Chicago Metropolitan Agency for Planning

233 South Wacker Drive
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Chicago, Illinois 60606

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# Transportation Committee

**Annotated Agenda**
**Friday, September 16, 2016--9:30 a.m.**

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

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

**2.0 Agenda Changes and Announcements**

**3.0 Approval of Minutes—July 22, 2016**
ACTION REQUESTED: Approval

**4.0 Coordinating Committee Structure (Bob Dean)**
Staff recommends a change in the coordinating committee purpose and structure: a Planning Coordinating Committee, which would oversee ON TO 2050, and a Programming Coordinating Committee, which would oversee programming decisions for transportation investment, LTA project selection, and other relevant matters. A similar structure was used during the development of GO TO 2040.
ACTION REQUESTED: Discussion

**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 September 9, 2016 for committee review and public comment. A memo summarizing the changes is attached.
ACTION REQUESTED: Approval of formal TIP amendment 16-05.

5.2 Semi-Annual GO TO 2040/TIP Conformity Analysis and TIP Amendment (Leroy Kos)
The semi-annual GO TO 2040/TIP conformity analysis and TIP amendment has been subject to a 30-day public comment period which ended August 22, 2016. No comments on the analysis or amendment were received.
ACTION REQUESTED: Recommend approval of the semi-annual GO TO 2040/TIP conformity analysis and TIP amendment

to the Regional Coordinating Committee and the MPO Policy committee.

**6.0 Unified Work Program (Angela Manning-Hardimon)**

With the recent approval of a state budget, CMAP will receive its local State match funding which will allow UWP funds previously allocated to CMAP to be appropriated for other projects. As discussed when the FY2017 UWP budget was approved, should the state dollars become available to CMAP, awarding UWP dollars for competitive projects would be revisited. Since this has occurred, it is proposed that approximately $1.4 million dollars be approved for the following projects based on the ranking/scoring/approval.

- CTA/Pace – South Halsted Corridor project - $640,000
- CMAP/RTA – Community Planning - $400,000
- Lake County – Transit Study - $200,000
- CDOT – Multi-Modal Crash Analysis -$197,000

ACTION REQUESTED: Recommend approval to the Regional Coordinating Committee and the MPO Policy committee contingent on UWP committee approval.

**7.0 RTA Regional Capital Funding for 2017-2021 Capital Program and Development Process (Donna Anderson)**

RTA staff will present the overall development process for the 2017-2021 Capital Program. The presentation will focus on the RTA's 2017 Business Plan Calendar, which lays out the steps in the process from setting the funding levels to development and approval of the transit capital program, including opportunities for public participation.
ACTION REQUESTED: Information

**8.0 Proposed Section 5310 Program of Continuation Projects (Joe Voccia)**

The RTA released a Call for Projects for continuation funding to existing grantees in June 2016. The submitted applications, solicited from the pool of previously funded projects, were reviewed for program eligibility by the RTA in conjunction with a project selection team composed of staff from IDOT, CMAP, and RTA. As a result of the review, all ten submitted projects are recommended for approval and inclusion in the Section 5310 Program of Continuation Projects. These projects will receive $4.2 million in available federal funding of the $6 million FY15 NE Illinois appropriation. This program will be considered for approval at the October 20th RTA Board meeting after the close of the public comment period on October 14, 2016.
ACTION REQUESTED: Information

**9.0 ON TO 2050**

9.1 Financial Plan Process (Lindsay Hollander)
As required by statute, ON TO 2050 must include a financial plan, including expected revenue sources to carry out the operation, maintenance, and expansion of the region's surface transportation system over the planning period (2019-50). Staff will provide an overview of the financial plan process and discuss engagement with transportation implementers and other stakeholders.

9.2 Transportation Revenue Trends (Lindsay Hollander)
As an early step in financial plan development, staff has compared historical revenue trends to the GO TO 2040 forecast, as updated in 2014. Initial analysis of data from the past few years indicates that core revenue growth has been lower than assumed in the GO TO 2040 forecast for several revenue sources.

9.3 Regional Forecast Final Totals (Louis Berger Consultants)
As part of ON TO 2050, CMAP is preparing a new socioeconomic forecast consisting of two major components: a regional forecast of total population and employment and a small-area forecast which disaggregates the regional totals to a local level. The consultants preparing the regional forecast will present their initial totals, the sensitivity of the forecasts to factors such as investments in transportation and education, and the methods they used. Later this fall, staff will present further information on the local area forecast allocation process and solicit feedback from the committee on local factors that shape employer and household location decisions.

9.4 Revised Emerging Priorities Report (Liz Schuh)
CMAP 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 report on emerging priorities and solicited public comment over the summer months. The document is now undergoing final working committee review prior to Board and MPO Policy Committee approval in October. Staff will summarize the **Emerging Priorities for ON TO 2050** draft report and the public comments received.

9.5 Critical Urban Freight Corridors (Tom Murtha)
The FAST Act creates a National Highway Freight Network (NHFN) to focus freight investments. Large MPOs like CMAP, in consultation with state DOTs, are charged with designating

"critical urban freight corridors" as part of the NHFN. Staff will provide an update on the status of the corridors proposed for such designation in northeast Illinois.

9.6 Regional Greenways and Trails Plan Update (Brian Daly)
Over the past year, CMAP has been working on an update to the Regional Greenways and Trails Plan adopted in 2009, which lays out a planned network of mostly off-street multiuse trails in the region. Numerous meetings have been held with local partners to incorporate their priorities into the updated trails plan map. Staff is presenting the draft trails plan map for consideration by the committee and will seek approval of the map later this fall.

9.7 Regionally Significant Projects (Doug Ferguson)
An overview of regionally significant projects submitted by implementing agencies for consideration in ON TO 2050 will be presented. Following discussion by the committee, a 45-day public comment period will commence to solicit additional ideas from the public as well as from implementing agencies for projects outside their jurisdiction. The last day to submit project ideas will be October 31, 2016.

9.8 Evaluation Approach for Regionally Significant Projects in ON TO 2050 - Forum Follow-up (Jesse Elam)
A planning information forum was held before the July 22 Transportation Committee meeting to discuss the evaluation approach for highway projects in ON TO 2050. Staff will summarize the discussion and resulting recommendations.

ACTION REQUESTED: Information and/or Discussion

**10.0 Legislative Updates (Tom Kotarac)**

10.1 USDOT MPO Coordination and Planning Area Reform Rule
In August, the comment period closed for the USDOT MPO Coordination and Planning Area Reform Rule which would require 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. Staff will summarize CMAP's comments and those of other stakeholders.

10.2 Constitutional Lockbox Amendment

An overview of House Joint Resolution Constitutional Amendment (HJRCA) 36 will be discussed. This would amend the Illinois Constitution to restrict the use of transportation-related revenues for transportation purposes only, preventing transfers, offsets, or other diversions of transportation revenues to other purposes.

ACTION REQUESTED: Information and/or Discussion

**11.0 Status of the Local Technical Assistance Program**

The current status report on the LTA program is included in the meeting materials.

ACTION REQUESTED: Information

**12.0 ON TO 2050 Bi-Monthly Report**

The current status report on the progress of ON TO 2050 analyses is included in the meeting materials.

ACTION REQUESTED: Information

**13.0 Other Business**

**14.0 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.

**15.0 Next meeting**

The Transportation Committee is scheduled to meet next on October 21.

**16.0 Adjournment**

**Committee Members**

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

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

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# Chicago Metropolitan Agency for Planning (CMAP) Transportation Committee

## Minutes

July 22, 2016

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

| | |
|---|---|
| **Committee Members Present:** | Chair – Sis Killen, Gabrielle Biciunas – NIRPC, Brian Carlson – IDOT District One, John Donovan – FHWA, Doug Ferguson – CMAP, Yonah Freemark – MPC, Tony Greep – FTA, Jacky Grimshaw - CNT, Luann Hamilton – CDOT, Scott Hennings – McHenry County, Emily Karry – Lake County, Patrick Knapp - Kendall County, David Kralik – Metra, Christina Kupkowski – Will County, Aimee Lee – Illinois Tollway, John Loper – DuPage County, Beth McCluskey - IDOT OIPI, Kevin Muhs – SEWRPC, Randy Neufeld – Bicycle and Pedestrian Task Force, Mark Pitstick – RTA, Jackie Forbes – Kane County, Christopher Schmidt – IDOT OP&P, P.S. Sriraj – Academic & Research, Lorraine Snorden – Pace |
| **Absent:** | Darwin Burkhart – IEPA, Adrian Guerrero – Class 1 Railroads, Robert Hann – Private Providers, Leah Mooney – CTA, Joe Schofer – Academic & Research, Mayor Eugene Williams – Council of Mayors |
| **Others Present:** | Charles Abraham , Mike Albin, Donna Anderson, Garland Armstrong, Heather Armstrong, Bruce Carmitchel, Evan Craig, Bruce Christensen, Jackie Forbes, Nicholas Holen, Janell Jensen, Sidney Kenyon, Mike Klemens, Ashley Lucas, Jesse Rodcats, Dave Seglin, Madeline Shepherd, Emily Tapia Lopez, Brad Thompson, Mike Walczak, Barbara Zubek |
| **Staff Present:** | Alex Beata, Lindsay Bayley, Jordan Brooks, Anthony Cefali, Teri Dixon, Kama Dobbs, Jesse Elam, Jane Grover, Kristin Ihnchak, Elizabeth Irvin, Paige Kaliski, Kara Komp, Leroy Kos, Tom Kotarac, Jen Maddux, Martin Menninger, Ross Patronsky, Russell Pietrowiak, Melissa Porter, Liz Schuh, Alvaro Villagran |

### 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 noted a speaker change for item 8.0.

**3.0 Approval of Minutes – May 20, 2016**

A motion to approve the minutes of the May 20, 2016 meeting, as presented, made by Ms. Hamilton, seconded by Mr. Connelly, carried.

**4.0 Coordinating Committee Reports**

Ms. Killen reported that the Regional Coordinating Committee met on June 8, 2016. The committee recommended approval of the FY 17 UWP to the CMAP Board and the MPO Policy Committee. CMAP staff gave three presentations on work developing ON TO 2050, including priorities for the plan, an overview of the region's demographics, and an overview of the economic clusters in the region. As CMAP develops ON TO 2050, the Regional Coordinating Committee will continue to focus on the research, analysis, and recommendations of the next plan. Ms. Killen noted that the Local Coordinating Committee has not met since the last Transportation Committee meeting.

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

**5.1 TIP Amendments and Administrative Modifications**

Mr. Kos reported that TIP amendments exceeding financial thresholds were posted for public comment as formal amendment 16-04 and administrative changes were posted for information as 16-04.1. A memo summarizing the changes was included in the meeting materials. Mr. Carlson made a motion, seconded by Ms. Snorden, to approve the formal TIP amendment 16-04. The motion carried.

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

Mr. Kos reported that the conformity analysis and TIP amendment 16-02 were completed. Mr. Connelly made a motion, seconded by Mr. Loper, to release the semi-annual GO TO 2040/TIP conformity analysis and TIP amendment for a public comment period from July 22 to August 22, 2016. The motion carried.

**6.0 ON TO 2050**

**6.1 Introduction to Alternative Futures Scenario Planning**

Ms. Irvin provided an overview of the concept of scenario planning and how CMAP will use this tool to help stakeholders determine preferred planning approaches, understand trends for the region, and assess different land use, economic, and transportation policies during the development of ON TO 2050. She noted that currently staff is in the early stages of identifying trends and constructing scenarios and that the draft list of scenarios will be presented to committees for feedback at upcoming meetings. Mr. Freemark asked for clarification on how scenarios relate to the regional vision and regional priorities. Ms. Irvin explained that each scenario will focus on one trend and its impact on key regional priorities. Strategies will be identified that can help the region respond to the trend, and strategies are common across multiple trends will be

emphasized. A member of the audience requested that committee members utilize their microphones so that they can be heard by those in the audience.

**6.2 Regional Priorities Report**

Ms. Schuh reported that a draft Regional Priorities Report, developed in response to feedback received at numerous public meetings and forums throughout the region is available for public comment through August 15, 2016. She reviewed the eleven emerging priorities that are discussed in the report. Ms. Killen thanked CMAP staff for continuing to keep the Transportation Committee in the loop during the development process. Mr. Craig of the Sierra Club commented from the audience that a draft report should not have been released while public meetings were still going on and questioned how comments received after the release of the draft would be addressed. Ms. Schuh stated that comments received at meetings and those submitted during the public comment period would be incorporated into the final report.

