2040's emphasis on identifying projects that address the region's needs and meet long-term goals. This will include a focus on reinvestment in the existing system, through both state-of-good-repair and modernization initiatives that improve the system, reduce congestion, promote safety, and increase the use of alternative modes.

Figure 8. State of the region's transportation system

Investment in metropolitan Chicago's existing transportation assets is needed to keep our region and Illinois competitive in the global economy. Maintenance and modernization of highways, bridges, and transit infrastructure will be a central focus of ON TO 2050 and its development.

Source: Chicago Metropolitan Agency for Planning www.cmap.illinois.gov/mobility/explore, 2015.

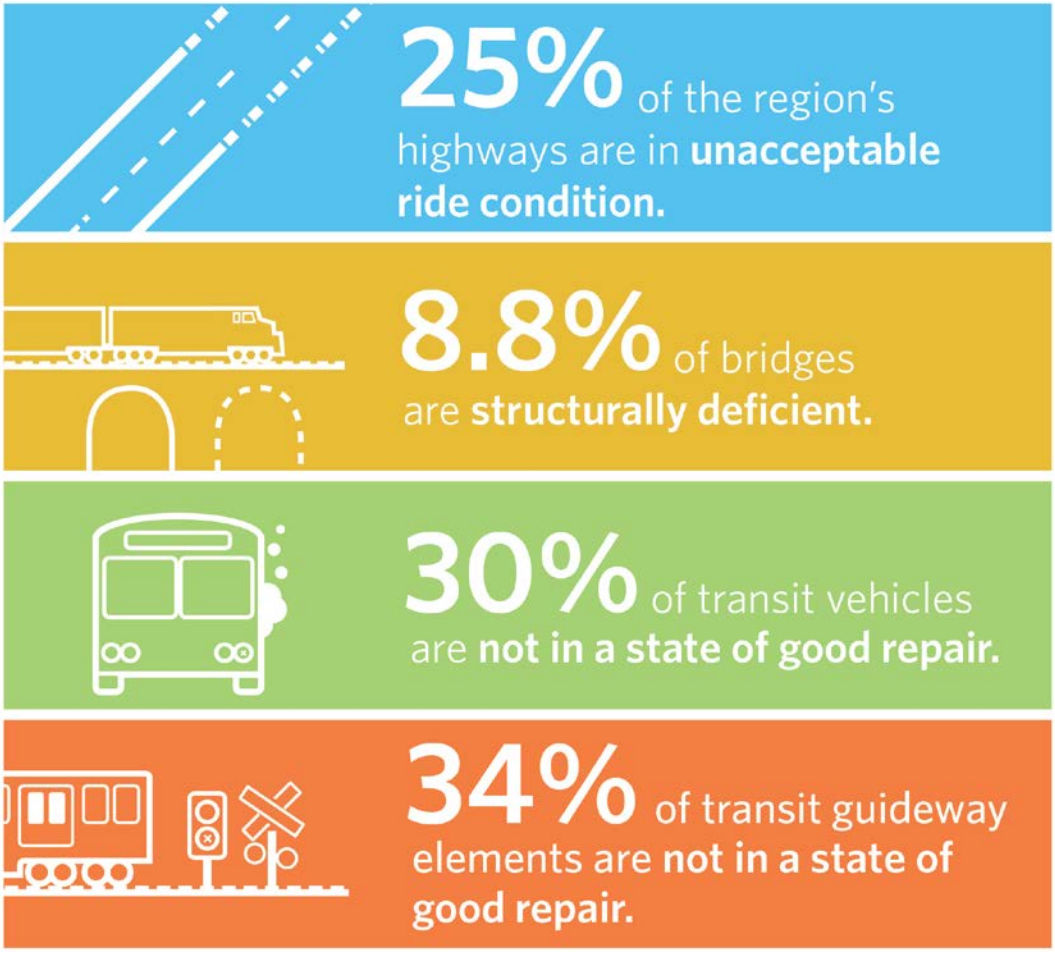
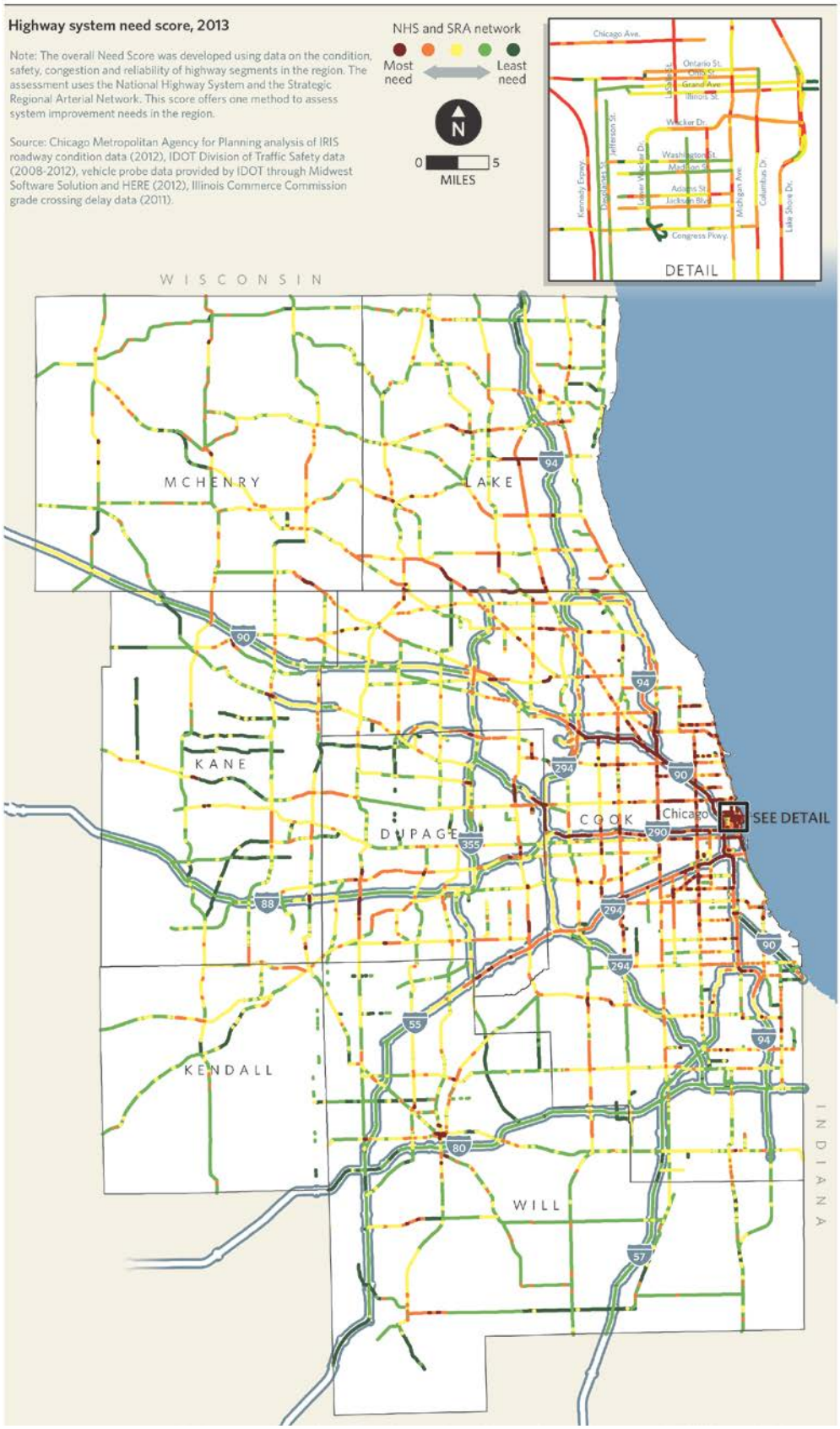


Figure 9. Highway system need score, 2013



Alternative transportation

While many stakeholders mentioned the overall condition of the region's transportation system, certain aspects of the system, including modes such as transit, bicycling, and walking, also drew significant attention. These modes are critical to improve regional mobility and health outcomes but present unique challenges and needs.

After decades of consistent growth in private vehicle ownership and use, vehicles miles traveled, single-occupancy vehicle commuting, and vehicle ownership rates have remained constant for nearly a decade. Transit, biking, and walking are increasingly used as options for commuting and other trips. But challenges exist to further expanding the use of alternative modes. Transit riders overall would like greater comfort, speed, safety, reliability, and usability. The region's rail transit system is carrying more riders, but bus service and ridership are down. CTA slow zones have decreased, but the transit system needs significant modernization to serve more riders and provide fast, reliable travel. While communities, counties, and highway agencies have begun building pedestrian and bicycle accommodations, the level of service for non-motorized users has not improved in the past decade and has even worsened in some places.

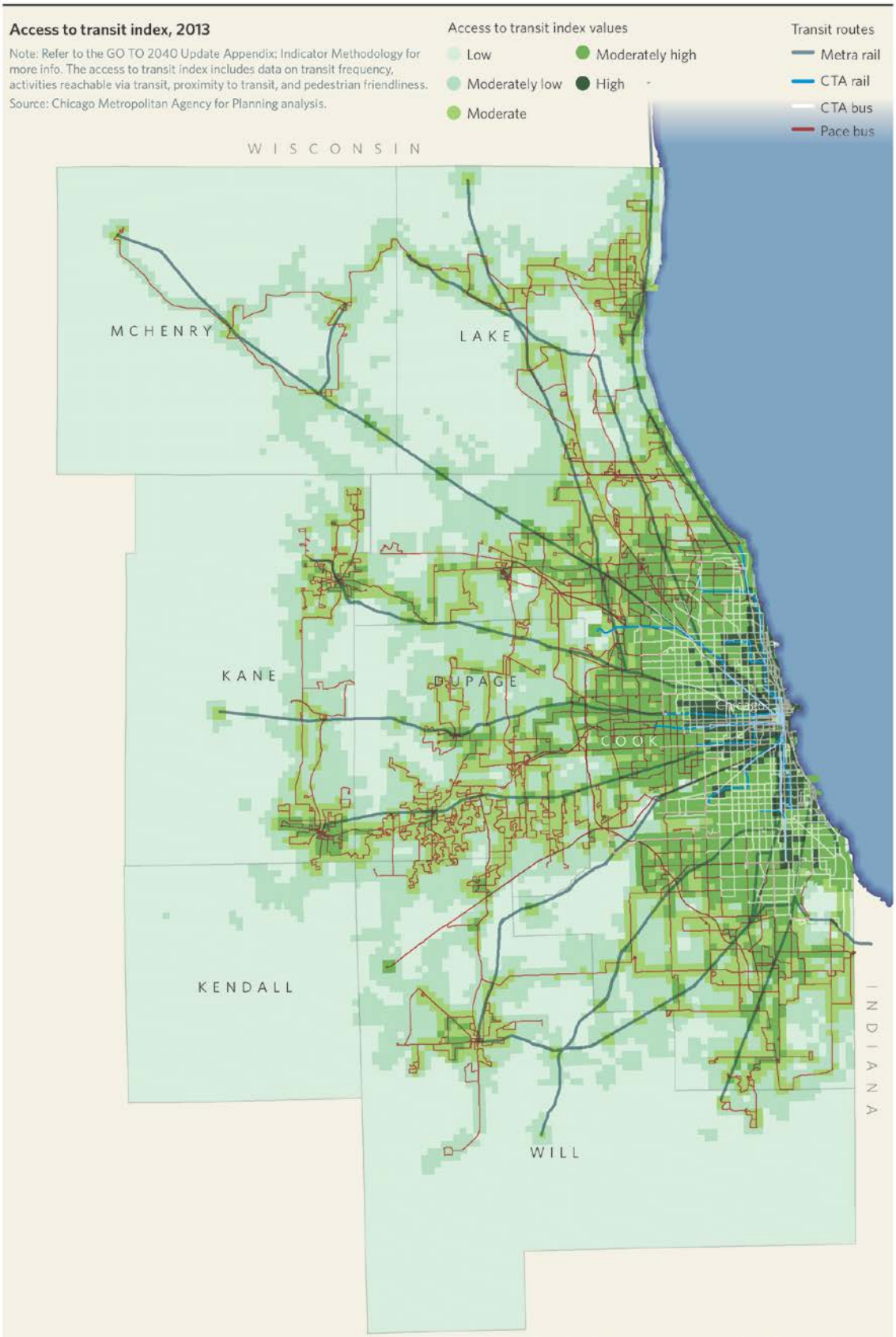
What we heard

Feedback emphasized planning for all modes, particularly transit, bicycles, and pedestrians. Outreach on bike and pedestrian issues showed strong support for recent improvements such as bike lanes, while calling for increased walkability and expansion of dedicated infrastructure. Participants also showed strong support for a better connected, modernized transit system that provides access to jobs and services, particularly for the region's most vulnerable residents. Many comments focused on the need to expand and improve the suburban transit system to create a viable alternative to driving.