**6.3 Regionally Significant Projects Update**

Mr. Elam gave an update on the process for soliciting and evaluating regionally significant projects for ON TO 2050. In late July, staff will begin coordinating with implementers to ensure that the initial list of projects that would meet the revised regionally significant project thresholds, reflects all projects that should be considered. With cooperation from the implementers, staff proposes bringing the draft list of projects to the committee in September. After committee review of the initial list, a 45 day public comment period will begin, during which time the public and implementers may suggest new or additional projects for inclusion in the universe of projects to be evaluated for inclusion in ON TO 2050. Concurrently, the committee and other stakeholders should discuss the types of measures and other information needed in order to evaluate projects. That discussion began with the forum held prior to this meeting that was focused on highway projects. Another forum, focused on transit projects, will be held immediately prior to the September Transportation Committee meeting. Mr. Freemark thanked CMAP staff for including the public in the process. Ms. Killen stated on behalf of the committee members that they would all work with CMAP staff within the timeframe presented.

**6.4 Follow-up from Spring Transportation Forums**

Mr. Elam shared the takeaways from the Financial Planning and Bridge Condition forums held in April and May. At the Financial Planning forum there was discussion and presentations regarding the lack of substantial growth in existing fund sources and how to accurately forecast new revenue. Staff suggests that the process for ON TO 2050 should begin by comparing past financial plan recommendations and forecasts to actual results. Staff will also continue to research options for engaging the public in financial planning and will consider linking performance outcomes with financial outlays to the maximum extent

possible. At the Bridge Condition forum, Mr. Elam reported, implementers shared their methods for determining bridge condition and goals for improving conditions. Staff suggests that it will not be possible to estimate whether adequate investment is being made in bridges if projects are missing from the TIP database, therefore staff will be working with implementers to ensure that all bridge projects, particularly those on the NHS, are included in the TIP database, regardless of fund source. He stated that staff will continue to develop the bridge condition forecasting model and to meet with implementers to refine bridge improvement project types and cost estimates. Mr. Carlson noted that staff may have missed a significant number of bridge projects if those in "MYB" in the TIP database were not considered. IDOT is focusing heavily on structurally deficient NHS bridges in the new multi-year program, but those projects are generally in MYB in the TIP. Mr. Elam stated that staff analyses so far have considered only those projects funded through 2020.

**7.0 USDOT MPO Coordination and Planning Area Reform Rule**

Mr. Kotarac provided an overview of the USDOT proposed rule requiring unified planning products for each urbanized area (UZA). He explained that the proposed rule requires that metropolitan planning areas (MPA) include, at a minimum, the entire UZA and the area expected to become urbanized in the next 20 years, regardless of state boundaries. After MPAs are redrawn to meet this requirement, if more than one MPO exists within the same MPA, MPOs have two choices. He noted two options for the CMAP region. Option A is for all MPOs to merge into one MPO, which requires agreement between the Governor(s) and units of general purpose local government that together represent at least 75% of the affected population. In the CMAP region, Option A is a merger of CMAP and NIRPC, and possibly SEWRPC. Option B is for all MPOs to remain separate, which requires agreement between the Governor(s) and MPOs and determination that the size and complexity of the MPA makes the designation of multiple MPOs appropriate. If separate MPOs exist, DOT will require unified planning documents for the entire UZA including one Long Range Plan, TIP, and set of performance targets, in addition to written agreements and procedures for joint decision-making. He reported that the joint planning products and approval of such required by MPOs and Governors are a concern. He continued that CMAP and NIRPC submitted a joint letter requesting an extension of the comment period, which ends August 25, 2016.

Mr. Neufeld asked if there was a specific problem that was being addressed by this proposed rule. Mr. Kotarac noted that current rules allowing for cooperation and collaboration work well in our region, but the US DOT Secretary comes from a region where cooperation is lacking. In response to a question from Ms. Killen, Mr. Kotarac explained that the 142 affected MPOs were identified by examining the UZAs designated by the Census Bureau, which do not consider state lines. Mr. Freemark asked how the rule, and option B, would affect federal funding distributions. Mr. Kotarac stated that it is unclear, but there are currently 40 bi-state MPOs that address

funding distributions in a variety of ways. In response to a question from Ms. Hamilton, Mr. Kotarac explained that because Round Lake Beach is a separately designated UZA by the Census Bureau, a separate MPO would be allowed, although the rule strongly encourages adjacent UZAs to merge as a single MPO. In response to a question from Mr. Connelly, Mr. Kotarac stated that under the proposed rule, because the Chicago UZA extends into Indiana, we must merge MPOs or if all parties, including both governors agree, must have a single Long Range Plan, TIP, and performance targets. With the Round Lake Beach UZA, we could potentially include Wisconsin in the merger or joint plan development. He added that a redesignation process, in which governance is determined would be a part of the process and if it fails to be complete prior to deadlines for compliance with the new rules, federal funds for the region could be held up. In response to a question from Mr. Loper, Mr. Kotarac stated that the rule is being proposed by the Transportation Secretary and if it goes would be in effect two years from May. Since ON TO 2050 will not be approved before the deadline, CMAP could fall out of certification and no federal funding would be available to the region.

Mr. Kotarac requested letters from members and noted that CMAP will be preparing substantial comments. He also encouraged members to reach out to their congressional delegation. In response to a question from Mr. Freemark, Mr. Kotarac confirmed that essentially either governor would hold veto power over TIP changes in both states and that if either governor disagreed with pursuing an exception to the rule, the default action is for the MPOs to merge. He also clarified that if the MPOs do not merge, they will still be required to produce a single transportation plan, a single TIP, and a single set of performance targets. Mr. Kotarac stated that materials regarding the proposed rule will be posted on the committee webpage. Mr. Donovan noted that as of yesterday, over 4,000 comments had been submitted to the docket.

**8.0 Legislative Update**

Mr. Cefali reported that the General Assembly passed legislation to provide stopgap appropriations and corresponding budget implementation legislation. The budget provides operations funding to IDOT for FY16 and FY17 and funding for transit at prior year levels. Mr. Cefali also reported that the "Lock Box Referendum", which restricts the use of transportation revenues to various transportation purposes, will be on the ballot in November. Finally, Mr. Cefali reported that SB2562 passed both chambers and awaits the Governor's signature. The value-capture bill that creates transit TIF districts with a boundary up to a half mile around Chicago Union Station and CTA's Red and Purple lines, proposed Red line south extension, and Blue line Congress branch modernization.

**9.0 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.

**10.0 Other Business**

Ms. Killen announced that Mr. Freemark will be leaving the committee and the MPC to pursue a PhD at MIT. She thanked him for his service to the committee and the region.

Ms. Killen reported that county board approval of Cook County's Transportation Plan is anticipated in August and that once approved, the county will provide a report to the Transportation Committee.

Mr. Schmidt reiterated that as Mr. Cefali reported, IDOT has received a full twelve months of funding for fiscal years 2016 and 2017. He also announced that as a result of having a full budget restored, the annual Fall Planning Conference will be held in the Quad Cities area October 6th and 7th. A formal announcement will be forthcoming.

**11.0 Public Comment**

Mr. Armstrong asked about the progress of sidewalks in Tinley Park at 159th St and Oak Park Ave because it is difficult for residents to access bus stops, businesses and churches without sidewalks in the unincorporated area. Mr. Carlson replied he will have an update for Mr. Armstrong at the next meeting.

Mr. Craig, a volunteer with the Sierra Club, commented that the Sierra Club was pleased to participate in the GO TO 2040 process and with the plan recommendations regarding land use and transportation investment. He also stated that he is disappointed that the Route 53 extension was in the plan without, in the view of the Sierra Club, proper justification. He again noted that public comment was given after the draft Regional Priorities report was issued and commented that CMAP is not receptive to what it seems to be asking. Mr. Craig stated that the Sierra Club is making recommendations to USDOT about the proposed performance measures for the National Highway System, noting that the performance measures perpetuate investment in roads over people. He added that the Sierra Club believes the performance measures should be based on a set of goals for the system and must be more robust than those listed in the rule, such as access to transportation, increased safety, increased health activity, increased affordability, reduced emissions, and mass transit improvements. Ms. Killen encouraged Mr. Craig to submit his comments to CMAP as part of the ON TO 2050 outreach, as CMAP wants to be inclusive of all opinions and recommendations.

**12.0 Next Meeting**

Ms. Killen stated that the next meeting will be on September 16, 2016.

**13.0 Adjournment**

On a motion by Mr. Freemark, seconded by Mr. Connelly, the meeting adjourned at 10:39 a.m.

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# MEMORANDUM

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

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

**Date:** **September 9, 2016**

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

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Since the committee last met, project programmers submitted a total of 165 Formal Amendments for Transportation Committee consideration. Additionally, a total of 292 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 16-05

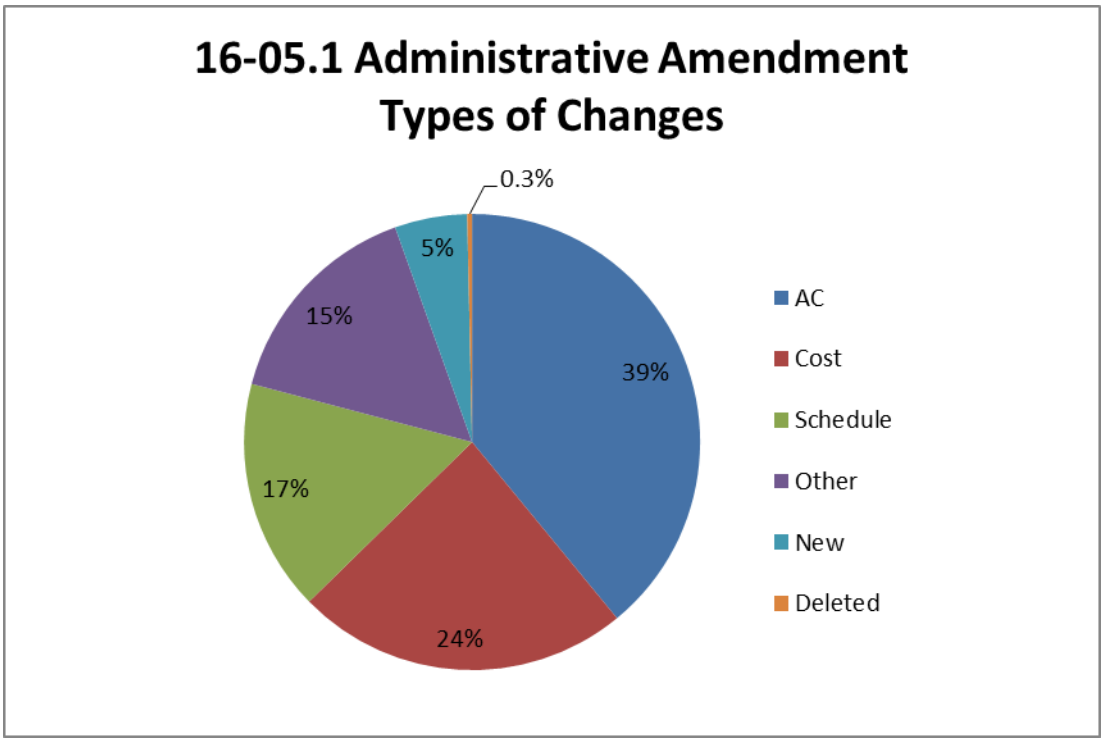
A total of 165 Formal Amendments were submitted for Transportation Committee approval. New projects account for 24 of the submitted amendments, adding a total cost (all fund sources, in all prior, current, and future years) of $203 million. Eight projects were deleted, removing a total cost of $3.23 million. Thirty-six cost changes exceeding amendment thresholds were submitted with a net increase of $264 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 $520.4 million, as summarized below.

| Type of Change | # of Projects | Change in Total Cost | Total Cost Before | Total Cost After |
|---|---|---|---|---|
| Cost change | 36 | $264,279,430 | $2,782,477,905 | $3,046,757,335 |
| Fund sources | 21 | $22,091,398 | $89,157,000 | $111,248,398 |
| Schedule | 66 | $29,740,459 | $361,448,620 | $391,189,079 |
| Deleted projects | 8 | -$3,230,000 | $3,230,000 | $0 |
| Scope | 8 | $3,990,000 | $24,960,000 | $28,950,000 |
| New projects | 24 | $203,283,644 | $0 | $203,283,644 |
| Phases | 2 | $287,000 | $3,790,000 | $4,077,000 |
| **Grand Total** | **165** | **$520,441,931** | **$3,265,063,525** | **$3,785,505,456** |

Administrative Amendment 16-05.1

A total of 292 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.




As the federal fiscal year draws to an end, the majority of administrative changes are conversions to or from Advance Construction. Cost adjustments made with the conversions added $26.4 million in total cost to the TIP. Fifteen new projects, totaling over $4.7 billion in non-federal funds, or funds programmed beyond the years of the TIP, were added administratively. Just under $70 million in total cost was added to the TIP via cost changes below amendment thresholds, schedule changes, and minor scope changes. 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 status | 79 | $301,964 | $1,128,734,943 | $1,129,036,907 |
| Phase(s) placed in Advance Construction status | 35 | $26,116,182 | $145,959,712 | $172,075,894 |
| Cost changes below amendment thresholds or in future years | 69 | $64,243,734 | $3,985,072,559 | $4,049,316,293 |
| Schedule change within TIP years | 48 | $3,049,565 | $162,787,452 | $165,837,017 |
| New projects (State/Local funding or all federal funds in MYB) | 15 | $4,758,305,898 | $0 | $4,758,305,898 |
| Deleted projects (State/Local funding or all federal funds in MYB) | 1 | -$430,000 | $430,000 | $0 |
| Fund sources updated | 19 | $0 | $1,843,676,720 | $1,843,676,720 |
| Minor scope changes | 15 | $2,945,008 | $125,435,635 | $128,380,643 |
| Other | 11 | $0 | $52,969,000 | $52,969,000 |
| **Grand Total** | **292** | **$4,854,532,351** | **$7,445,066,021** | **$12,299,598,372** |

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# MEMORANDUM

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

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

**Date:** September 9, 2016

**Re:** Revised FY2017 Unified Work Program Budget

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The Unified Work Program (UWP) lists the planning projects the Chicago Metropolitan Agency for Planning (CMAP) and other agencies undertake each year to enhance transportation in northeastern Illinois and to fulfill federal planning regulations. The UWP time frame is consistent with the State of Illinois fiscal year, which starts July 1. The final UWP document includes the transportation planning activities to be carried out in the region, detailing each project's description, products, costs and source of funding.

On April 7, the UWP Committee approved a proposed FY2017 Unified Work Program budget, totaling $18,103,933. This includes $17,104,664 in FHWA and FTA regional planning funds and $999,269 in local match funds. However, at this meeting it was determined that should a state budget be approved for FY2017, CMAP would revise its budget to reflect the state local match, and would revisit the award of competitive projects in the UWP Program. For FY2017, the state approved a Stop Gap budget that allocated a full year of state local match to CMAP. With this action, CMAP can allocate approximately $1.4 million dollars to proposals that were ranked and scored or approved by the UWP Committee in April. The revised FY2017 Budget totals $21,589,032. This includes $17,104,664 in FHWA and FTA regional planning funds, $3,275,849 in state local match and $1,208,519 in local match funds. The increase in the budget is due to the addition of local and state match dollars.

CMAP is recommending that the following competitive projects be awarded for FY2017:

- South Halsted Corridor Enhanced Bus Feasibility and Planning Study (CTA/Pace) - $640,000
- Local Technical Assistance – Community Planning Program (CMAP/RTA) - $400,000
- Lake County Para Transit Market Study (Lake County) - $200,000
- Multimodal Crash Analysis Study (CDOT) - $197,000

With the exception of CMAP, federal funding for core proposals for UWP Committee members will remain unchanged from what was approved in the FY2017 Budget. CMAP's federal funding will decrease from $13,940,394 to $13,103,394, a reduction of $837,000. Below is the summary of the revised allocation of funding and awarded projects.

| **Agency** | **Project Title** | **CMAP Recommendations – federal funds** | **CMAP Recommendations – total funds** |
|---|---|---|---|
| **Core** | | | |
| CMAP | MPO Activities | $12,703,394 | $15,879,243 |
| City of Chicago | City of Chicago Transportation and Programming | $660,000 | $825,000 |
| Council of Mayors | Subregional Transportation Planning, Programming, and Management | $1,384,270 | $1,938,539* |
| CTA | Program Development | $400,000 | $500,000 |
| Metra | Program Development | $320,000 | $400,000 |
| Pace | Rideshare Services Program | $60,000 | $75,000 |
| Pace | TIP Development and Modeling | $60,000 | $75,000 |
| RTA | 2018 Regional Transit Strategic Plan | $80,000 | $100,000 |
| **Total of Core** | | **$15,667,664** | **$19,792,782** |
| **Competitive** | | | |
| CTA in cooperation with Pace | South Halsted Corridor Enhanced Bus Feasibility and Planning Study | $640,000 | $800,000 |
| CMAP/suballocation to RTA | Local Planning Assistance – Community Planning Program | $400,000 | $500,000 |
| Lake County | Lake County Para transit Market Study | $200,000* | $250,000 |
| CDOT | Multimodal Crash Analysis Study | $197,000 | $246,250 |
| **Total Competitive** | | **$ 1,437,000** | **$1,796,250** |
| | | | |
| **Total programs** | | **$17,104,664** | **$21,589,032** |

| | | | |
|---|---|---|---|
| **FY2017 UWP Mark** | | | **$21,380,830** |

*Council of Mayors provided additional local share of $208,201 for a total amount of $554,269. This results in a total program budget greater than the FY2017 UWP mark.
* Lake County's Para transit Market Study was included in the competitive dollars as previously approved by the UWP Committee. It was not a ranked or scored project.

ACTION REQUESTED: Recommend approval of the revised FY2017 Unified Work Program Budget

## Section 5310 Program of Continuation Projects

| APPLICANT | PROJECT TITLE | FEDERAL SHARE |
|---|---|---|
| **1. Association for Individual Development** | RIK Phase 13 & 14 | $1,549,462 |
| **2. City of Naperville** | Naperville/Lisle Partners Ride DuPage to Work | $372,026 |
| **3. DuPage County** | Transportation to Work | $321,024 |
| **4. Lake County Division of Transportation** | Ride Lake County Central Dial-a-Ride | $137,602 |
| **5. Lake County Division of Transportation** | Ride Lake County West | $100,985 |
| **6. Little City Foundation** | Little City Foundation | $223,780 |
| **7. County of Kendall** | Kendall Area Transit | $249,251 |
| **8. County of McHenry** | McRide/McHenry Cty TNC Pilot Program | $496,291 |
| **9. Ray Graham Association for People with Disabilities** | RGAs Comprehensive Transportation Program | $609,692 |
| **10. Will County** | Mobility Management Project | $199,442 |

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# MEMORANDUM

**To:** CMAP Transportation Committee

**From:** CMAP staff

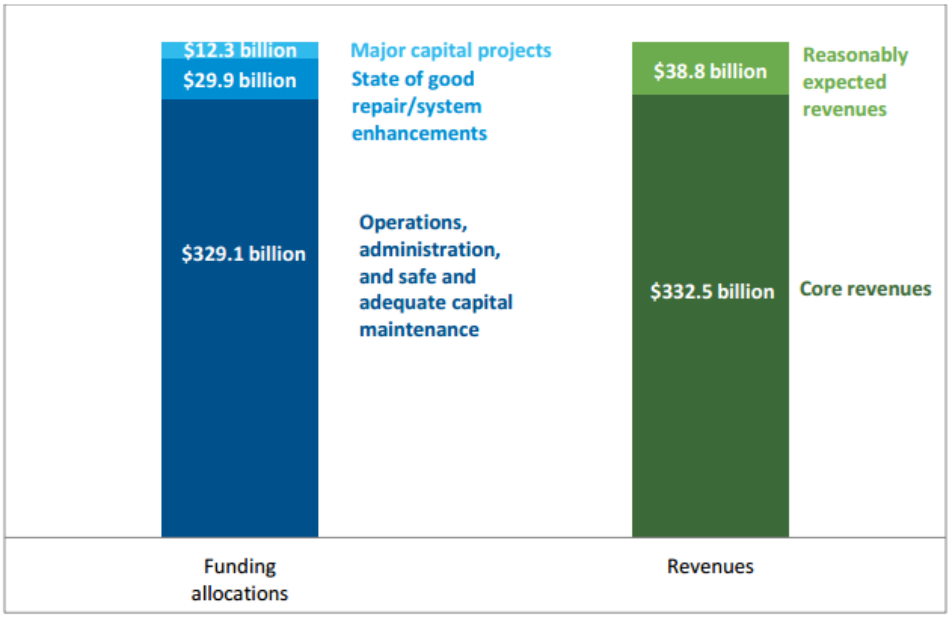
**Date:** September 9, 2016

**Re:** Financial plan for transportation process

---

As required by statute, CMAP must prepare a financial plan, including expected revenue sources to carry out the operation, maintenance, and expansion of the region's surface transportation system over the ON TO 2050 planning period (2019-50). Specifically, federal regulations require that "for purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways" and "public transportation" (CFR § 450.322 (f) (10)). The following chart illustrates the forecasts and allocations that comprised GO TO 2040's fiscal constraint. For more information on GO TO 2040, see the 2015-2040 Financial Plan for Transportation.

**Figure 1. GO TO 2040 update fiscal constraint, 2015-40**




*Source: Chicago Metropolitan Agency for Planning analysis.*

**Forecasting**
Long-range financial forecasting requires determining a base set of assumptions regarding revenue and expenditures trends, understanding the future implications of current policies, and development of a robust, accurate, and straightforward methodology that is appropriate for a planning-level forecast. Similar to GO TO 2040, CMAP staff will perform financial analysis and conduct policy research to develop revenue and expenditure forecasts, including reasonably expected revenues, in consultation with CMAP committees, stakeholders, and experts.

One planned change in financial plan development for ON TO 2050 involves improvements in capital maintenance forecasting. Capital maintenance forecasting for bridges as well as National Highway System roadways will be accomplished using models that will base the forecast on the actual condition of the facilities and allow the region to tie the forecast to condition targets. This method is being explored to forecast transit capital maintenance as well. Similar to GO TO 2040, maintenance on other roadways will be forecasted using a simple lifecycle method.

**Expenditure allocations**
Financial plan development will include efforts to define categories for expenditure allocations, revising the operate/maintain, systematic enhancement/moving the system toward a state of good repair, and major capital project categories from GO TO 2040. The planned expansion of the regionally significant project definition will create a larger list of projects, with broader variety within that list. As a result, allocation category definitions may include changes to how expansion and enhancement projects are categorized relative to GO TO 2040. Working with CMAP committees and partners, the region's policy priorities will be used to define and allocate the system costs, including operations, capital maintenance, bringing the system toward a state of good repair, enhancement projects, regionally significant projects, and other priorities that may need specific itemization.

**Next steps**
Over the coming months, CMAP staff will begin consulting with transportation implementers and partners to create draft forecasts and allocation definitions. Engagement will include discussions with technical experts on forecasting assumptions, as well as requests for feedback from CMAP committees. Draft revenue forecasts will be presented in January 2017 to CMAP's Transportation Committee. Draft allocation definitions will also be presented in January 2017, and later included in a preview of ON TO 2050 to be voted on in September 2017. Throughout 2017, staff will present expenditure forecasts, reasonably expected revenue options, and expenditure allocations to Transportation Committee, with the goal of completing the draft financial plan in November 2017.

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# MEMORANDUM

**To:** CMAP Transportation Committee

**From:** CMAP staff

**Date:** September 9, 2016

**Re:** Transportation revenue trends in northeastern Illinois

---

Federal regulations require that CMAP update the region's financial plan for transportation every four years. The financial plan must demonstrate that resources from public and private sources are reasonably expected to carry out the region's transportation plan.

This memorandum provides an overview of historical revenue trends, and how they compare to the GO TO 2040 forecast, as updated in 2014. While the methodology used in GO TO 2040 was intended to provide a planning-level total for the entire planning period, not to forecast annual revenues, it is still instructive to compare the forecast against actual revenues. GO TO 2040 assumed that northeastern Illinois would continue to receive revenues from federal, state, and local sources for building, operating, administering, maintaining, and enhancing the current roadway and transit system. Initial analysis of data from the past few years indicates that core revenue growth has been lower than assumed in the GO TO 2040 forecast for several revenue sources.

In addition to funding sources the region currently receives, GO TO 2040 included a set of new or increased revenues reasonably expected to be available during the planning period. GO TO 2040 assumed that some of this revenue would be available by 2016. However, none of the reasonably expected revenue sources have been implemented to date.