What to do about it

ON TO 2050 will build on GO TO 2040's recognition of the importance of planning for a multimodal transportation system, including Complete Streets and connected bicycle and pedestrian networks. The plan will also outline strategies to provide a modern transit system. Technology will provide many new opportunities in upcoming years, including making the bus system more attractive by widespread use of transit signal priority for enhancing bus speed, providing better suburban transit service with flexible routing enabled by smartphones, and increasing the capacity of the rail system with better rail signal systems, among other options. Optimizing and improving operations to offer the types and frequency of service to meet the needs of all areas of the region will also be critical. The plan will also recognize the strong role that supportive land use planning plays in increasing transit ridership, and it will recommend increasing both housing and employment opportunities in transit-rich areas.

Figure 10. Access to transit index, 2013



Goods movement

Supported by an unmatched combination of freight transportation modes and infrastructure, a quarter of all freight in the nation originates, terminates, or passes through metropolitan Chicago. The region's concentration of intermodal moves -- transferring containers between rail, trucks, or other modes -- is even more striking, with about half of the nation's intermodal shipments touching the Chicago area. Congestion, aging infrastructure, and changing technologies must be addressed for the region to maintain its position as the nation's freight hub.

What we heard

Participant views on freight infrastructure reflected the need to support the region's preeminence in goods movement, but also to address the possible negative impacts of truck and rail traffic, including congestion, noise, and air quality. Feedback also highlighted the need to improve truck permitting systems, routing, delivery times, and parking to reduce congestion and the cost of moving goods.

What to do about it

Along with development of ON TO 2050, development of a regional freight plan is underway. The freight plan will promote continued coordination among jurisdictions and identify ways to prioritize freight needs (such as grade crossings and truck routes) in the ON TO 2050 transportation planning process. The plan will also provide land use and transportation strategies for the region's growing intermodal facilities. ON TO 2050 will focus on the relationship between freight transportation and the region's industrial areas. Specifically, the plan will identify subregions -- like the O'Hare and Midway airport areas, south Cook County, or Will County -- that may need further study to improve truck routing, preserve freight-supportive land uses, or address freight and industrial land use conflicts with sensitive school, hospital, and residential areas.

Sustainable transportation funding

While our transportation system enjoys a global reputation, it is falling behind other metropolitan areas due to lack of investment. Insufficient funding hampers the region's ability to pay for modernization projects and backlogged maintenance, and makes it difficult to expand the transportation system to provide new options. Existing major revenue sources such as the motor fuel tax (MFT) are not sufficient to fund the system over the long term. Vehicles have become increasingly fuel-efficient, and further improvements in fuel economy are expected, leading to a decline in a key revenue source for transportation improvements. In addition, federal, state, and local transportation revenues have not kept pace with inflation in construction costs, generating a need to find new ways to fund the transportation system.

What we heard

ON TO 2050 outreach highlighted a strong consensus around the need for increased transportation funding. Participants voiced support for congestion pricing, public-private partnerships, value capture, and increased fuel taxes with a sustainable replacement like a vehicle miles traveled tax. Many raised concerns about the equity of new taxes or fees like congestion pricing, requesting strategies to minimize impacts to the region's most vulnerable residents.

What to do about it

Transportation funding strategies in ON TO 2050 will promote investment in the transportation system by recommending increased transportation revenues, support for transportation user fees, and allocation of limited resources via performance-based funding. The plan will identify incremental increases to existing revenue sources as well as new sources that can provide sustainable funding for the region's transportation system, including a dedicated regional source for transportation capital projects. In addition, the plan may make policy recommendations about new ways to allocate existing revenue sources such as targeting MFT revenues more strongly toward transportation. The plan will also identify opportunities to save costs through best practices in project construction and operational efficiencies.

ON TO 2050 will also continue to emphasize the need to pursue innovative, project-specific revenue sources like value capture or financing options like public-private partnerships. The plan will refine GO TO 2040 guidance to local and regional implementers pursuing public-private partnerships, with an emphasis on protecting the public interest and minimizing financial risk. ON TO 2050 will also continue the prior plan's support for strategies like congestion pricing.

A core component of ON TO 2050 will be the selection of regionally significant projects, those major projects that best meet regional needs and can be funded with forecasted revenues. Project selection will be performance driven. Project evaluation will include system performance measures such as safety, reliability, condition, and congestion reduction, while also emphasizing the interrelated nature of transportation, land use, and the economy to assess

projects' impacts on the region's built environment, critical natural areas, and overall economic success.

Figure 11. RTA capital needs for maintenance

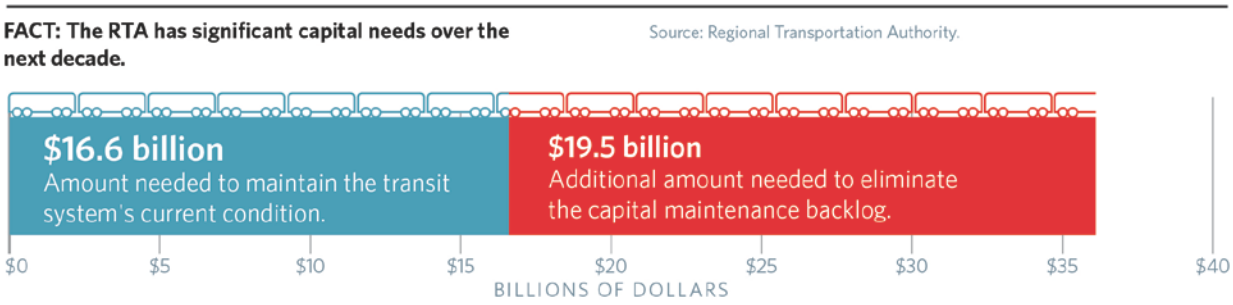
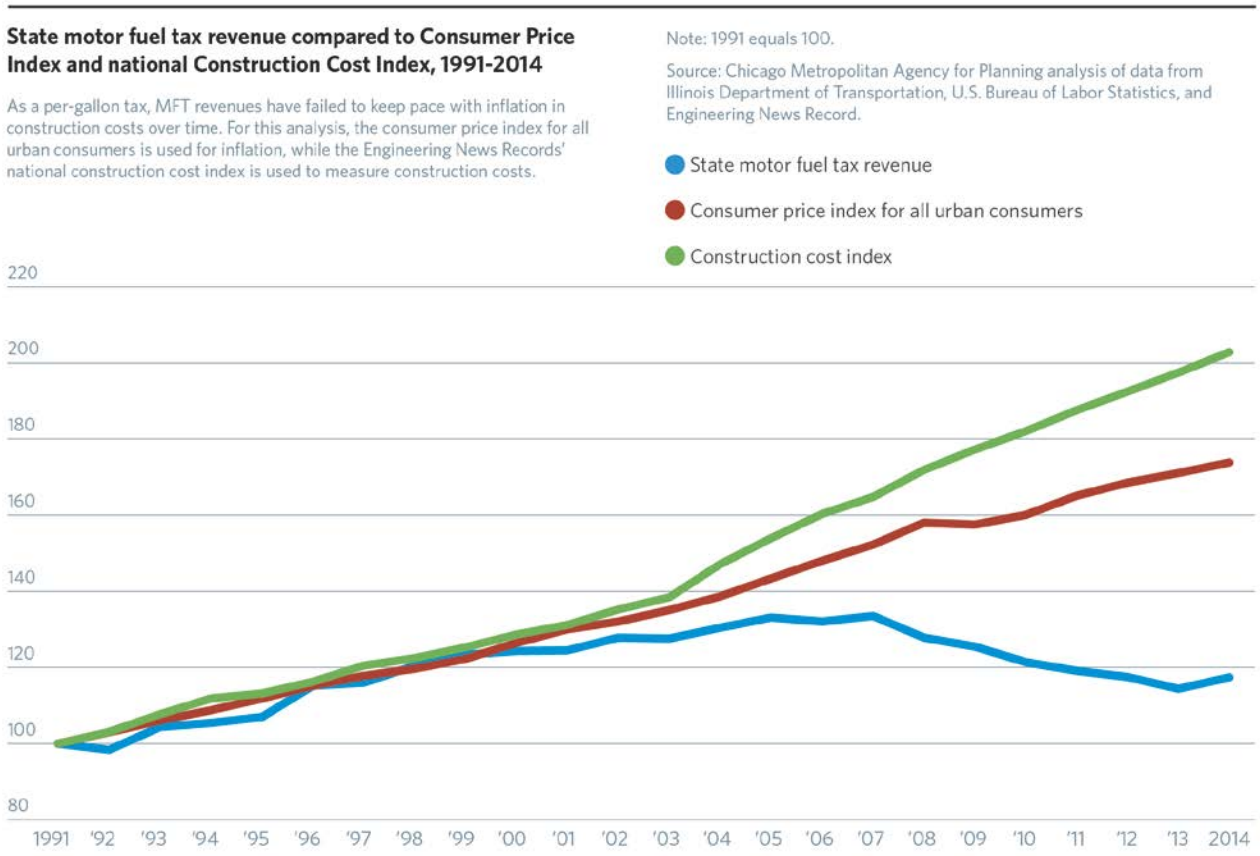


Figure 12. State motor fuel tax revenue compared to Consumer Price Index and national Construction Cost Index, 1991-2014



Reinvestment and infill

Reinvesting in the region's existing communities can help to revitalize economically depressed areas, support new growth without building costly new infrastructure, and preserve natural resources. Encouraging infill development -- growth that occurs in built-up areas with existing infrastructure -- is a key strategy for reinvestment and is critical to maximizing limited infrastructure dollars.

Since 2000, infill has occurred along Metra lines, as well as in and near the region's historic satellite cities: Aurora, Elgin, Joliet, Naperville, and Waukegan. Infill has also been concentrated in Cook County (especially the core of Chicago) and in DuPage County. Significant transit-oriented development (TOD) -- moderate- to high-density, mixed-use development generally located within a half-mile radius (ten-minute walk) of a transit station -- has also occurred throughout the region, with Chicago's central business district transit stations experiencing the greatest amount of development, followed by the transit stations in the rest of Chicago and in suburban Cook County.