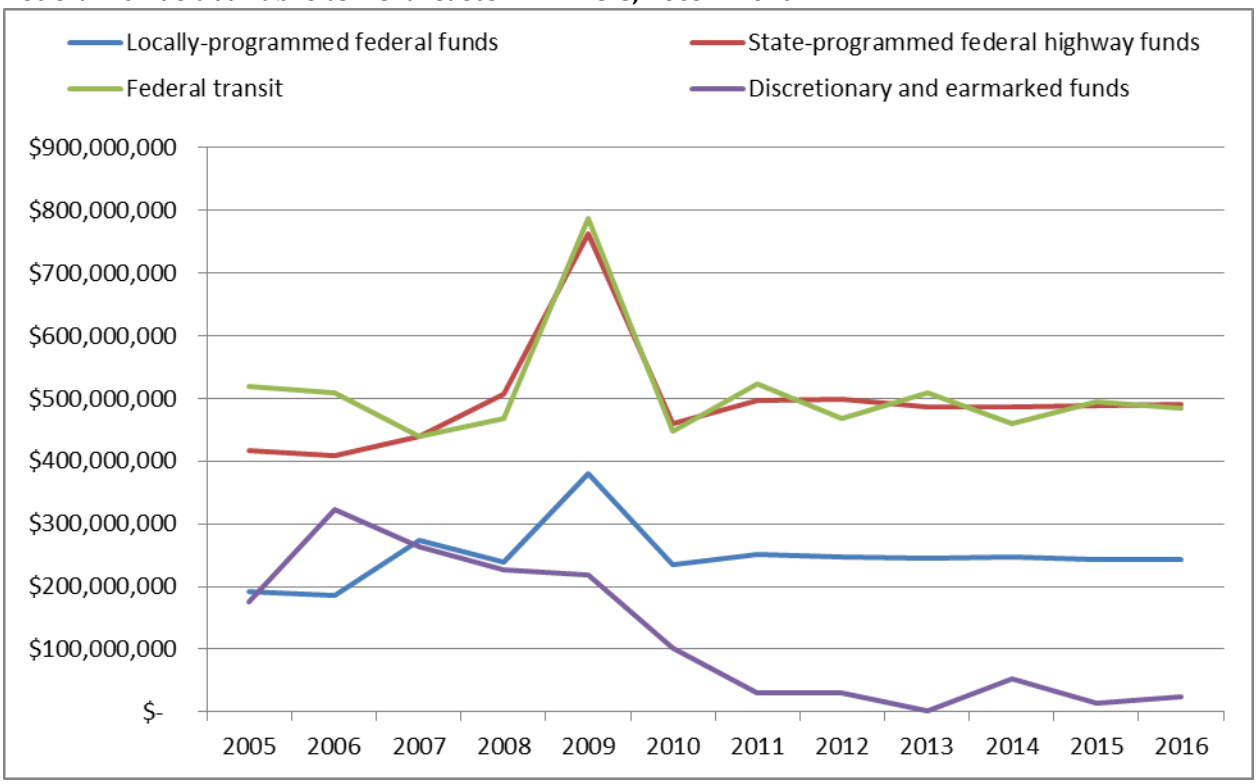
ON TO 2050 financial plan development will include analysis of historical revenue trends and recent revenue policy changes undertaken by federal, state, and local entities. The revenues will be used to constrain expenditures on the region's transportation system. Ensuring sufficient resources to adequately maintain and operate, upgrade, and expand the system between now and 2050 will require carefully allocating expenditures based on regional priorities and implementing new or enhanced revenue sources.

## Federal revenue

Since SAFETEA-LU was enacted in 2005, federal revenue has been relatively stagnant. Excluding discretionary and earmarked funds, growth between 2005 and 2016 has been 8.0 percent in the aggregate, which equates to a compound annual growth rate of 0.7 percent. As a result, these revenues have not kept pace with inflationary increases in the cost of labor and materials over time. When discretionary and earmarked funds are included, revenues have actually decreased since 2005. This reduction is primarily a result of less FTA New Starts money being awarded to the region and an end to High Priority Projects in recent federal transportation funding authorizations.

For purposes of analysis, CMAP categorizes federal revenues in four main groups: competitive, transit, state-programmed highway, and locally-programmed, the latter being used flexibly for transit, highway, and nonmotorized transportation projects. The following chart provides an overview of federal resources flowing to northeastern Illinois between 2005 and 2016, in nominal dollars.

**Federal funds available to northeastern Illinois, 2005 – 2016**




Note: Discretionary and earmarked funds include Projects of National and Regional Significance (PNRS) or FTA New Starts, as well as high priority projects. Higher funding levels in 2009 are due to ARRA. Revenues are in nominal dollars.
Source: Chicago Metropolitan Agency for Planning analysis of Federal Highway Administration and Regional Transportation Authority data

The GO TO 2040 update revenue forecasts were based on historical growth. The forecast assumed that between 2014 and 2018, average annual growth of federal transit revenues would be 2.6 percent, followed by 2.4 percent annual growth for the remainder of the planning period. Other federal revenues were forecast to increase 3.6 percent annually over the course of the

planning period. An assumption of continued receipt of discretionary funds throughout the planning period was embedded in each of these forecasts. These growth rates were consistent with trends from earlier years, but are higher than the growth experienced in recent years. The following chart provides a comparison of the compound annual growth rate between 2014-16 with GO TO 2040 growth rate assumptions for these revenue sources.

**Federal revenue growth rates, GO TO 2040 forecast compared to actual revenues**

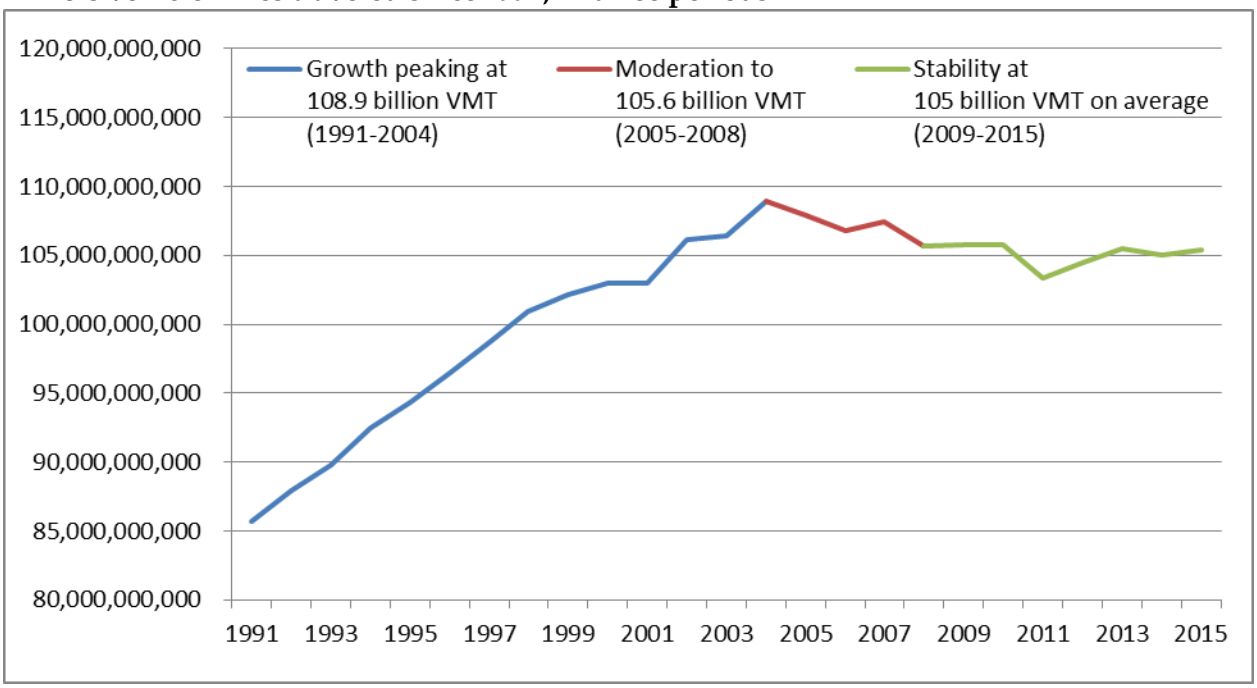
| Federal revenue type | Growth rate assumed in GO TO 2040 | Actual 2014 – 16 compound annual growth rate |
|---|---|---|
| **Transit** | 2.6% to 2018; 2.4% thereafter | 2.6% |
| **State-programmed highway** | 3.6% | 0.3% |
| **Locally-programmed** | 3.6% | -0.6% |

Note: Discretionary funds are assumed to occur in the forecast across each revenue type.
Source: Chicago Metropolitan Agency for Planning analysis of Federal Highway Administration and Regional Transportation Authority data

## State motor fuel tax and local allotments

Based on projected improvements in fleetwide vehicle fuel economy and assumed stability in vehicle travel over the planning period, GO TO 2040 assumed that state motor fuel tax (MFT) revenues would decline throughout the planning period. While vehicle miles traveled (VMT) statewide has been relatively stable since 2008, this was preceded by a longer period of growth. The following chart provides an overview of statewide VMT growth over the past 25 years.

**Illinois vehicle miles traveled since 1991, in three periods**

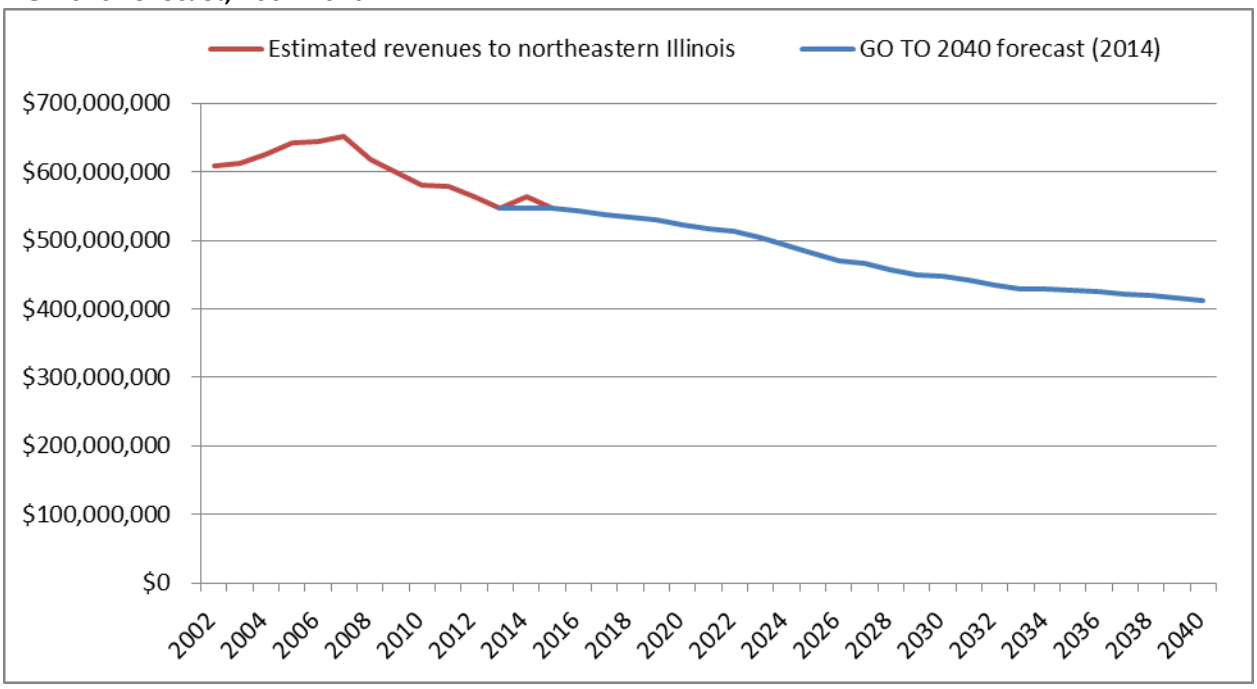



Source: Chicago Metropolitan Agency for Planning analysis of Illinois Department of Transportation data

Stability in VMT paired with improvements in vehicle fuel economy has reduced fuel consumption in Illinois. Accordingly, estimated state MFT revenues flowing to northeastern Illinois have dropped, including both disbursements to local governments and Road Fund and

State Construction Account revenues spent by the Illinois Department of Transportation (IDOT) in the region. The following chart compares estimated state MFT revenues flowing to the region with GO TO 2040 forecasts approved in 2014.