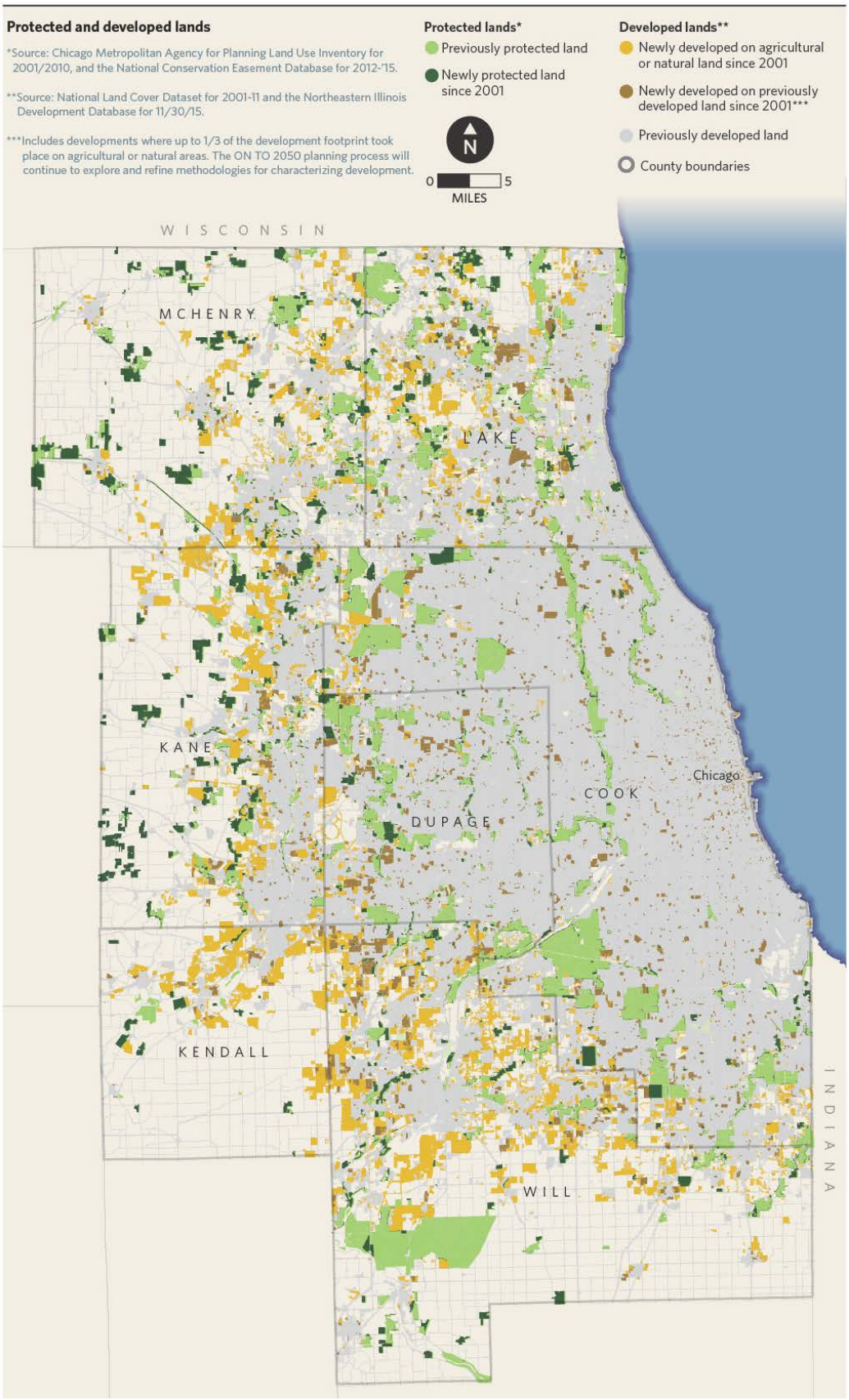
What we heard

Engagement efforts indicated a strong desire for reinvestment in key locations across the region, such as bus and rail transit station areas and downtowns, and for development of solutions to spur investment in underutilized and disinvested areas. In particular, the need for increased TOD was voiced by many participants. Other themes included the need to provide sufficient housing density to support transit and to increase affordable housing options in transit station areas. Many also noted the challenges posed by high vacancy and tax rates, underutilized land, and chronic disinvestment in some parts of the region, and the significant barriers those challenges present for attracting new investment.

What to do about it

ON TO 2050 will continue to emphasize the importance of reinvesting in existing communities and will supplement that policy with strategies to promote market-feasible planning practices, encourage interjurisdictional collaboration, and revitalize areas that have experienced chronic disinvestment. While GO TO 2040 broadly recommended concentrating investment in mixed-use areas with good access to transportation amenities, ON TO 2050 can provide greater guidance by highlighting locally identified priority places for reinvestment and infill, including bus or transit station areas, downtowns and town centers, main streets, employment centers, or disinvested areas. ON TO 2050 recommendations will reflect local priorities and plans that align with regional goals, and consider barriers to reinvestment in these areas and strategies that could help to catalyze growth. While reinvestment will continue to be a priority, managing greenfield development -- conversion of previously undeveloped land, such as agricultural land or open space -- will require a separate set of strategies.

Figure 13. Protected and developed lands



Conservation

Despite a trend toward infill development in the region, natural and agricultural lands are also being consumed at the region's periphery, primarily for residential subdivisions. The application of good planning and design principles can reduce the impacts of greenfield development on natural and agricultural resources and minimize the expense of associated infrastructure and municipal services. In turn, conservation has many benefits, including improved stormwater management, increased biodiversity, reduced greenhouse gas emissions, and lower land surface temperatures to mitigate the urban heat island effect. From 2001 to 2011, the region developed approximately 100,000 acres of its remaining agricultural and natural lands. At the same time, almost 50,000 acres of these lands were permanently protected -- representing a 30 percent increase over the amount protected in 2001 -- a trend that illustrates the continued importance of conservation to the public. Much of this protection was locally driven and financed through open space referenda.

What we heard

Feedback corroborated that conservation is increasingly important to the public, and many stakeholders cited the need for active conservation to prevent the depletion or destruction of natural resources in the region. Some also acknowledged the negative impacts of development on water quality and groundwater supply, calling for action to protect Lake Michigan and other lakes, streams, groundwater, and watersheds. Others pointed toward opportunities to protect agricultural land and increase access to healthy food by encouraging local food production.

What to do about it

GO TO 2040 called for preserving the most important natural resources in the region and increasing the overall acreage of conservation open space. The plan included the Green Infrastructure Vision (GIV), which broadly identified the core lands, hubs, and corridors that form the foundation of the region's green infrastructure network. The GIV has been the basis of many partners' conservation efforts, and ON TO 2050 will now propose more targeted regional conservation priorities. The plan will also determine concrete strategies for conservation, restoration, and management of natural assets, along with best practices to apply to greenfield development.

GO TO 2040 also emphasized local food, both in terms of production and access, and water resources. For the latter, the plan recommended supporting water use conservation efforts, considering water resources in land use and site planning decisions, encouraging watershed planning and stormwater retrofits, and optimizing water supply sources. ON TO 2050 will reinforce the analysis and recommendations for these two topic areas, explore links to other topics such as agricultural preservation, climate resilience, and stormwater management, and consider newly available data and modeling for water supply issues.

Flooding and climate change

Flooding regularly strikes northeastern Illinois communities, causing major transportation and utility disruptions, sewer overflows, damaged property, and severe losses by residents and businesses. These floods have become more frequent and damaging in recent decades, due in large part to the effects of climate change and urbanization. Northeastern Illinois has already experienced -- and is expected to see even greater -- fluctuations in temperature and precipitation attributable to climate change, with record-breaking floods, heat, and drought in recent years. The region has seen consistently higher temperatures and more severe storms than the historical average, punctuated by presidentially declared flood disasters in 2008, 2010, and 2013. Longer and more severe periods of intense heat and heavy precipitation events are occurring more frequently than at any other point in the region's history.

What we heard

During public outreach, many respondents identified flooding and other climate change impacts (increased heat and severe storms, for example) as major concerns. Many respondents specifically mentioned climate change as a significant long-term issue, and encouraged greater public awareness of its likely effects. A number of comments related to mitigating climate change through reduced emissions, but more focused on the need for resilience -- better preparedness to withstand climate change.

What to do about it

In partnership with The Chicago Community Trust, CMAP has developed a strategy with three guiding principles to make the region more resilient to climate change. The principles focus on building responsive and robust infrastructure that can withstand a range of climatic conditions, using participatory and integrated processes that improve communication and collaboration, and reducing vulnerability to climate change, particularly for those who are least equipped to respond to its effects. Integrating resilience into planning efforts and building local capacity to conduct such efforts are both integral to CMAP's approach to climate resilience.

ON TO 2050 will give special attention to the need for more-resilient transportation infrastructure, seeking to avoid future disruptions to both passenger and freight travel. Green infrastructure will also be a focus, with particular attention on preparing ecosystems, water resources, and other natural systems for climate change. Ongoing work to understand urban and riverine flooding will inform detailed stormwater solutions for ON TO 2050. While climate change affects the entire region, the plan will address the disproportionate burden that some communities experience from flooding and climate impacts, the relative difficulty that those communities encounter in recovering from these events, and the disinvestment that may ensue. While it will focus substantially on climate resilience, the new plan will continue to emphasize policies for reducing emissions to mitigate climate change, which will be further refined through future development of ON TO 2050 energy strategies.