**State motor fuel tax revenue to northeastern Illinois, estimated revenues compared to the GO TO 2040 forecast, 2002-2040**




Source: GO TO 2040 Financial Plan for Transportation, 2014 and Chicago Metropolitan Agency for Planning analysis of Illinois Department of Transportation data

After six years of declining state MFT revenue, increases in fuel consumption in 2014 resulted in increases in revenues to the region. This increase was followed by a decrease in revenues to the region by an estimated 3 percent in 2015. Estimated revenues to northeastern Illinois were higher than forecast in 2014 and similar to forecasted revenues in 2015.[1]

## Motor vehicle registration fee revenue

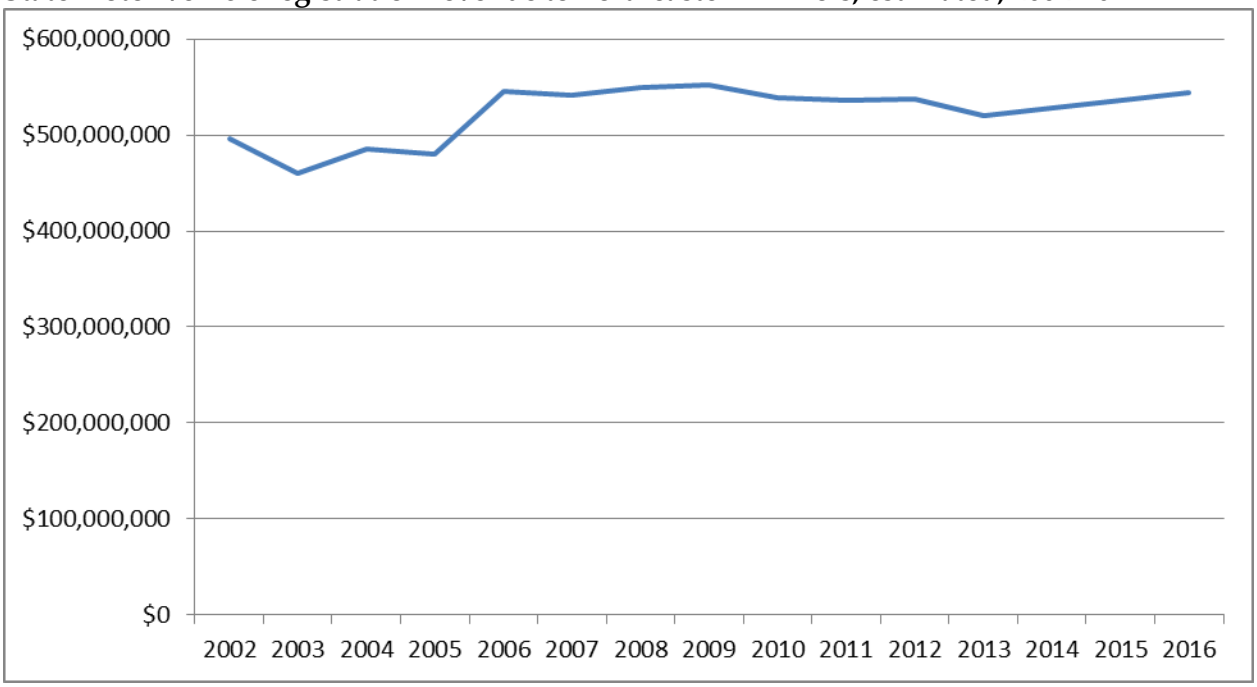
The region's transportation system benefits from state vehicle registration (MVR) fee revenue that accrues to the state's Road Fund and State Construction Account. GO TO 2040 included a forecast of MVR fee revenues being spent in northeastern Illinois via these funds, with an annual 3 percent growth rate intended to account for growth in registrations as well as periodic increases in the fee rates.

[1] Note that gross revenues accruing to the State of Illinois actually increased in both 2014 and 2015. However, growth in gross revenues does not necessarily translate to growth in revenues to northeastern Illinois. This is because the increase in gross revenues was less than the increase in International Fuel Tax Agreement (IFTA) payments to other states, which are deducted from gross collections. Under the IFTA, Illinois imposes a motor fuel use tax on fuel used by interstate commercial vehicles. Illinois administers these taxes for Illinois-based commercial carriers that qualify, and apportions payments to other states based on the carriers' interstate mileage. This particular phenomenon was not specifically anticipated by the GO TO 2040 forecast, but did result in a revenue level to the region consistent with the forecast.

However, statewide growth in registration counts have flattened in recent years, which has coincided with slower rates of state population growth and slower growth in vehicles per capita, particularly for passenger vehicles. Passenger cars currently account for about two-thirds of registrations, while the remaining third includes motorcycles, trucks, and other types of vehicles.

Revenue growth has been stagnant. Because rates vary by vehicle type, registration counts do not directly correspond to revenues. Over the past 15 years, compound annual growth in motor vehicle registration revenues to the Road Fund and State Construction Accounts was 0.7 percent. The following chart provides an overview of estimated motor vehicle registration revenues accruing to northeastern Illinois between 2002 and 2016, in nominal dollars.

**State motor vehicle registration revenue to northeastern Illinois, estimated, 2002-16**

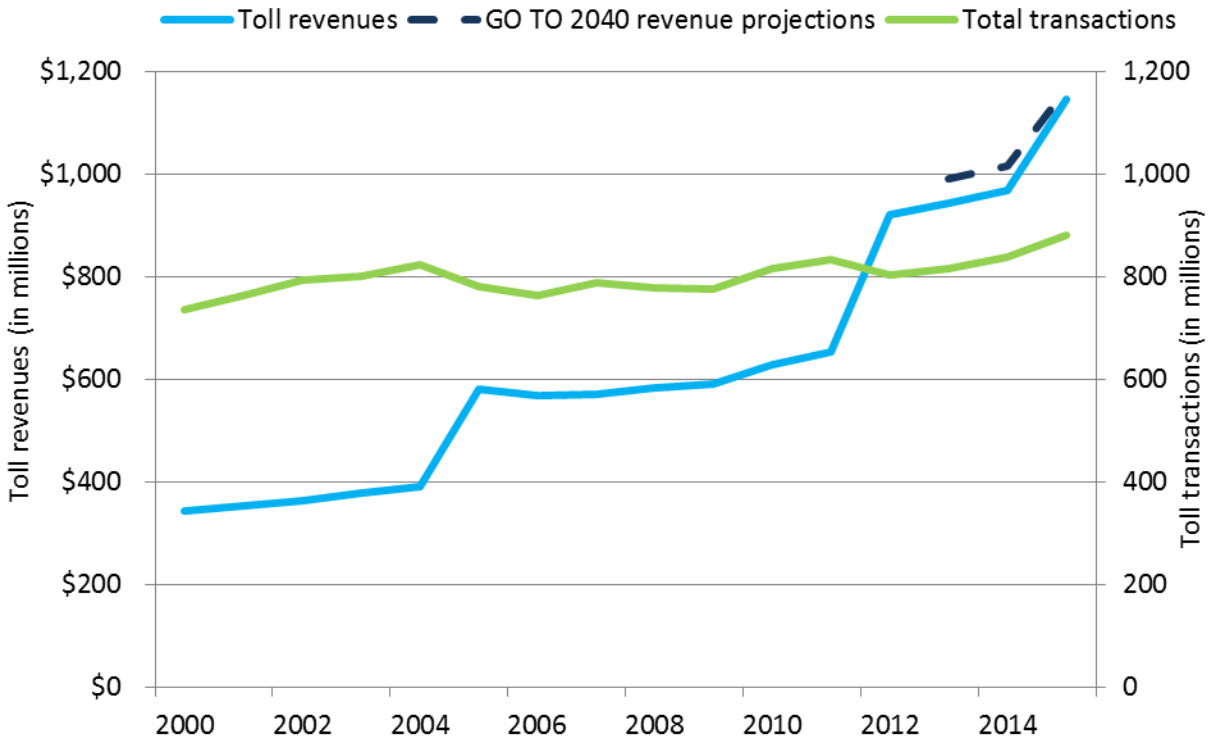



Source: Chicago Metropolitan Agency for Planning analysis of Illinois Office of the Comptroller data

## Toll revenue

GO TO 2040 assumed annual increases in toll revenue throughout the planning period based on forecasts published periodically by the Illinois Tollway. Toll revenues have increased in part due to increases in toll rates approved in 2012, but actual toll revenues for 2015 were 1.7 percent lower than those forecasted in GO TO 2040. While transactions were actually higher than anticipated, toll revenue per transaction was lower than projected. The following chart compares actual toll revenues to toll transactions and GO TO 2040 revenue forecasts, which are indicated with a dashed line.

**Toll revenues compared with toll transactions and GO TO 2040 revenue forecasts, 2000-15**



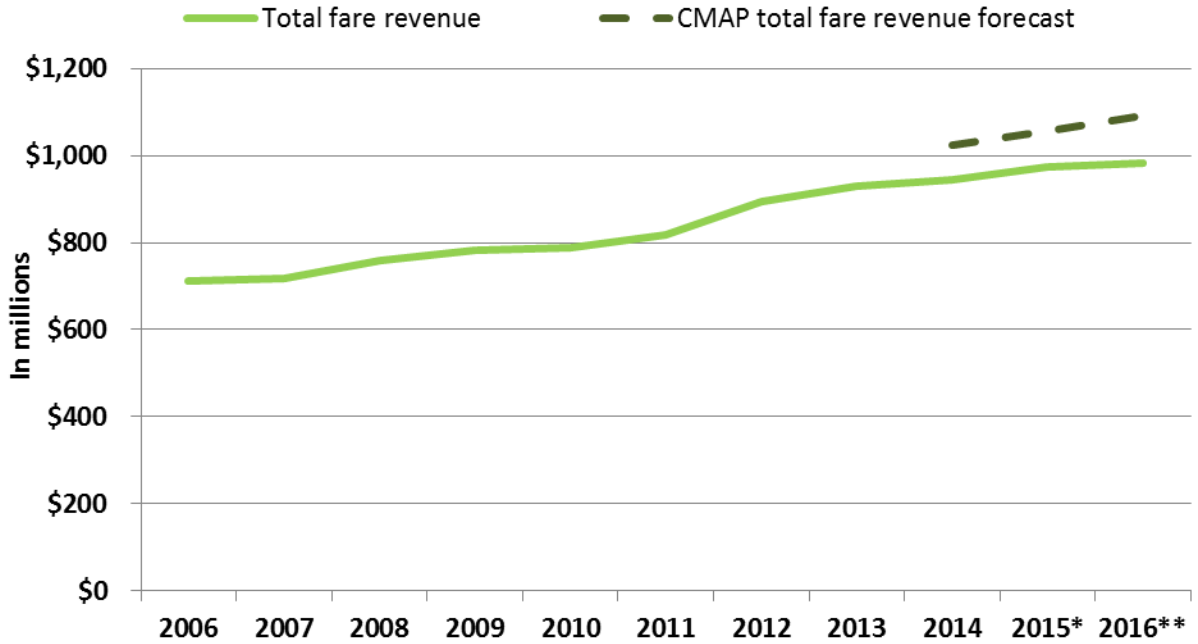

Source: Chicago Metropolitan Agency for Planning analysis of Illinois Tollway data

The rate of increase for both passenger and commercial transactions has been higher in recent years than has been typical since 2000. The number of commercial transactions experienced an average annual increase of 4.1 percent since 2012. This included an increase of 2.8 percent between 2014 and 2015, despite the planned increase in toll rates for commercial vehicles. Passenger transactions experienced an average annual increase of 3.0 percent since 2012, with most of the growth occurring between 2014-15, due to increased passenger transactions on the Tri-State Tollway relative to the other expressways.

## Transit passenger fares

GO TO 2040 financial plan projections exceeded actual system-wide fare revenues from the period 2014-16. Specifically, projected fare revenue on CTA and Metra was lower than anticipated, which can be partially attributed to declining ridership. According to CMAP analysis of RTA ridership data, in 2015, the RTA system experienced the third consecutive year of system ridership losses after ridership peaked in 2012 primarily as a result of declines in CTA and Pace bus ridership. However, ridership is stabilizing systemwide due to growth in CTA rail ridership over the past couple of years. In 2016, RTA system ridership is projected to increase by 0.6 percent. The following chart illustrates total fare revenue since 2006 across the region's entire transit system as compared to GO TO 2040 revenue forecasts.