Figure 14. Annual precipitation in northeastern Illinois

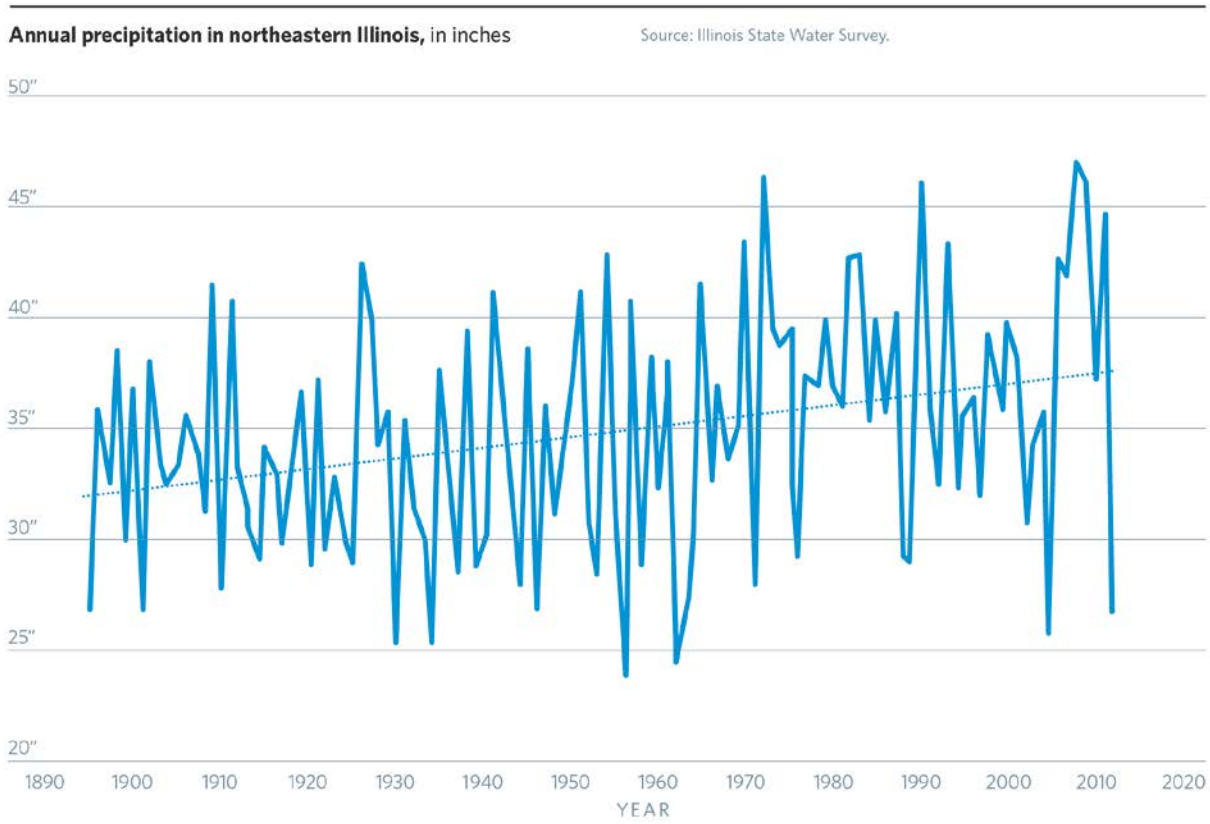


Figure 15. Projected precipitation changes by 2041-2070

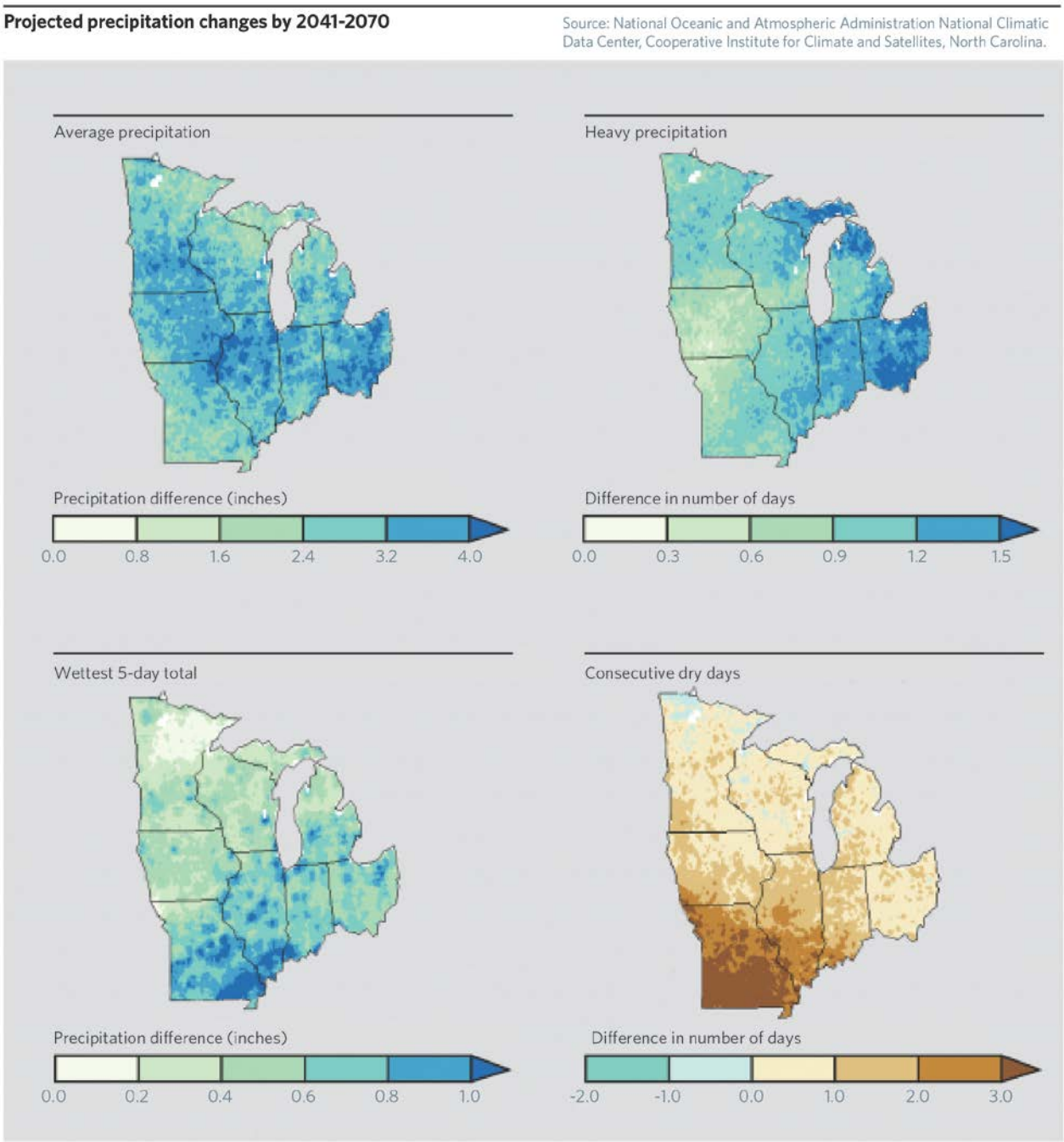


Figure 16. Localized street flooding in Summit, July 2010

Source: Sergio Garcia

Collaboration and capacity

Today, many local governments are under severe fiscal stress caused both by local structural issues and the current State of Illinois budget impasse, which places additional burdens on local governments. Some communities struggle to survive due to their limited fiscal resources, small size, and other barriers. Highly localized provision of services is a strong tradition in Illinois. But while this brings benefits in many cases, it can also be inefficient. Because many of the region's most challenging problems are best addressed at the local level, it is important to build community capacity to respond to local challenges and work toward regional goals.

What we heard

Many engagement participants expressed concern over government inefficiencies, overlapping responsibilities, and duplication of services by different units of government. Some suggested solutions -- from general support for greater collaboration, to specific ideas for sharing services across municipal borders, to calls for government consolidation. A number of respondents also noted the important role that CMAP can play in helping communities address their challenges through local assistance.

What to do about it

ON TO 2050 will reinforce the importance of action at the local level to create a strong, economically successful region, while affirming local control of land use. ON TO 2050 will explore new ways that CMAP can go beyond the planning assistance it currently provides to offer capacity-building assistance to local governments and community-based organizations. This new form of assistance will help to translate the recommendations of the plan to the local level. The plan will also identify roles for organizations -- such as counties, councils of government, and multijurisdictional organizations -- that can serve as intermediaries between the regional and local levels.

The plan will also continue to address the challenges inherent in today's fragmented jurisdictional system. Topics will include intergovernmental coordination, greater regional and subregional collaboration, and service sharing. ON TO 2050 will address the difficult discussions of government consolidation, while recognizing that there is no one-size-fits-all solution for how the region's communities should be governed. Finally, the plan will highlight the importance of local action to achieve the region's goals -- not only by units of government, but also by neighborhood leaders, block clubs, homeowner and tenant associations, and community-based organizations of all types.

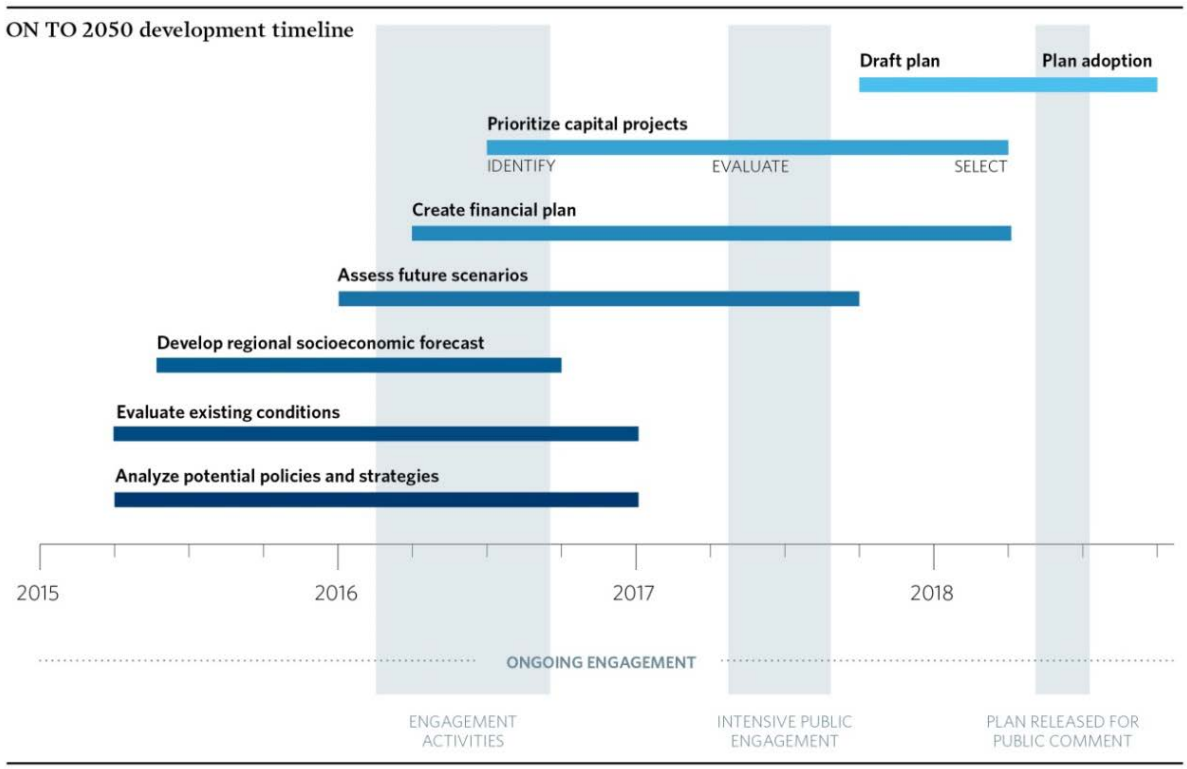
Next steps

Successful, vibrant communities foster a high quality of life that attracts residents and businesses alike and contributes to the region's overall success. While still in its early stages, the ON TO 2050 public outreach process has already shown that people and organizations of all types have significant interest in regional efforts and outcomes. This level of involvement will continue throughout the course of the plan's development.

CMAP will publish a series of snapshots and strategy papers on topics of particular interest. Snapshots will highlight existing conditions and trends in the region, while strategy papers will examine policy directions for specific topic areas, including those described in this report. Driven by stakeholder input, these documents will reveal the direction and recommendations of the eventual ON TO 2050 plan. Your continued involvement in the development of these preliminary products is vital to the success of ON TO 2050.

In addition, two more major opportunities for broad public input will occur during the plan's development. First, in summer 2017, CMAP will conduct extensive engagement on a series of alternative future scenarios for the region. These scenarios will project the economic, social, and environmental changes that have potential to profoundly affect the region in the future, such as climate change, economic shifts, or technological innovations. The engagement process will examine strategies that could help to prepare the region for these changes, which will in turn inform the policies included in ON TO 2050. And second, the draft plan will be released for public comment in summer 2018 prior to its ultimate adoption in October 2018.

Figure 17. ON TO 2050 development timeline



CMAP

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The Chicago Metropolitan Agency for Planning (CMAP) is our region's official comprehensive planning organization. The agency and its partners are developing ON TO 2050, a new comprehensive regional plan to help the seven counties and 284 communities of northeastern Illinois implement strategies that address transportation, housing, economic development, open space, the environment, and other quality-of-life issues.

See **www.cmap.illinois.gov** for more information.

FY16-0106

Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: **Transportation Committee**

From: CMAP staff

Date: July 2016

Re: Update on regionally significant project evaluation for ON TO 2050

As previously discussed with the Transportation Committee, the process of identifying and evaluating regionally significant projects (RSPs) for ON TO 2050 is beginning in summer 2016. This memo provides minor updates to the overall schedule previously discussed with the committee and includes a proposal on how to seek additional projects through public input. Financial plan development will be completed in a similar timeframe, and will be coordinated with the RSP evaluation process.

The following are the tasks and timelines involved in evaluating and recommending capital projects for ON TO 2050:

- **Identify initial list of capital projects to be considered in ON TO 2050.** This spring, staff met with implementers to develop an initial list of the projects that would meet the revised regionally significant project thresholds.[1] In late July, staff will begin coordinating with implementers to ensure that this initial list of regionally significant projects reflects all projects that should be considered for the next plan. Staff anticipates bringing the draft list of capital projects to the TC in September 2016.

- **Solicitation of additional projects through public input.** After the TC has reviewed the draft universe of capital projects, staff will seek public input on the list through a 45-day public comment period. Specifically, the public will be provided with information on the projects already proposed and have an opportunity to recommend additional projects for consideration in ON TO 2050 through an online format. Clear guidance will be provided on minimum criteria to suggest a project. During this period, implementers

[1] This includes projects that cost at least $100 million in current dollars and (a) change capacity on the National Highway System (NHS) or that are new expressways or principal arterials, or (b) change capacity on transit services with some separate rights-of-way or shared rights-of-way where transit has priority over other traffic; or are discrete system preservation and state of good repair projects that cost at least $250 million.

will have an opportunity to suggest projects that are not within their jurisdictional control – for instance, a county could nominate a project on an NHS route controlled by the state.

- **Report universe of capital projects back to TC.** The recommendations from public comment and other implementers will be included with projects submitted by sponsors and presented to TC, most likely at the November 2016 meeting.