**Transit passenger fare revenue compared to GO TO 2040 forecasts, 2006-16**



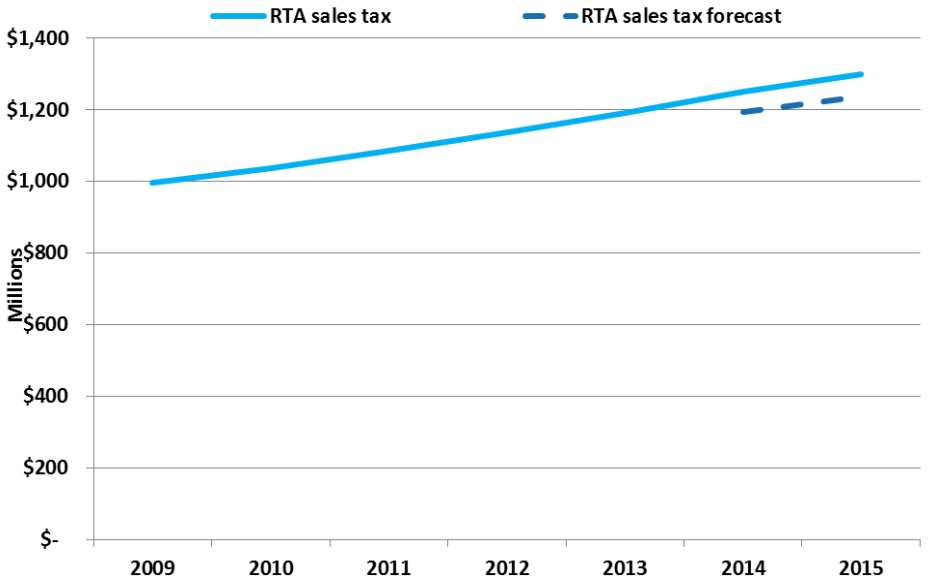

*estimate **budgeted

Source: Chicago Metropolitan Agency for Planning analysis of Regional Transportation Authority data

## RTA sales tax

Total sales tax revenues for the six-county region exceeded GO TO 2040 revenue forecasts, increasing by 9.0 percent from 2013-15. These increases were primarily attributable to higher revenues generated within Cook County. Cook County sales tax revenue increased 9.5 percent during the period of 2013-15. The RTA sales tax has a history of steady growth, at an average pace of approximately 4.5 percent since 2009, while GO TO 2040 assumed a 3 percent growth rate. The following chart illustrates total RTA sales tax revenue collected from the region's six counties and distributed to RTA, CTA, Metra, and Pace, compared to GO TO 2040 revenue forecasts.

**RTA sales tax revenue compared to GO TO 2040 forecasts, 2009-15**




Source: Chicago Metropolitan Agency for Planning analysis of Regional Transportation Authority data

## Reasonably expected revenues

In accordance with federal guidance permitting the inclusion of all resources reasonably expected to be made available during the planning period, GO TO 2040 makes several policy recommendations to implement new or enhanced revenue sources.[2] Implementing these revenues is required to achieve much of the transportation system modernization and expansion elements of the plan. The following table provides an overview of reasonably expected revenue forecasts included in the GO TO 2040 update.

**Reasonably expected revenue forecasts, 2015-40, in millions (year of expenditure dollars)**

| | |
|---|---|
| State motor fuel tax increase and long-term replacement | $17,300 |
| Congestion pricing on the existing system | $11,700 |
| Performance-based funding | $8,300 |
| Variable parking pricing | $1,500 |
| **Total reasonably expected revenues** | **$38,800** |

Among the revenue sources, it was assumed that congestion pricing on the existing system and the long-term replacement to the state MFT would not be implemented until later in the planning period. However, it was assumed that the 8-cent state MFT rate increase, additional parking pricing by local governments, as well as statewide performance-based funding for state highway projects would be implemented by 2016. To date, no bill with a state MFT rate increase has been enacted, the State has not implemented a statewide performance-based

[2] Exploration of funding strategies for ON TO 2050 is underway. See http://www.cmap.illinois.gov/onto2050/strategy-papers/transportation-system-funding for more information on the Transportation System Funding Concepts strategy paper.

funding framework, and CMAP is not aware of any municipality having recently implemented parking pricing (although some with existing policies may have changed them). As a result, more than $500 million in revenue forecasted in GO TO 2040 has not been realized by the region.

## Conclusion

With some exceptions, there are several transportation revenue sources that have not met GO TO 2040 assumptions for growth in recent years. Moreover, the lack of implementation of the policy changes necessary to realize the assumed reasonably expected revenues has further eroded the available transportation funding resources anticipated for northeastern Illinois. Over the coming months, CMAP staff will begin working with partners to create a revenue forecast for ON TO 2050, including all sources expected to be available between 2019-40. To the extent that current sources of revenue are insufficient to meet expected expenditure needs, the region will need to work to prioritize investments in the transportation system and implement policy changes to bring more revenue to the region.

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# MEMORANDUM

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

**From:** CMAP Staff

**Date:** September 9, 2016

**Re:** Critical Urban Freight Corridors Update

---

Under the Fixing America's Surface Transportation (FAST) Act, states and larger metropolitan planning organizations (MPOs) are given the responsibility to designate Critical Urban Freight Corridors (CUFCs) to supplement the National Highway Freight Network identified by the Federal Highway Administration. This allows the designated routes to become eligible for apportioned and discretionary freight funding programs established in the FAST Act. In Illinois, no more than 168 miles of roadway can be designated as CUFCs across all urbanized areas.

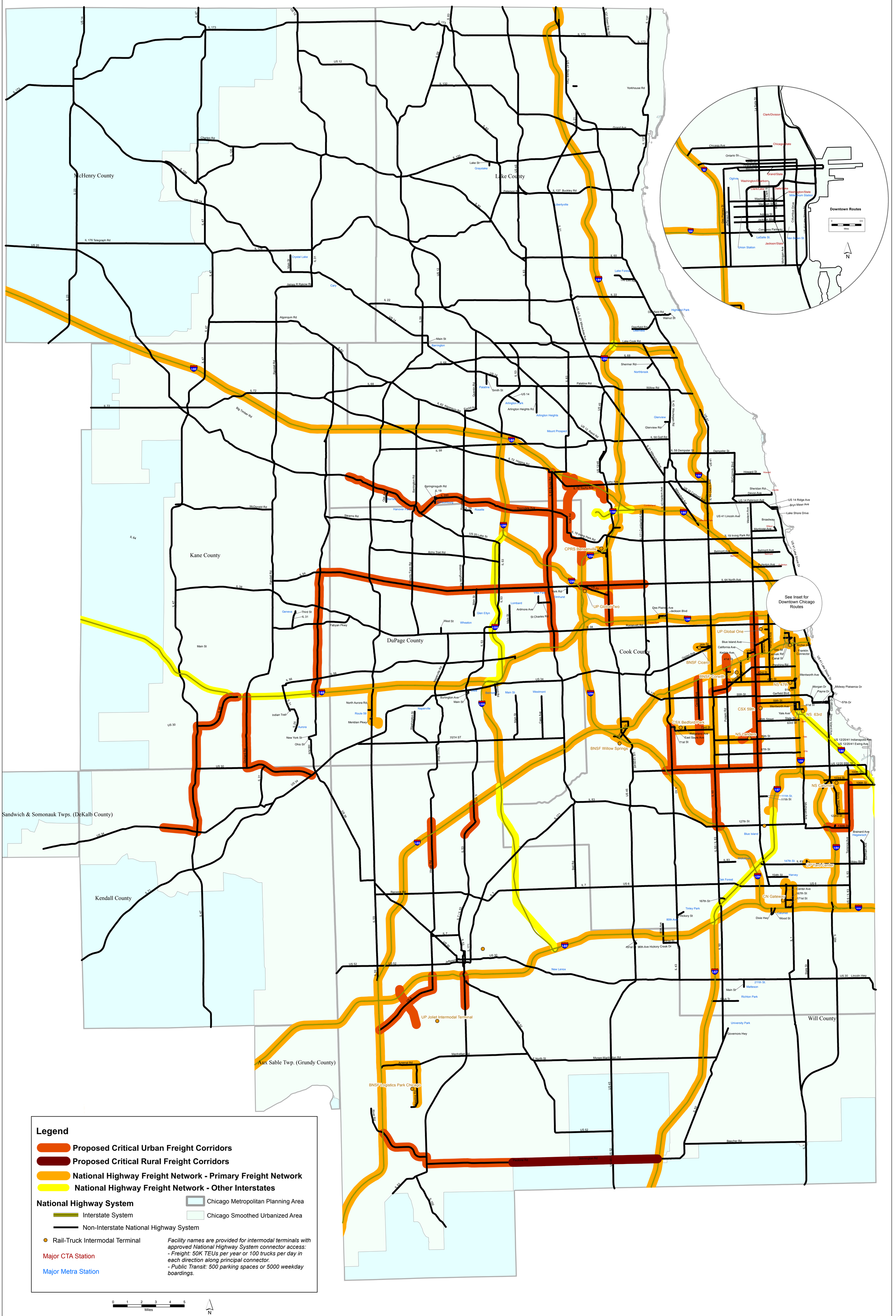
In May, CMAP staff presented an initial proposal for CUFCs to the Transportation Committee. Since then, CMAP staff has presented the Critical Urban Freight Corridor proposal to the MPO Policy Committee and to IDOT Central Office staff. The MPO Policy Committee provided valuable feedback to incorporate into the staff proposal. IDOT Central Office staff identified issues related to an excess of urban area proposals relative to the statewide mileage available to designate. CMAP staff is working through these issues with IDOT to come to an agreement on a 168-mile statewide network. In the Chicago Urbanized Area, the authority to designate CUFCs rests with the MPO Policy Committee.

A map of the current Critical Urban Freight Corridor proposal, the result of MPO Policy Committee feedback and now being discussed with IDOT, is attached.

**Action Requested: Discussion**

# Chicago Region National Highway Freight Network and National Highway System

# with Proposed Critical Urban and Critical Rural Freight Corridors




Prepared by Chicago Metropolitan Agency for Planning
for Discussion with the Illinois Department of Transportation
August, 2016

Chicago Metropolitan Agency for Planning

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# MEMORANDUM

**To:** Transportation Committee

**From:** CMAP staff

**Date:** September 2016

**Re:** Update to Regional Greenways and Trails Plan

---

Over the past year CMAP has been in the process of updating the Northeastern Illinois Greenways and Trails Plan (RGTP). The current RGTP, adopted by the CMAP Board and MPO Policy Committee in 2009, is a long-range, multi-jurisdictional plan that presents a vision for a network of multi-use trails and greenways across the region. This update revisited previously proposed trails to ensure they are still valid recommendations, making any technical corrections needed, such as altering alignments, and proposing new multi-use trail linkages where appropriate. To accomplish the update, CMAP staff met with personnel from all the counties, forest preserve districts, Councils of Mayors, and the City of Chicago to review potential changes to the RGTP. The resulting draft trails map is available at http://www.cmap.illinois.gov/about/involvement/committees/working-committees/transportation/minutes. This memo provides background on the RGTP, explains the method used to update it, and describes next steps. Staff is presenting the updated map to the Transportation Committee for feedback and will request interim approval of the updated map later in the fall.

## Background on Regional Greenways and Trails Plan

Originally completed in 1992 and updated in 1997 and in 2009, the **Northeastern Illinois Regional Greenways and Trails Plan** sets out a vision for an interconnected network of stream- and land-based green corridors and 2,700 miles of multi-use trails throughout the seven-county region. The plan envisions a network of continuous greenway and trail corridors, linked across jurisdictions, providing scenic beauty, natural habitat, and recreational and transportation opportunities. The plan includes two main components: conceptual alignments for the planned trail and greenway network, and an accompanying text that lays out values, goals, objectives, and recommended actions. The regional trails plan assists implementers and funding agencies in advancing their projects, as proposals that relate to the plan can be more attractive to funding agencies. Since 2013, CMAP has been using the RGTP to guide funding decisions for the Transportation Alternatives program.

In addition to its role in trail planning, the 2009 plan has a broad goal of advancing greenway preservation and reducing conflicts with other development activities. The 2009 plan includes both trail greenways and stream greenways, corridors of undeveloped landscape along land or water features. The plan identifies trails that offer a "green experience" with large amounts of vegetation or scenic vistas. It also identifies stream greenways, considering buffered areas around the region's streams and waterways.

As of 2015, a total of over 1,100 miles of an envisioned system of nearly 2,700 miles of regional trails have been completed, an increase of 160 miles since 2009 (Table 1). Approximately half of the trail mileage in the Regional Greenways and Trails Plan is on greenway corridors.

**Table 1.** Regional Trails Plan Implementation, 2009-2015

| County | Completed Trails System Miles, 2009 | Completed Trails System Miles, 2015 | Percent of Regional Trails Element Complete, 2009 | Percent of Regional Trails Element Complete, 2015 |
|---|---|---|---|---|
| Cook | 294 | 350 | 40% | 47% |
| DuPage | 192 | 208 | 69% | 75% |
| Grundy (Part) | 9 | 9 | 75% | 75% |
| Kane | 146 | 153 | 37% | 40% |
| Kendall | 17 | 22 | 7% | 9% |
| Lake | 158 | 189 | 45% | 54% |
| McHenry | 60 | 65 | 31% | 33% |
| Will | 121 | 166 | 24% | 33% |
| **Total** | **998** | **1162** | **37%** | **43%** |

## Approach to updating the RGTP

The chief means of identifying plan priorities was direct individual discussion with the counties, forest preserve and conservation districts, councils of mayors and governments, and any other regional stakeholders that have created bikeway and trail plans. Through these discussions, previously proposed trails were evaluated to ensure they are still valid recommendations and technical corrections such as revised alignments were considered. New linkages are recommended as appropriate. CMAP staff carried out advance work to identify needed changes in the regional trail map based on local and subregional plans adopted since 2009. The CMAP Bicycle and Pedestrian Task Force was also an important forum for seeking guidance on the project. Task force members were asked to provide feedback on project direction and plan progress through regular discussion at Task Force meetings.

The vision of the RGTP is a network of regional trails that serve longer-distance travel, often crossing several jurisdictions. As a long-range plan, many of its current alignments are conceptual and identify a need to establish a trail link, with routing details to be established during more detailed local planning or preliminary engineering. To update the RGTP to include new planned trail segments, staff used the following guidelines:

- Planned trails added to the RGTP should make strategic connections between regional trails. While spurs are often important as access to regional trails, these are not part of the RGTP.
- An approximate spacing of 3 – 4 miles between regional trails should be maintained, as in the current RGTP, although limited trail opportunities in some areas of the region may increase spacing. Conversely, barriers and unique opportunities for connectivity call for decreased spacing.
- Facilities added to the RGTP should be off-street multi-use trails, except in limited instances where on-street facilities are needed to make connections.
- Trails added to the RGTP should typically be identified in county, open space district, or municipal planning documents, except in limited cases where CMAP staff has noted additional opportunities for further discussion, such as connections between different county trail systems.

In total, the 2016 RGTP includes 3,160 miles of trails in the seven-county region, an increase of 443 miles or 16 percent from 2009.

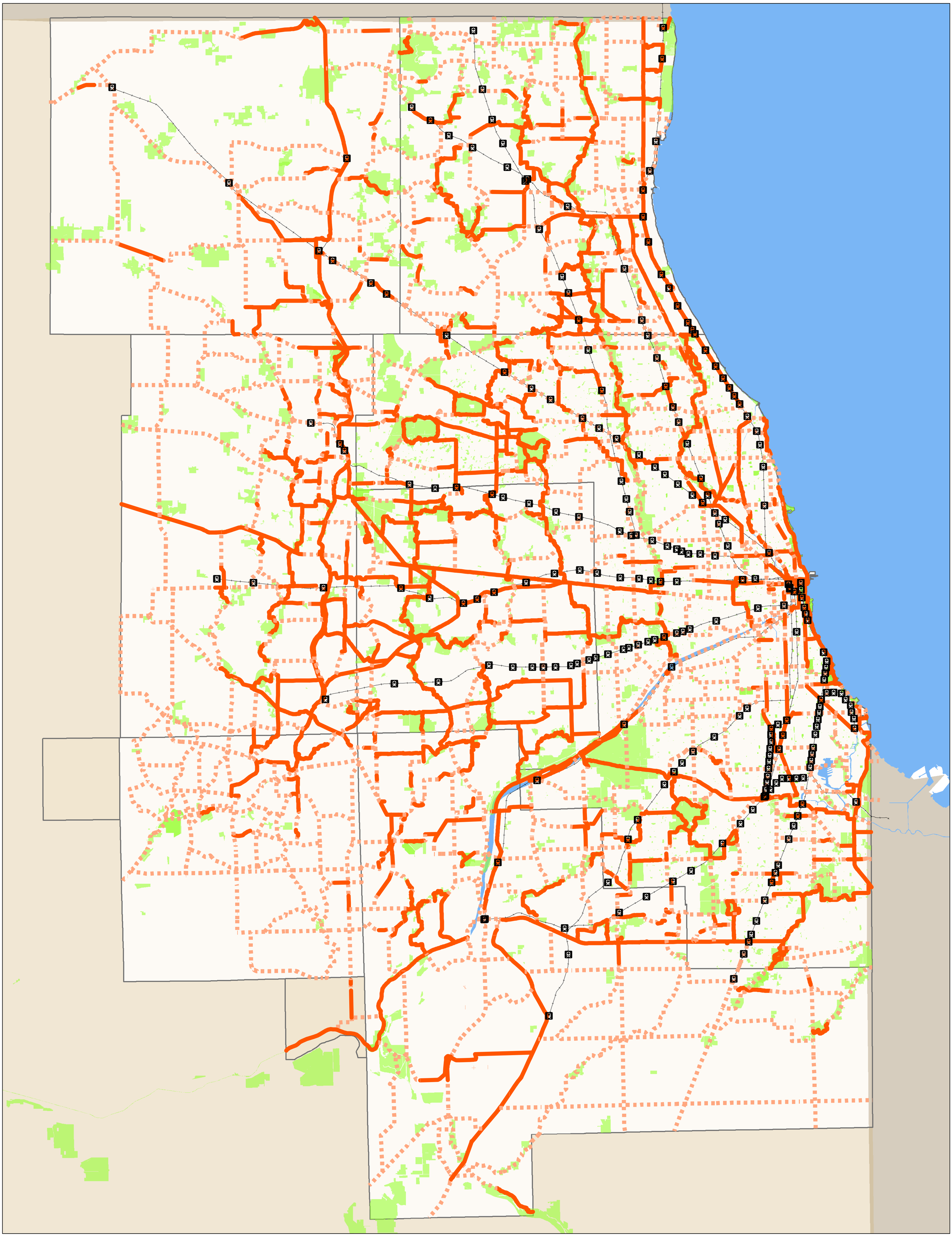
| County | RGTP System Miles, 2009 | RGTP System Miles, 2016 | Additional Miles |
|---|---:|---:|---:|
| Cook | 743 | 986 | 243 |
| DuPage | 278 | 307 | 29 |
| Grundy (Part) | 12 | 13 | 1 |
| Kane | 381 | 396 | 15 |
| Kendall | 240 | 242 | 2 |
| Lake | 353 | 437 | 84 |
| McHenry | 201 | 238 | 37 |
| Will | 511 | 541 | 30 |
| **Total** | **2719** | **3160** | **441** |

## Next Steps

The primary deliverable for the RGTP update is an updated map of planned multi-use trails for northeastern Illinois. A text update to the plan is not included for this project, but the discussions that were part of the update process will inform strategies in the ON TO 2050 regional plan. It is ultimately expected that the trails plan update will be presented for adoption by CMAP's governing boards as part of the overall regional comprehensive plan adoption process in 2018. In the interim, the updated map should be used to guide funding recommendations for the Transportation Alternatives Program, for which the next call for projects begins in January 2017. Recommendation for approval by the Transportation Committee is expected to be sufficient for guiding TAP programming. Staff will seek this recommendation from the TC later in fall.

**Action requested: Discussion**

# 2016 Regional Greenways and Trails Plan



**CMAP 2016 Proposed Greenways and Trails Plan**

**Trail Status**

Existing or Programmed

Planned

Metra Lines

Metra Stations

Open Space

0 2.5 5 10 15 20 Miles

N

Chicago Metropolitan Agency for Planning

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# MEMORANDUM

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

**From:** CMAP staff

**Date:** September 2016

**Re:** Initial list of regionally significant projects for ON TO 2050 and solicitation of projects through public comment

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As discussed with the Transportation Committee at its July 2016 meeting, CMAP staff requested that implementers submit projects that meet the regionally significant projects thresholds for consideration in ON TO 2050. This initial list has been compiled and is attached to the end of this memo.

Additional projects will also be solicited via a public comment period lasting 45 days, to begin September 16th. 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 the CMAP website and email. Clear guidance will be provided on the minimum criteria to suggest a project.

This period will also be an opportunity for implementers 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.

After the recommendations from the public and other implementers have been collected, staff will report back to TC with a final universe of regionally significant projects at the November 18, 2016 meeting.

**Action requested: Information**

# Initial List of Regionally Significant Projects for ON TO 2050

| Submitted By | Project Name | North/West Limits | South/East Limits | Short Description | Total Capital Cost | Status from GO TO 2040* |
|---|---|---|---|---|---|---|
| CDOT | Mid-City Transitway | Jefferson Park Station (Blue Line) | 87th St | New Transit Rail | $ 1,000,000,000 | UC |
| CDOT | River North-Streeterville Transit Improvements | | | New Transit Bus | $ 400,000,000 | N |
| CDOT | South Lakefront-Museum Campus Access Improvement | | | New Transit Bus | $ 400,000,000 | N |
| CDOT | West Loop Transportation Center: Phase 1 | Clinton at Lake St | Clinton at Congress Pkwy | Transit Station Improvements | $ 600,000,000 | C |
| CDOT | West Loop Transportation Center: Phase 2 | | | New Transit Station and Rail Extension | $ 2,000,000,000 | UC |
| CTA | Ashland Ave BRT | Irving Park Rd | 95th St | New Transit Bus | $ 160,000,000 | N |
| CTA | Blue Line Forest Park Branch Reconstruction | | | Transit Rail Improvements | TBD | N |
| CTA | Blue Line West Extension | Either Maywood, Oak Brook, or Lombard | Forest Park Station | Transit Rail Extension | $ 2,573,000,000 | UC |
| CTA | Brown Line Capacity Expansion | Kimball Terminal | Loop | Transit Rail Improvements | TBD | N |
| CTA | Brown Line Extension | Jefferson Park Station (Blue Line) | Kimball Station | Transit Rail Extension | $ 4,139,000,000 | UC |
| CTA | Circle Line North (Phase III) | | | New Transit Rail | $ 2,237,000,000 | UC |
| CTA | Circle Line South (Phase II) | | | New Transit Rail | $ 1,000,000,000 | UC |
| CTA | Green Line Extension | Green Line Cottage Grove Station | 63rd and Stony Island Ave | Transit Rail Extension | $ 1,000,000,000 | N |
| CTA | Orange Line Extension | Midway Station | Ford City Mall | Transit Rail Extension | $ 498,000,000 | UC |
| CTA | Red Line Extension (South) | US-12/US-20/95th St | 130th St | Transit Rail Extension | $ 2,300,000,000 | C |
| CTA | Red Purple Modernization Phase I | Howard Station | Belmont Station | Transit Rail Improvements | $ 2,100,000,000 | C |
| CTA | Red Purple Modernization Phase II | Linden Station (Purple Line) | Belmont Station | Transit Rail Improvements | $ 4,200,000,000 | C |
| CTA | South Halsted BRT | Green Line Cottage Grove Station | 63rd and Stony Island Ave | New Transit Bus | TBD | N |
| CTA | Yellow Line Enhancements and Extension | Old Orchard Rd | Dempster Station | Transit Rail Extension | $ 294,000,000 | UC |
| IDOT | Circle Interchange | I-290 and Adams St | Congress Parkway and Polk St | Major Highway Interchange Reconstruction and Expansion | $ 410,000,000 | C |