- **Develop an evaluation framework.** Before carrying out project evaluations, the TC and other stakeholders should discuss the types of measures and other information needed. Two pre-TC forums, one in July 2016 on highway projects and one in September 2016 on transit projects, will be held to discuss the evaluation approach. At the September forum, Metra staff is anticipated to present on a concurrent Unified Work Program project to evaluate the costs and benefits of capital projects under consideration for that agency. The input from forum participants would be discussed at TC in fall.

- **Prepare needs analysis and project benefit report.** The main product expected from the capital project evaluation is a report on the benefits and costs of the projects and the needs they serve, to be complete in summer 2017.

- **Select regionally significant projects.** Following completion of the project benefit report and discussion with the working committees, staff anticipates making a recommendation to TC on capital projects to include under fiscal constraint in late fall 2017 with presentations to the CMAP Board and MPO Policy Committee in early 2018.

Action requested: Discussion

Chicago Metropolitan Agency for Planning

Meeting Notes
Planning Information Forum: Financial Planning – April 22, 2016 following Transportation Committee meeting

Attendees – see meeting minutes for Transportation Committee

Summary of presentations

- **Chicago Metropolitan Agency for Planning** (Jesse Elam). CMAP's current financial plan from the GO TO 2040 update is based on a forecast of expenditures and revenues, the latter including "core revenues" (an extrapolation of trends in current federal, state, and local sources) and "reasonably expected revenues" (sources requiring a substantial change in law or policy). Expenditures are for operating the system, maintaining the system to a safe and adequate level, constructing major capital projects, and doing systematic enhancements and bringing system condition toward a state of good repair. Jesse noted that the GO TO 2040 update financial plan relied on a technical and committee process and was not a major focus of public engagement. He also noted that GO TO 2040's performance outcomes, such as for pavement or bridge condition, were not directly tied to expenditures.

- **Delaware Valley Regional Planning Commission** (Brett Fusco). When DVRPC's Connections 2040 plan was being developed, a transportation funding crisis led to DVRPC developing a set of revenue scenarios representing best to worst cases. DVRPC also conducted a needs assessment for that plan which highlighted significant investment requirements for bridges and suggested spending no more than 5 percent of highway system revenues on roadway expansion. DVRPC's financial plan included recommended funding levels or allocations to different project types, based on an analysis of delay related to congestion, pavement condition, bridge operations, etc. Given revenue shortfalls, bridge and pavement condition were predicted to worsen at the end of the planning period. As a complement to this technical analysis, DVRPC led a web-based participatory public process called Choices and Voices in which participants were able to vote on allocations to different transportation priorities as well as indicate their preferences for different sources of additional revenue. Lastly, Mr. Fusco covered DVRPC's project evaluation criteria for the long-range plan and for the transportation improvement program.

- **Puget Sound Regional Council** (Ben Brackett). The PSRC Transportation 2040 financial plan assumes traditional funding from taxes on sales, motor fuels, etc. will remain central, but the financial plan has a strong emphasis on tolling the existing expressway system, to be phased in over time. In response to a question, Mr. Brackett said that the Federal Highway Administration had pressed PSRC to supply an action strategy for how to accomplish this tolling. As a newer, less-built out system, the PSRC financial

plan actually emphasizes system expansion over preservation. The plan relies on "new law" revenues (similar to CMAP's "reasonably expected revenues") to achieve fiscal constraint, but allows for flexibility in how the revenues are to be used. While PSRC has used scenario planning to discuss the merits of different investment philosophies, it has not looked at alternative revenue scenarios. PSRC has also been building its understanding of maintenance and preservation needs. Finally, Mr. Brackett discussed the new Connecting Washington funding package passed by the State of Washington that funds about one-third of the gap identified in Transportation 2040.

Discussion

- Should the ON TO 2050 financial plan consider different financial scenarios, such as different levels of revenue?
    - One committee member suggested scenarios may give the public a better sense of the possible financial outcomes and avoid an over-sized commitment to particular assumptions. Revenue scenarios could also be used to prioritize projects by specifying which should be built based on revenue availability. Another asked Mr. Brackett whether the reliability and impacts of different revenue options were discussed in the financial plan; he responded that a task force PSRC set up is now exploring equity, public support, and other factors at different tax, fee, and toll levels. Mr. Fusco noted that the comparison of impacts at different overall funding levels was a major way DVRPC tried to build a case for more transportation funding.
    - Mr. Elam asked the participants if any of them, in their own planning processes, used fixed forecasts or instead used revenue scenarios. A committee member suggested that her agency would likely develop its long-range plan based on expected revenues but would indicate what strategies and projects could be possible with additional funding.
- How should the financial plan factor into public engagement for ON TO 2050?
    - A member reported that her own long-range planning process included participatory exercises in which meeting attendees were given a certain budget and asked to allocate it among different programs according to their preferences. She also indicated that the public was asked to give feedback on different sources of new revenue but that this had instead led to discussions about how to divert current transportation revenues to other uses. Another member suggested that expanding the conversation on the need to raise revenue through the planning process could be important to help the public support eventual legislative efforts to increase the gas tax.

- A member voiced caution that a major public engagement effort could end up suggesting priorities and levels of expenditure other than the ones that result from the federal and state laws and regional agreements that govern how funding is allocated, and that public disillusionment with the planning process could be the ultimate outcome. Another member indicated that his agency had had such an experience – a participatory planning process yielded priorities very different from the ones ultimately in the final plan.

- How can we tie financial plan expenditures to performance outcomes?

  - After some discussion, Mr. Elam clarified that he meant allocating funding within the plan to particular priorities based on how well that would help meet certain objectives according to a modeling analysis, more at the system than the project level. Mr. Fusco from DVRPC suggested that the federal regulations would eventually require such a linkage, so that it would be better to begin work as soon as possible and grow more confident analytically. A member suggested that the cost of meeting the aspirational ridership targets in the plan was an example, and that making such goals more realistic would require more emphasis on the cost of achieving them. Another noted the importance of measures focused on economic development outcomes.

  - A member asked whether CMAP or the guest MPO staff had compared previous financial plan recommendations and forecasts to the actual course of events. Mr. Brackett indicated that PSRC was beginning to do that retrospective analysis. Another member suggested that the region hadn't gained enough maturity in linking expenditures and performance outcomes to apply that framework to the planning process in the current cycle, and that performance measures hadn't been agreed to. Mr. Elam responded that some performance measures had been identified as part of GO TO 2040, and that a significant amount of work had been done by CMAP and other agencies since then to develop them further.

- What are some ways to consider the appropriate balance between system preservation and expansion?

  - Mr. Elam asked Mr. Fusco to discuss how the cap of using no more than 5% of highway revenues for highway expansion came about. He indicated that it was meant to ensure adequate resources were being spent on highway pavement and bridge assets, although in past plans the cap has been applied across the life of the plan, allowing significant highway expansion up-front. A member pointed out that achieving ambitious transit ridership goals would require service expansion, which would entail more operations funding and not just capital.

Considerations for next long-range plan

Based on the discussion at the forum, staff suggests that the Transportation Committee (TC) consider the following:

- Due to lack of substantial growth in existing federal and state sources, some MPOs have relied on new revenue sources to fund their systems over the long-term. Given how much financial plans depend on forecasting and on new revenue, the ON TO 2050 process should begin by comparing previous financial plan recommendations and forecasts to actual results.

- Public engagement around financial planning could be valuable, although there are pitfalls with doing so. Staff will continue to research options for how to engage the public directly in financial plan development.

- ON TO 2050 should link performance outcomes with financial outlays to the maximum extent possible.

Chicago Metropolitan Agency for Planning

Meeting Notes
Planning Information Forum: Setting Bridge Condition Targets -- May 20, 2016

Attendees (non-CMAP)

Name	Organization
Dhruv Narielwala	Illinois Department of Transportation
Nadir Shah	Cook County Department of Transportation and Highways
Sis Killen	Cook County Department of Transportation and Highways
Tom Rickert	Kane County Division of Transportation
Emily Karry	Lake County Division of Transportation
Chris Snyder	DuPage County Division of Transportation
Tom Hardy	DuPage County Division of Transportation
Christina Kupkowski	Will County Division of Transportation
Scott Hennings	McHenry County Division of Transportation
Jim Werner	McHenry County Division of Transportation
Jennifer Becker	Kane County Council of Mayors
Patrick Knapp	Kane County Council of Mayors
Brian Carlson	Illinois Department of Transportation
Steve Strains	Northeastern Indiana Regional Planning Commission
Randy Neufeld	SRAM Fund
James Hickey	Regional Transportation Authority
Luis Benitez	Chicago Department of Transportation

Summary of presentations

- **IDOT Central office** (Dhruv Narielwala). IDOT uses the Bridge Analysis and Monitoring System (BAMS) to track bridge deficiency levels and assist in prioritizing and developing the bridge component in the multi-year highway program. BAMS consists of 16 tables, numbered 1 through 16, with 1 being worst and 16 best. A bridge is assigned a BAMS table based on its inspected condition; bridges that are not assigned a BAMS table have no issues. Bridges are inspected every 2 years or more often depending on the age and condition of the bridge. The district bridge engineer and programming department work together to develop a program to send to planning and programming in the central office. IDOT's goal is to remain at or above a 93% acceptable condition for state bridges.

- **Cook County Department of Transportation and Highways** (Nadir Shah). Cook County Department of Transportation and Highways inspects bridges regularly and rates them based on the National Bridge Inspection Standards (NBIS). The department targets improvements on bridges with a condition rating of 5 or below. Through

preservation treatments the county is able to extend a bridges useful life to 100 years and currently use a 2-tiered system for scheduling improvements, short term and long term. The County has a large number of high cost bridge improvements coming in the next 5 - 15 years.

- **Chicago Metropolitan Agency for Planning** (Jesse Elam). For the GO TO 2040 financial plan, CMAP used typical capital maintenance intervals to forecast bridge improvement and reconstruction costs. This approach could be improved by being based on bridge condition and being tied to achieving bridge condition targets. CMAP has created an in-house bridge condition model based on deterioration curves for Illinois from NBI data to forecast bridge investment needs for the next long-range plan and to estimate the degree to which projects programmed in the Transportation Improvement Program (TIP) help achieve plan targets. The presentation showed initial results for these two analyses. First, achieving the GO TO 2040 plan target – to have 4 percent structural deficiency-- would require a substantial investment in the near term and again at the end of the planning period. Second, the analysis of the projects in the TIP suggested bridge condition would decline rapidly rather than helping achieve the targets.

Discussion

- IDOT does not increase the deck rating for a bridge when a deck overlay improvement is completed on a bridge. It does use and will continue to use the National Bridge Inspection Standards (NBIS) structural deficiency rating when creating the BAMS tables. No other agencies are using BAMS at this time.

- The results from the CMAP model seem reasonable with a large number of big ticket items occurring in the 5 – 10 year horizon and again near the plan horizon year. County representatives are seeing the same trend in the coming years.

- One participant working for a county wondered if the CMAP target of 4% bridge deficiency was realistic. Staff displayed a chart tracking the progress towards the goal and it did not seem too far off if the region continues on the same path or curve. They also mentioned that bridge work is the largest component in the county's program.

- A county representative would like staff to research and incorporate into the CMAP model preventive maintenance that will bump up the bridge condition rating to increase the useful life of a bridge.

Considerations for next long-range plan

Based on the discussion at the forum, staff suggests that the Transportation Committee (TC) consider the following:

- It will not be possible to estimate whether adequate investment is being made in bridges if some projects are missing from the TIP. All bridge improvement projects on the NHS should be included in the TIP regardless of their fund source and be individually identified when rolled up in a corridor project.

- Staff will continue to develop the bridge condition forecasting model to incorporate preventive maintenance that will improve condition ratings, particularly deck ratings, and increase the useful life of a bridge. Staff will also continue to meet with implementers to refine bridge improvement project types and the cost estimates associated for each type.

Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: CMAP Board and Committees

From: CMAP Staff

Date: July 6, 2016

Re: Local Technical Assistance Program Update

The CMAP Board and committees receive regular updates on the projects being undertaken through the Local Technical Assistance (LTA) program, including those receiving staff assistance and grants. To date, 188 local projects have been initiated. Of these, 132 projects have been completed, 46 are fully underway, and 10 will get actively underway in the near future.

Several consultant-led projects have been paused due to contract reimbursement issues. These projects will continue to be listed in this report, and their contract status will be noted. Some of these have recently been reinitiated, which is noted when appropriate.

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

ACTION REQUESTED: Discussion

Projects Currently Underway

Project	CMAP lead	Timeline	Assistance type	Status and notes
Arlington Heights bicycle-pedestrian plan (see website)	John O'Neal	May 2014-Sept. 2016	Staff assistance	All internal (CMAP staff) comments have been incorporated. Plan in final draft form and in final review by project director.
Aurora downtown plan (see website)	Lindsay Bayley	May 2015-Nov. 2016	Staff assistance	CMAP held an open house on June 16 to solicit feedback on potential plan recommendations, with approximately 100 attendees. A second phase of Metroquest launched on the same day and will continue through July 18.
Beach Park planning priorities report (see website)	Ricardo Lopez	Jan.-Oct. 2016	Staff assistance	CMAP staff is finalizing the existing conditions analysis and drafting the recommendations.
Bensenville zoning update (see website)	Jake Seid	Oct. 2015-June 2017	Staff assistance	Project team is completing assessment of initial public outreach and online engagement. In July, team will begin assessing existing regulations in preparation for work on the recommendations memo.
Berwyn stormwater management plan	Nora Beck	July 2016-June 2017	Consultant assistance	Data collection and scoping underway.
Berwyn zoning revisions (see website)	Kristin Ihnchak	Jan. 2013-Aug. 2016	Staff and consultant assistance	CMAP staff are preparing edits to the zoning code that will help to preserve historic bungalow stock in the City prior to the public approval process.
Blue Island capital improvement plan (see website)	*Evy Zwiebach*	*Apr. 2015-June 2016*	*Staff assistance*	*Newly completed. Final document was submitted to the City in June.*
Brookfield comprehensive plan	Nora Beck	TBD	Consultant assistance	Project restarted after temporary hold since January. Village Board reviewing intergovernmental agreement; anticipate start in July.
Calumet Park planning priorities report	Sam Shenbaga	May 2015-Aug. 2016	Staff assistance	Village reviewing revised report and to provide comments.
Campton Hills zoning and subdivision regulations	Kristin Ihnchak	Jul. 2014-TBD	Consultant assistance	A public meeting to introduce the project and preliminary recommendations has been scheduled for July 7.
Carol Stream comprehensive plan (see website)	*John Carlisle*	*Feb. 2014-June 2016*	*Staff assistance*	*Newly completed. The Village Board voted at its June 6 meeting to adopt the Comprehensive Plan.*
Chicago Heights zoning update	Maggie Jarr	Aug. 2016-Apr. 2017	Consultant assistance	Responses to RFP are due July 8. Consultant selection expected in August.
Chicago North River	Brian	Nov. 2015-	Staff	CMAP staff continues to work on the existing conditions analysis and

Project	CMAP lead	Timeline	Assistance type	Status and notes
Communities neighborhood plan (see website)	Daly	Mar. 2017	assistance	conduct focused outreach activities. Staff has also developed print and online surveys for business owners and the general public, which will be distributed in the coming weeks.
Chicago Pilsen-Little Village neighborhood plan (see website)	Evy Zwiebach	Dec. 2013-July 2016	Staff assistance	CMAP and DPD staff continued working with community stakeholders on refining the draft land use map and draft recommendations. Staff held Draft Plan Open Houses in Pilsen and Little Village on June 23 and June 29, respectively.
Chicago Pullman National Historic Park transportation plan	Lindsay Bayley	June 2015-TBD	Consultant assistance	SSE is finalizing the ECR to post on their website. The Volpe Transportation Center is developing a review of best practices for transportation in urban national parks and presented their findings to project partners at a conference call on June 2. Meetings of the Technical Advisory Committee and the Citizens Advisory Committee will be scheduled for late summer or early fall.
Chicago Riverdale area transportation plan	Tony Manno	Aug. 2016-Oct. 2017	Consultant assistance	RFP released on June 3 and responses are due July 8. Work will commence this fall after consultant selection.
Cicero comprehensive plan (see website)	Jonathan Burch	Apr. 2014-TBD	Consultant assistance	No update. Project on hold due to contract reimbursement issues.
Cook County subregional growth plan	Jonathan Burch	May-Dec. 2016	Staff assistance	Reconnaissance interviews continue, with a focus on economic development professionals and developers. The existing conditions analysis for the built environment, connectivity, and housing is underway.
Cook County unincorporated areas plan	John Carlisle	July 2016-Dec. 2017	Staff assistance	Cook County and CMAP finalizing MOU; project launch meetings with County and MWRD scheduled; official kickoff, launch of project website, and steering committee invitations planned for late July.
Crystal Lake transportation plan (see website)	Nora Beck	Mar. 2014-Sept. 2016	Staff assistance	The City of Crystal Lake is reviewing the draft plan.
Des Plaines comprehensive plan	Heidy Persaud	Oct. 2016-Dec. 2017	Staff assistance	Scoping underway.
DuPage County / Hanover Park Homes for a Changing Region (see website)	Jonathan Burch	Nov. 2014-TBD	Consultant assistance	Due to contract reimbursement issues, the consultant is working slowly to create recommendations memos for the three towns. Staff reviewed the West Chicago recommendations memo and await a draft memo for additional towns.

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	Negotiations continue to re-start project. Until solution to (at least part of) past-due invoices is found, consultant unable to move forward.
Elmwood Park zoning assessment	Patrick Day	Nov. 2014-Aug. 2016	Staff assistance	CMAP staff have created a draft assessment memo and proposed zoning map, which are currently undergoing internal review.
Endeleo Institute planning priorities report (see website)	Ashleigh Johnson	Feb. 2015-July 2016	Staff assistance	Final report undergoing internal review by communications team.
Franklin Park comprehensive plan (see website)	John Carlisle	Apr. 2015-Nov. 2016	Staff assistance	CMAP staff is working on creating content for the draft plan. Village staff has reviewed and provided comment on the future land use map.
Governors State University green infrastructure plan	Holly Hudson	June 2015-TBD	Consultant assistance	The consultant submitted a status report in February outlining the findings of the stormwater model and preliminary alternatives and recommendations. The project continues to be on hold due to contract reimbursement issues.
Hampshire planning priorities report	Tony Manno	Mar.-Dec. 2016	Staff assistance	Previous studies review and existing conditions assessment underway. Stakeholder interviews held on June 29.
Harvard zoning update	*Jake Seid*	*TBD*	*Consultant assistance*	*Newly added to monthly report. Scoping has begun.*
Homer Glen plan commissioner training	Patrick Day	Feb.-Sept. 2016	Staff assistance	CMAP staff is working with the Village to determine content for the third Plan Commissioner training.
Huntley zoning update	Patrick Day	May 2015-TBD	Consultant assistance	No update (project on hold).
Impact DuPage affordable housing strategy	Jonathan Burch	Mar.-Dec. 2016	Staff assistance	Staff is working on the existing conditions report and community outreach.
Joliet Chicago Street plan	Stephen Ostrander	TBD	Consultant assistance	CMAP staff and City staff updated RFP that to incorporate inclusion of an additional project element (a plan for new plaza adjacent to the study area), which will be funded by City (with original right-of-way component funded by CMAP). RFP also updated to help coordinate this project with an engineering study for the planned reconnection of one block of Chicago Street.
Kendall County industrial	*Don*	*Aug. 2015-*	*Staff and*	*Newly completed. Final document was submitted to County.*

Project	CMAP lead	Timeline	Assistance type	Status and notes
market study	*Hughes*	*June 2016*	*consultant assistance*	
Lake County / Round Lake Homes for a Changing Region (see website)	*Stephen Ostrander*	*July 2014-June 2016*	*Staff assistance*	*Newly completed. Final project meeting was held on June 30. Meeting focused on implementation actions and scheduling next steps related to key recommendations.*
Lisle downtown parking plan	Lindsay Bayley	Mar. 2016-Feb. 2017	Staff assistance	The project study area was adjusted to fit Village's area of interest. CMAP staff is preparing digital parking maps to use for the first parking occupancy count in mid-July, at which point staff will meet with Village planners to discuss the outreach strategy.
Lower Salt Creek Watershed-based Plan	Holly Hudson	Jan. 2016-Dec. 2017	Staff assistance	Staff continued to work with project partners (DuPage County Stormwater Management, DuPage River Salt Creek Workgroup (DRSCW), and Metropolitan Water Reclamation District of Greater Chicago (MWRD)) on watershed inventory data collection and mapping, and community comprehensive plan review. Meanwhile, some of the necessary field work is being conducted by project partners. The first project partner meeting was held in June 2016.
McHenry County Fox River corridor study	Kate Evasic	Sept. 2016-Dec. 2017	Staff assistance	Scoping underway.
Metropolitan Planning Council Great Rivers project	Evy Zwiebach	Dec. 2015-Dec. 2016	Staff assistance	MPC held the last charrette of Phase 1, which focused on a site on the Calumet River. CMAP and MPC began working on the next phase of the project, in which the team will conduct outreach and engagement activities in suburban Cook County.
Midlothian 147th Street corridor improvements	Tony Manno	Apr. 2016-Feb. 2017	Staff and consultant assistance	CMAP met with the Village, CNT, ATA, and IDOT on May 6 and the steering committee on May 18 to discuss the scope of work and process to submit temporary tactical urbanism design installations to IDOT for approval. The agencies are targeting the end of summer to host an on-site event to showcase potential improvements. Active Trans hosted a complete streets workshop on June 18 to discuss the tactical urbanism event and solicit ideas and feedback from the steering committee and residents. This event was well-attended and the results will be very beneficial.
North Chicago	Jake Seid	May 2014-	Staff	The open house draft is being revised based on comments received

Project	CMAP lead	Timeline	Assistance type	Status and notes
comprehensive plan (see website)		Aug. 2016	assistance	from open house attendees. Following this update, the draft will be presented for adoption by City Council.
North Lawndale community plan (see website)	Brandon Nolin	Feb. 2016-July 2017	Staff assistance	Outreach on-going through July. Existing conditions report due in late summer 2016.
O'Hare area truck route coordination	Alex Beata	July 2016-June 2017	Consultant assistance	Consultant was selected at March Board meeting. Project has been on hold due to budget issues, but funding is now available, and kickoff is scheduled for July 7.
Palos Park trails plan	John O'Neal	July 2016-June 2017	Consultant assistance	Scope finalized and agreed upon by Village. IGA and conflict of interest forms are signed and being mailed back to CMAP. Pre-bid meeting scheduled for July 14.
Park Forest zoning revisions (see website)	Kristin Ihnchak	June 2013-Sept. 2016	Staff and consultant assistance	No update.
Regional truck permitting project (see website)	Alex Beata	Jan. 2015-Aug. 2016	Consultant assistance	Final report under development. Project team will meet with consultants in July to review the draft.
Richmond planning priorities report (see website)	Maggie Jarr	Feb.-Nov. 2016	Staff assistance	CMAP staff is finalizing the existing conditions analysis and drafting the recommendations.
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	Apr.-Oct. 2016	Consultant assistance	Data collection, initial analysis, and website development underway.
Romeoville comprehensive plan	Brandon Nolin	Apr. 2016-June 2017	Consultant assistance	Project kick-off conducted in June. Outreach starting in July including Steering Committee kick-off and stakeholder meetings.
Roselle comprehensive plan (see website)	Dan Olson	Feb. 2015-July 2016	Consultant assistance	Near final draft was presented to final public forum and Steering Committee meeting on June 7. Final revision is underway. Plan is expected for Planning and Zoning approval on July 19 and Village Board approval on July 25.
South Elgin zoning update (see website)	Patrick Day	Oct. 2014-Dec. 2016	Staff assistance	CMAP Staff will present the completed Recommendations Memo to Village Board on July 11.

Project	CMAP lead	Timeline	Assistance type	Status and notes
South Holland comprehensive plan (see website)	Stephen Ostrander	Apr. 2015-Dec. 2016	Staff assistance	CMAP staff continued preparation of key recommendations memorandum.
SSMMA Complete Streets plan (see website)	John O'Neal	July 2014-Sept. 2016	Staff assistance	CMAP Policy and Programming staff comments incorporated into draft technical memo on STP programming methodology. Draft technical memo on Complete Streets policy outreach and technical assistance for South Council communities underway – expected early July. June 15 meeting with SSMMA and Active Trans staff re draft maps of potential regional bikeway corridors and road diet candidates – revisions underway.
Sugar Run Creek area plan (see website)	Brandon Nolin	May 2015-Oct. 2016	Staff assistance	Draft plan under staff review with delivery to Steering Committee anticipated for July 2016.
Villa Park zoning ordinance	Patrick Day	July 2015-TBD	Consultant assistance	No update (project on hold).
Westchester zoning ordinance	Kristin Ihnchak	Nov. 2014-July 2016	Consultant assistance	A fourth meeting to discuss the draft code was held on June 22.
Wilmington corridor study	*Elizabeth Scott*	*TBD*	*Staff assistance*	*Newly added to monthly report. Scoping has begun.*
Winthrop Harbor comprehensive plan (see website)	Sam Shenbaga	Sept. 2014-Aug. 2016	Staff assistance	Final draft under review by Village staff. Public hearing to be held in late July/early August.

Selected Projects with Active Implementation*

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

Project	CMAP lead	Status and notes
Addison comprehensive plan	Tony Manno	The Village of Addison is currently working to attract residential development to its Town Center area (near Village Hall). Additionally they are working with a consultant to design a Village plaza to host concerts and other Village-sponsored events.
Algonquin downtown plan	Brian Daly	The Village established a downtown TIF in 2014 and is exploring the possibility of creating an SSA. Algonquin has acquired and demolished four dilapidated buildings downtown for redevelopment. The Village has submitted two applications for ITEP grants for a new protected bike lane downtown and for streetscaping through much of downtown. The Village also adopted the LTA-assisted Fox River Corridor Plan, which advances a number of recommendations from the downtown plan.
Algonquin-Carpentersville Fox River corridor plan	Brian Daly	The Village of Algonquin is continuing to participate in the Fox River Ecosystem Partnership, including its efforts to create a water trail plan for the Fox River with assistance from the National Park Service. Algonquin is also designing plans for a creek walk along Crystal Creek, and will soon begin discussions with McHenry County about a trail connection from downtown Algonquin to Fox Bluff Conservation Area along Cary Road. The Village of Carpentersville is working with Dundee Township and the Forest Preserve District of Kane County on bike path improvements on the west side of the River, improving connections to the Brunner Farm preserve. Carpentersville is also stabilizing the riverbanks through Old Town and pursuing downtown improvements described below.
Alsip comprehensive plan and zoning recommendations	Sam Shenbaga	The Village is now taking part in the County's Rain Barrel Program. The Calumet-Sag trail is underway and nearing completion, led by the Park District. The Village has implemented a Façade Improvement Program, and working on creating an Economic Development Committee to take the lead on implementing some of the Comprehensive Plan's recommendations.
Antioch Lifestyle Corridor	Jason Navota	Antioch continues to seek an end user for the "Pittman" property, targeted for mixed use infill, which would also include a small urban park with a greenway connection. The Village is also currently working on the potential of relocation of their Public works facility, which would open the site up for a greenway extension to the west of downtown.
Barrington area bikeway	John O'Neal	In response to letters from local agencies, IDOT agreed to extend the logical termini of (and

Project	CMAP lead	Status and notes
feasibility study		include Phase 1 engineering for) a sidepath between Algonquin and Central, as part of a future roadway Barrington Road project. (Project is not, however, currently in IDOT's MYP.)
Carpentersville Old Town plan	Brian Daly	The Village has hired a consultant to guide implementation of the Old Town plan and recently created a TIF district for the Old Town area. The Village is also pursuing culvert improvements to take residential properties out of floodplains, and is conducting riverbank stabilization along the Fox River south of Main Street. Based on the results of the LTA-assisted Health Impact Assessment, the Village is incorporating plans for a roundabout at the intersection of Carpenter Street and Main Street.
Chicago Green Healthy Neighborhoods plan	Evy Zwiebach	The Large Lot Pilot program was launched in the GHN area in March of 2014 with the City receiving 400 applications for 500 lots. Of those, 280 City lots were sold in December of 2014. Due to the successful response in the GHN pilot area, the program has grown and expanded to additional community areas on the South and West sides. The program now has its own website www.largelots.org and over 500 lots have been sold to date. The University of Illinois Urbana Champaign and the U.S. Forest Service are collaborating on a study of the program and its impacts. DPD kicked off a planning process to begin community based implementation of the Englewood Line trail. The trail, which was a recommendation in the GHN plan, is proposed on a 2-mile stretch of abandoned and elevated rail ROW that bisects the West Englewood and Englewood communities. A working session was held in early 2016 to gather input from community organizations and residents about the trail and how it will fit in with the surrounding neighborhoods. DPD is working with community stakeholders and has enlisted a consultant team to develop potential short-term and long-term concept plans for the trail and surrounding vacant property and to design initial trail projects that can be implemented by Greencorps, a City of Chicago job training program. The goal is to begin work on the first project near the Bontemps Elementary School Campus this summer. Additionally, the Chicago Department of Public Health and Illinois Public Health Institute are working on a health impact assessment (HIA) to examine the potential health impacts of implementing the proposed Englewood Line trail. The HIA is set to wrap up by the end of 2016 and result in data and recommendations that can be used in future phases of the trail development. Finally, DPD is working to acquire the Englewood Line ROW from Norfolk & Southern Railroad which includes conducting assessments of the environmental condition of the property, assessments of bridges and associated structures and survey and title investigation.

Project	CMAP lead	Status and notes
Chicago Heights comprehensive plan	Maggie Jarr	The City, in partnership with CMAP, is pursuing a zoning code update to guide future development in the downtown and help implement the recommendations of the Comprehensive Plan, adopted in 2015.
Chicago Metro Metals Consortium infrastructure prioritization	Bob Dean	The prioritization process identified the Touhy Avenue Improvements project as the region's top priority. This project was not funded through the TIGER program in 2015 but has been resubmitted for consideration in 2016.
Chinatown neighborhood plan	Stephen Ostrander	Development proposal for site designated as "Area 3" in plan was presented to the community on May 6; the proposal was created in response to plan and includes retail at ground level, several levels of structured parking, topped by high-rise residential. Transportation Working Group met on April 12, composed of representatives from the community, CDOT, DPD, CTA, ATA, South Loop Alliance, and two aldermanic offices. Community plan implementation lead continued coordination of planning by other implementation working groups, with next joint meeting planned for July 28 in preparation for August press conference with Aldermen Solis and Thompson to discuss next steps for plan implementation. The plan was featured in front page story in Chicago Tribune on May 13, and also showcased at North American Chinatown conference held in Edmonton, Canada on June 11.
Cook County consolidated plan	Jonathan Burch	The County continues to work with the United Way on the creation of a 211/311 system and CHA and HACC on joint Section 3 compliance. Cook County made use of a revised application that reflected plan priorities for CDBG in March.
Crete comprehensive plan	Brandon Nolin	The Village recently saw a new brewery open with the adaptive reuse of a former bowling alley downtown. They are in talks with a developer regarding the redevelopment of a key block on Main St. and are negotiating for more pedestrian friendly, mixed use design per Plan recommendations. Two large projects have seen progress since plan adoption including the sale of the former CenterPoint Intermodal property to facilitate industrial development and the sale of Balmoral Park to HITS, Inc. which will host several 1,000+ horse hunter/jumper shows at the facility.
Des Plaines Apache Park neighborhood plan	Heidy Persaud	Apache Park's grand re-opening took place on May 7. Improvements include a new walking/jogging path, a youth soccer field, a gazebo, stationery fitness equipment, and resident-painted peace poles at the park's entrance.
Downers Grove bicycle-pedestrian plan	John O'Neal	Coordination with DuPage County DOT re future path along 31st St. from Highland to Meyers. Improvements to pedestrian and bicycle crossings and (future) connections at the intersection of 31st St. and La Tours/Midwestern University Dr. have been completed.
Elburn comprehensive plan	Tony Manno	There has been consistent commercial activity along the IL 47 corridor and the Village is

Project	CMAP lead	Status and notes
		working towards a strategic plan. State funding issues have delayed downtown beautification projects but the Village plans to implement these projects when funding is available.
Elmwood Park comprehensive plan	Patrick Day	The Village has completed a number of implementation actions, including completing a parking study for the North Avenue corridor and constructing a public parking area to serve the area's businesses. To address flooding issues and help achieve sustainability objectives, the Flood Mitigation Project was completed (including construction of the Thatcher Avenue floodwall) and the Village launched a free rain barrel program in partnership with MWRD. Additionally, all Village street lights have been switched to LED.
Evanston bicycle and pedestrian plan	Tony Manno	The City continues to focus on the provision of secure and convenient bicycling parking by working with developers to incorporate quality bicycle parking into site plan reviews. The online "Bike Evanston" presence has grown through the Bike Evanston webpage and twitter account (launched in April of 2015). Improvements to on and off road bike network continue - the City is currently extending and improving the existing bike lane on Dodge Avenue this summer and further designing the Sheridan Road / Chicago Avenue Improvement project to include a two way cycle track.
Forest Preserves of Cook County municipal connection case studies	John O'Neal	The FPCC reports that the trail counts and survey that was part of this project has served as the foundation for understanding trail use and capital improvement priorities. The later will be addressed in the trails capital plan that is just kicking off at the Forest Preserves. Community partnerships regarding linkages have been advanced through various groups (e.g. Trails Linking Communities) and projects (e.g. Wayfinding and Signage Master Plan, Palos Loop Trail Pilot Project, Central Avenue from Wolf to East River Rd. widened shoulders)
Franklin Park industrial areas plan	Sam Shenbaga / John Carlisle	CMAP staff is working with the Village on a comprehensive plan and will begin work on a truck routing study in collaboration with other communities this summer. 1.5 million square feet of new industrial development is underway on sites identified as redevelopment opportunities in the study. The Village is working with local schools, Triton College, and various workforce organizations and will be hosting a Workforce Forum on July 14. The Village is continuing to participate in the tax incentives committee for Cook County. The Village is also submitting an STP application to fund a preliminary engineering study for the reconstruction and widening of Franklin Avenue from Taft Avenue to Mannheim Road.
Hanover Park Irving Park Road corridor study	Tony Manno	CMAP staff is working with the Village to help market redevelopment opportunities along the corridor by coordinating a developer showcase in late summer or early fall. Additionally, CMAP staff is working the Active Transportation Alliance to help the Village reimagine the

Project	CMAP lead	Status and notes
		Irving Park Road and Barrington Road intersection to be more pedestrian friendly. A ½ day workshop is scheduled for August 3.
Harvard comprehensive plan	Nora Beck	The Plan was adopted in January; Harvard will be soon undertaking a zoning update via the LTA program.
IDNR water loss evaluation project	Nora Beck	This report outlined a number of recommendations for the IDNR regulatory program; CMAP's contribution towards implementation has been halted due to the state budget crisis. Recent updates to IDNR's Lake Michigan water allocation reporting requirements have begun to refer to the AWWA's M36 water audit tool, which is a recommended practice for identifying water loss.
Joliet former prison redevelopment	Patrick Day	CMAP staff attended the June 8 Task Force meeting, where updates were provided on activities for Prison East, Prison West, and the U.S. Steel site. Discussions included transfer of ownership status, preservation approach, ongoing pursuit of assistance for study of building inventory, as well as issues related to site access and property maintenance.
Kane County / Geneva Homes for a Changing Region project	Tony Manno	Participating municipalities have been exploring the creation of a Community Land Trust (CLT) to help increase the amount of affordable housing available in the cluster communities. A presentation was given to the St. Charles Planning & Development Commission in March outlining the scope of work for an exploratory study to be funded by Geneva, St. Charles, North Aurora and Batavia. St. Charles is considering funding this study on their own while Geneva, North Aurora and Batavia have chosen not to pursue jointly due to budgetary issues. Additionally, CMAP and various partners have been considering ways to provide technical assistance to the communities interested in initiating Employer-Assisted Housing programs. This work is ongoing.
Kane County health impact assessment	Stephen Ostrander	LTA project HIA report indicated that safety at Carpentersville's Washington and Main intersection would be improved by installation of a roundabout. Carpentersville is wrapping up their Phase 1 Engineering Study of all alternatives for the intersection (including a roundabout). On June 7, Village Board members approved a memorandum of agreement with the Federal Highway Administration, Illinois Historic Preservation Agency and IDOT to move forward with a study of area impacts of all alternatives being considered. The Village applied for funding from the Illinois Transportation Enhancement Program (ITEP) in June 2016, and plans to apply for CMAQ funds in Spring 2017.
Lake County sustainability plan	Kristin Ihnchak	The County updated its Strategy for a Sustainable Lake County report in December 2015, which identifies actions to integrate sustainability into County operations. The report also provides current successes and achievements relating to energy, resource conservation,

Project	CMAP lead	Status and notes
		environment, waste, and transportation. County staff have also assigned implementation steps for the Sustainability Chapter, along with reporting deadlines. The first reporting to department heads was held in June, and a full report to the County Board is due in August.
Lakemoor comprehensive plan	Nora Beck	Lakemoor is focused on attracting development to the US 12 and IL 120 intersection and is currently in negotiations with Woodman's grocery store for the southwest corner location. Recently, the Village Board reaffirmed the open space goals of the Comprehensive Plan by denying a rezoning request for the southern quarry to industrial use. The Village will likely need to rescale the scope for a bicycle path on Darrel and Wagner Roads given high bids on this project which is partially funded through an ITEP grant.
Lemont development review analysis	Jake Seid	The development review analysis was accepted by the Village Board in January. The Village is currently in the process of updating its website and revising all development related applications to incorporate suggestions from the report. A formal implementation schedule for the report will be developed in fall/winter 2016.
Liberty Prairie Reserve Master Plan and Lake County local food systems report	Jason Navota	The Liberty Prairie Foundation and partners are leading the Lake County Local Food Working Group, which has met three times, to spearhead local food work in Lake County that resulted from the LTA project. The group plans to create an information hub for local food stakeholders, and a Lake County Food Day, similar to the Chicago Food Day. They are also working to establish the Liberty Prairie Reserve Stakeholder Planning Council by September to assist with implementing some of the other more modest recommendations in the Master Plan.
Lincolnwood corridor study	Tony Manno	CMAP staff is working with the Village to help market redevelopment opportunities along the corridor by coordinating a developer showcase in late summer or early fall. Additionally, staff met with the Village and ULI members on June 28 to revisit the TAP recommendations and give guidance on how they can redevelop key parcels along Devon Avenue now that the market is strengthening. The Devon Avenue streetscape project is still moving forward with a 2018 completion goal.
McHenry County Comprehensive Economic Development Strategy	Jonathan Burch	EDDNI is overseeing implementation of the plan. Progress has been made on the creation of a regional marketing website and the development of a regional plan commission.
New Lenox Route 30 corridor implementation plan	Tony Manno	CMAP staff created a guide to help the Village create a façade improvement program. The Village will review and help CMAP staff finalize this guide this summer. CMAP staff will monitor the Village's progress and continue to provide assistance as needed.
North Aurora comprehensive plan	Tony Manno	The Village of North Aurora amended the zoning ordinance via text amendments per recommendations in the Comprehensive Plan to make incomplete subdivision sites,

Project	CMAP lead	Status and notes
		commercial and industrial sites more marketable, and attractive for infill development.
Northwest Suburban Housing Collaborative Homes for a Changing Region study	Jonathan Burch	Collaborative communities renewed their intergovernmental agreement for an additional five years. To support assistance from the Northwest Housing Partnership, the collaborative applied to Cook County for CDBG support. The Northwest Housing Partnership will be managing the ongoing Handyman program and supplementing the program by also providing more substantial home repair resources to some senior households.
Northwest Water Planning Alliance strategic plan	Nora Beck	CMAP's contribution towards implementation of this strategic plan has been halted due to the state budget crisis. NWPA has subsequently secured part time assistance and has collaborated with the Metropolitan Planning Council to host a Water Forum conference with high levels of participation from elected officials and public utility managers.
Olympia Fields subarea plan	Tony Manno	The Village continues to consider approving two affordable housing developments located in the subarea. CMAP staff regularly attends the South Suburban Development Coordination meetings to stay updated on Village progress.
Openlands local food policy	Jason Navota	Openlands and the project partners (CMAP, the Liberty Prairie Foundation, and Fresh Taste) are nearing the end of the first phase of a research project to examine the regional food system. The economic analysis conducted by Michigan State is complete, and conservation-oriented research is underway. Both of these will inform the final report for the first phase of work. CMAP remains involved in guiding the project and providing input to reports and work plan items.
Pingree Grove comprehensive plan	Brandon Nolin	The Village is working with Elgin and IDOT to realign the intersection of IL 47/Reinking Rd. and install a roundabout as supported by the Comprehensive Plan. The Village also recently annexed a new commercial property along IL 47 and is planning public outreach to discuss the design of a potential future dog park recommended in the Plan.
Richton Park comprehensive plan and zoning ordinance	Kate Evasic	The Village's Zoning Ordinance was adopted in December 2015. A comprehensive revision of the Village's zoning map will be approved by the Village Board in July 2016. The Village adopted a Complete Streets Policy in April 2016 that advances goals and objectives of the Comprehensive Plan. CMAP staff is working with the Village on a consultant-led project to address stormwater management on the west side of the community. The plan will emphasize the integration of floodplain, wetland, and other sensitive areas into the site design of this undeveloped area as recommended in the Comprehensive Plan.
Riverside downtown plan	Nora Beck	The Village of Riverside is currently implementing many of the recommendations included in the plan for the Central Business District, including reconstructing Burlington Street and developing a marketing and branding plan for the downtown with wayfinding signage. In

Project	CMAP lead	Status and notes
		addition, the Village has been working with neighboring communities to extend the Salt Creek sidepath and adding bicycle parking and shelters. Together with civic organizations, such as the Farmer's Market and the Frederick Law Olmstead Society, the community is activating the central business district with a weekly market and frequent walking tours. The Village has begun planning the next major capital improvement project identified in the plan, to reconstruct a key intersection and second major street within the district.
Rosemont comprehensive plan	Sam Shenbaga	The Village is securing proposals for the construction of a pedestrian bridge over the Des Plaines River with construction anticipated to begin in October 2016. The Village is also moving forward with redevelopment of two key sites near the Metra station. The Pearl Street site will contain a hotel and office building while the site north or Balmoral Avenue will be redeveloped as a ballpark and retail use. The Pearl Street project will begin in late summer 2016 while the ballpark will be built in late 2017. The pedestrian bridge and priority redevelopment sites were identified in the Comprehensive Plan.
Silver-Sleepy Hollow Creek watershed plan implementation	Nora Beck	The City of McHenry has had to put full implementation of the report's ordinance recommendations on hold at this time, but has adopted the new County stormwater ordinance.
South Elgin bicycle and pedestrian plan	John O'Neal	The Village is continuing partnership with the Kane County Forest Preserve District and other municipalities to develop and install new signage along the Fox River Trail. The Village, through another LTA project, is currently drafting an UDO that will include recommendations from the bike and ped plan.
SSMMA Homes for a Changing Region study	Tony Manno	SSMMA met on June 30 to discuss ways to utilize the toolkit throughout the southland region.
Steger planning priorities report	Jonathan Burch	Since contracting with an engineering firm, a water study has been completed by Steger and the community is exploring how implement the infrastructure recommendations from that study. The community has decided on a location for a new Village Hall and will break ground on the project in spring 2017.
UIC multimodal transportation plan	Tony Manno	The Office of Sustainability is working with Illinois Medical District to coordinate pedestrian and transit access improvements and jointly pursue funding. CMAP staff is providing assistance to help identify potential funding sources for these improvements as well as coordinate with the City's transportation agencies.
Waukegan Washington Street corridor plan	Stephen Ostrander	City of Waukegan Mayor and planning department met with TownSquare consultancy, which prepared a proposal suggesting that the City pursue funding for plan components through the RTA Access to Transit Improvement Program. The City and TownSquare are currently

Project	CMAP lead	Status and notes
		exploring options for submitting an application for the current call for projects (closing October 20, 2016).
West Cook Housing Collaborative Homes for a Changing Region study	Tony Manno	The Collaborative with IFF's support has thus far completed 49 properties including purchase, renovation, and sale to low-income homeowners. Of these homes, 24 are in Bellwood, 5 in Berwyn, 1 in Forest Park and 19 in Maywood. Another 19 properties are in the pipeline. Additionally, IFF will secure financing, develop, and own 50 units of integrated rental housing for people with disabilities across Bellwood, Berwyn, Forest Park, and Maywood – all members of the Collaborative. This project will utilize the full amount of the WCCHC Transit Oriented Development loan fund for predevelopment costs. The project, called Access West Cook, will rehab or replace approximately 24 abandoned and foreclosed buildings. IFF was awarded LIHTC in April 2016 for this project. Lastly, WCCHC Working Group meeting in earlier in June, the group discussed the future direction of the Collaborative and next steps. At this point in time, the member communities do not want to pursue any new projects collaboratively, and would like to focus their efforts on the existing programs being run through the WCCHC with IFF as the coordinator.
West Pullman corridor plan	Evy Zwiebach	Far South CDC has been partnering with Chicago's DPD and the Cook County Land Bank to promote the development of the largest development site identified in the plan. The Land Bank is in the process of acquiring and clearing taxes on the site. Far South has also applied for a loan under the Chicago Community Trust, Calvert Foundation, and MacArthur Foundation's Benefit Chicago program, which Far South will use for an urban agriculture and distribution center in the study area. Far South has also been working with Active Trans and CDOT to explore possibilities for installing gateway signage and banners on 119th Street, as well as other streetscaping enhancements.
West Suburban Chamber of Commerce and Industry cargo-oriented development plan	Evy Zwiebach	The Village of Willow Springs has continued its efforts to support the development of vacant sites along the Sanitary and Ship Canal, and, as per the recommendations of the ULI TAP Report, has made renewed efforts to increase coordination and communication between the various stakeholders. As a result of these efforts, the Village has learned more about the different development scenarios that each stakeholder prefers, and begun conversations with the Forest Preserve District regarding amenities that the Village might provide near the sites in question.
Will County Fairmont neighborhood plan	Brandon Nolin	Flooding and stormwater management was identified as a top issue in the neighborhood. Following plan adoption, a formal stormwater study was conducted and a RFQ was issued in spring 2016 for the design and construction management of neighborhood stormwater

Project	CMAP lead	Status and notes
		infrastructure. Per the Plan, several neighborhood cleanups have also been organized and the Community Development Division will be facilitating the rehab of nearly 40 homes with help from area volunteers.
Worth planning priorities report	Stephen Ostrander	The final draft of the transit orientated development (TOD) plan (funded through the RTA's Community Planning Program) was delivered to the Village on June 13.

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Planning Information Forum: Evaluation Approach for Regionally Significant Projects in ON TO 2050 -- Highways

Agenda
Friday, July 22, 2016,
8:00 a.m.
DuPage County Conference Room
233 S. Wacker Drive, Suite 800
Chicago, Illinois

1.0 Introductions and Overview – Jesse Elam, CMAP **8:00 a.m.**

2.0 Evaluation Approach for Highway Projects in ON TO 2050 – Jesse Elam, CMAP

3.0 Discussion

4.0 Adjournment **9:30 am**

Note: All agenda items are for information and discussion. A summary of the discussion will be provided to the Transportation Committee at its September 2016 meeting.