* C = Fiscally Constrained Project; UC = Unconstrained Project; N = New

# Initial List of Regionally Significant Projects for ON TO 2050

| Submitted By | Project Name | North/West Limits | South/East Limits | Short Description | Total Capital Cost | Status from GO TO 2040* |
|---|---|---|---|---|---|---|
| IDOT | I-190 Access Improvements | US-12/US-45/Mannheim Rd | Cumberland Ave | Corridor Improvement | $ 375,000,000 | C |
| IDOT | I-290 Managed Lane | US-12/45/20/Mannheim Rd | Austin Ave | Corridor Improvement | $ 1,600,000,000 | C |
| IDOT | I-55 Add Lanes and Reconstruction | I-80 | Coal City Rd | Major Highway Add Lanes and Reconstruction | $ 839,000,000 | UC |
| IDOT | I-55 Managed Lane | I-90/I-94 | I-355 | Corridor Improvement | $ 400,000,000 | C |
| IDOT | I-57 Add Lanes | I-80 | Proposed I-57/IL-394 Connector | Major Highway Add Lanes and Reconstruction | $ 895,000,000 | UC |
| IDOT | I-80 Add / Managed Lanes | Ridge Rd | US-30 | Corridor Improvement and Major Highway Add Lanes | $ 1,288,400,000 | UC |
| IDOT | I-80 Managed Lanes | US-30 | I-294 | Corridor Improvement | $ 450,000,000 | UC |
| IDOT | I-80 to I-55 Connector | I-80 | I-55 | New Major Highway | $ 100,000,000 | UC |
| IDOT | IL-131/Greenbay Rd | Russell Rd | Sunset Ave | New Arterial Lanes | $ 161,714,000 | N |
| IDOT | IL-173/Rosecrans Rd | IL-59 | US-41/Skokie Hwy | New Arterial Lanes | $ 119,900,000 | N |
| IDOT | IL-31 Front St | IL-120 | IL-176 | New Arterial Lanes | $ 113,200,000 | N |
| IDOT | IL-43/Harlem Ave | BRC Railroad/65th St | | Arterial and Railroad Grade Separation | $ 213,000,000 | N |
| IDOT | IL-47 | Charles Rd | Reed Rd | New Arterial Lanes with Intersection Improvements and Bridge Replacement | $ 299,956,000 | N |
| IDOT | IL-60 | IL-176/Maple Ave | CN RR | New Arterial Lanes and Grade Separation | $ 123,200,000 | N |
| IDOT | IL-62/Algonquin Rd | IL-25 | IL-68 | New Arterial Lanes | $ 119,500,000 | N |
| IDOT | IL-83/Barron Blvd | Petite Lake Rd | IL-120/Belvidere Rd | New Arterial Lanes | $ 118,438,000 | N |
| IDOT | IL-83/Kingery Hwy | 31st St | Central Ave | New Arterial Lanes | $ 100,350,000 | N |
| IDOT | Illiana Corridor | I-55 | I-65 | New Major Highway | $ 1,000,000,000 | C |
| IDOT | Lake Shore Drive Reconstruction | Hollywood Ave | US-41/Grand Ave | Highway Reconstruction | $ 911,000,000 | N |
| IDOT | US-12/95th St | Stony Island Ave | | Intersection Improvement with Bridge Relocation | $ 154,100,000 | N |

* C = Fiscally Constrained Project; UC = Unconstrained Project; N = New

# Initial List of Regionally Significant Projects for ON TO 2050

| Submitted By | Project Name | North/West Limits | South/East Limits | Short Description | Total Capital Cost | Status from GO TO 2040* |
|---|---|---|---|---|---|---|
| IDOT | US-20/Lake St | Randall Rd | Shales Pkwy | Arterial Reconstruction with Bridge Replacment | $ 109,100,000 | N |
| IDOT | US-45/Olde Half Day Rd | IL-60/Townline Rd | Buffalo Grove Rd/Fairway Dr | New Arterial Lanes | $ 107,590,000 | N |
| Kane | Randall Rd | Corporate Boulevard | North of Oak St | Add Arterial Lanes | $ 277,000,000 | N |
| McHenry | McHenry-Lake Corridor | US-12/Stateline | IL-120 | New Major Highway | $ 1,200,000,000 | N |
| McHenry | North Algonquin Fox River Crossing | Virginia Rd and IL-31 | Haegers Bend Rd | New Arterial Road and Bridge | $ 100,000,000 | N |
| Metra | A-2 Crossing Rebuild | | | Commuter Rail Improvements | $ 500,000,000 | N |
| Metra | BNSF Extension-Oswego/Plano | Aurora | Oswego/Plano | Commuter Rail Extension | $ 840,000,000 | UC |
| Metra | BNSF Extension-Sugar Grove | Sugar Grove | Aurora | Commuter Rail Extension | $ 500,000,000 | N |
| Metra | BNSF Improvements | | | Commuter Rail Improvements | $ 447,000,000 | UC |
| Metra | Heritage Corridor Extension | Joliet | Wilmington | Commuter Rail Extension | $ 500,000,000 | N |
| Metra | Heritage Corridor Improvements | | | Commuter Rail Improvements | $ 199,000,000 | UC |
| Metra | Metra Electric Extension | University Park | South Suburban Airport | Commuter Rail Extension | $ 291,000,000 | UC |
| Metra | Metra Electric Improvements | Millennium Station | University Park | Commuter Rail Improvements | $ 447,000,000 | UC |
| Metra | Milwaukee District North Extension-Richmond | Richmond | Fox Lake | Commuter Rail Extension | $ 500,000,000 | N |
| Metra | Milwaukee District North Extension-Wadsworth | IL-176 near I-94 | Wadsworth | Commuter Rail Extension | $ 644,000,000 | UC |
| Metra | Milwaukee District North Improvements | | | Commuter Rail Improvements | $ 130,000,000 | N |
| Metra | Milwaukee District West Extension-Hampshire | Hampshire | Big Timber Rd | Commuter Rail Extension | $ 500,000,000 | N |
| Metra | Milwaukee District West Extension-Marengo | Marengo | Big Timber Rd | Commuter Rail Extension | $ 422,000,000 | UC |
| Metra | Milwaukee District West Improvements | | | Commuter Rail Improvements | $ 447,000,000 | UC |
| Metra | North Central Service Improvements | | | Commuter Rail Improvements | $ 332,000,000 | UC |

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# Initial List of Regionally Significant Projects for ON TO 2050

| Submitted By | Project Name | North/West Limits | South/East Limits | Short Description | Total Capital Cost | Status from GO TO 2040* |
|---|---|---|---|---|---|---|
| Metra | Rock Island Extension | Minooka | Joliet | Commuter Rail Extension | $ 317,000,000 | UC |
| Metra | SouthEast Service | LaSalle St Station | Crete | Commuter Rail Improvements | $ 830,000,000 | UC |
| Metra | SouthWest Extension | | | Commuter Rail Extension | $ 328,000,000 | UC |
| Metra | SouthWest Service Improvements / 75th St Corridor Improvement Program Elements | LaSalle St Station | Manhattan | Commuter Rail Improvements | $ 1,025,000,000 | C |
| Metra | STAR Line | O'Hare to Schaumburg | Joliet | New Commuter Rail Line | $ 3,000,000,000 | UC |
| Metra | STAR Line Eastern Segment | Joliet | Lynnwood | Commuter Rail Extension | $ 500,000,000 | N |
| Metra | STAR Line Northern Segment | Hoffman Estates | Waukegan | Commuter Rail Extension | $ 500,000,000 | N |
| Metra | UP North Improvements | Kenosha, WI | Ogilvie Transportation Center | Commuter Rail Improvements | $ 447,000,000 | C |
| Metra | UP Northwest Extension | | | Commuter Rail Extension | $ 584,000,000 | C |
| Metra | UP West Improvements | Elburn, IL | Ogilvie Transportation Center | Commuter Rail Improvements | $ 524,000,000 | C |
| Pace | Express Bus Expansion | | | New Transit Bus | $ 1,775,000,000 | N |
| Pace | Pulse-ART Expansion | | | New Transit Bus | $ 1,400,000,000 | N |
| Tollway | Central Lake County Corridor: IL 53 North and IL 120 | | | New Major Highway | $ 2,650,000,000 | C |
| Tollway | Elgin O'Hare Western Access | | | New Major Highway; Extension; Add Lanes | $ 3,427,100,123 | C |
| Tollway | I-290/I-294 Interchange Improvement | | | Major Highway Interchange Reconstruction | $ 540,000,000 | N |
| Tollway | I-290/IL 53 Interchange Improvement | | | Major Highway Interchange Reconstruction | $ 265,000,000 | N |
| Tollway | I-294 Central Tri-State Mobility Improvements | Balmoral Ave | 95th St | Major Highway Corridor Reconstruction | $ 1,694,000,000 | UC |
| Tollway | I-294 Interchange Addition | I-57 | | New Major Highway Interchange | $ 420,000,000 | C |
| Will | Caton Farm-Bruce Rd Corridor | US-30, Caton Farm Rd & Gaylord Rd | IL-7/159th St & Cedar Rd | New Arterial Lanes and Bridge | $ 385,288,250 | N |
| Will | Laraway Rd | US-52 | Harlem Ave | New Arterial Lanes | $ 202,776,500 | N |

* C = Fiscally Constrained Project; UC = Unconstrained Project; N = New

# Initial List of Regionally Significant Projects for ON TO 2050

| Submitted By | Project Name | North/West Limits | South/East Limits | Short Description | Total Capital Cost | Status from GO TO 2040* |
|---|---|---|---|---|---|---|
| Will | Wilmington-Peotone Rd | IL 53 | Drecksler Rd | New Arterial Lanes | $ 254,512,000 | N |

Notes: 1. When the cost is listed as "TBD," no current estimate is available but is expected to meet the regionally significant project cost thresholds.

2. The CTA submitted an "All Station Accessibility Program," a system-wide improvement to its stations. This was not included in the initial list of regionally significant projects since system-wide improvements, including accessibility, are expected to be addressed as line items in the ON TO 2050 financial plan.

3. Several projects initially discussed with implementers were not included because the projects did not meet the financial thresholds for being considered regionally significant projects. Those projects were Will County's 143rd St and Gougar Rd projects, Kendall County's Eldamain Rd and Ridge Rd projects, and the Tollway's I-88 and I-355 resurfacing projects. These can be included in the ON TO 2050 project evaluation at the implementers' discretion.

4. The Total Capital Costs are estimates and the year of estimation varies by project. These cost will be modified in the future so that all are consitent for purposes of comparision.

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Agenda Item No. 4.7

Chicago Metropolitan Agency for Planning

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# MEMORANDUM

**To:** CMAP Board and Committees

**From:** CMAP Staff

**Date:** September 7, 2016

**Re:** Local Technical Assistance Program Update

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The CMAP Board and committees receive regular updates on the projects being undertaken through the Local Technical Assistance (LTA) program, including those receiving staff assistance and grants. To date, 188 local projects have been initiated. Of these, 135 projects have been completed, 46 are fully underway, and 7 will get actively underway in the near future.

Several consultant-led projects were paused earlier this year due to contract reimbursement issues. All are now being 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.

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-Oct. 2016 | Staff assistance | Preliminary draft plan under review by Village. |
| Aurora downtown plan (see website) | Lindsay Bayley | May 2015-Dec. 2016 | Staff assistance | CMAP staff met with Steering Committee on August 11 to review Recommendations Memo and discuss next steps. Drafting of downtown plan is currently underway. |
| Beach Park planning priorities report (see website) | Ricardo Lopez | Jan.-Nov. 2016 | Staff assistance | CMAP staff is completing internal review of the assessment report. Near-term work will focus on developing recommendations for Beach Park. |
| Bensenville zoning update (see website) | Jake Seid | Oct. 2015-June 2017 | Staff assistance | In August, team completed a drafting direction memo and reached consensus on major zoning issues with Village staff. In September and October, the team will work on a Recommendations Memo to be presented to the project Steering Committee. |
| Berwyn stormwater management plan | Nora Beck | July 2016-June 2017 | Consultant assistance | City and CMAP intergovernmental agreement nearing completion. Data collection underway, CMAP is working with stormwater engineering consultant to finalize the scope for their portion of the project. |
| Berwyn zoning revisions (see website) | Kristin Ihnchak | Jan. 2013-Nov. 2016 | Staff and consultant assistance | CMAP staff met with historic preservation advocates on August 31 to review proposed changes to the draft zoning code. |
| Brookfield comprehensive plan | Heidy Persaud | Oct. 2016 – Oct. 2017 | Consultant assistance | An internal staff meeting took place on August 18. Project kick-off is scheduled for early October. |
| Calumet Park planning priorities report (website) | Sam Shenbaga | May 2015-Sept. 2016 | Staff assistance | Final report under Village review. CMAP staff facilitated conversations with IDOT and SSMMA regarding implementation of study recommendations. Project expected to be completed in September. |
| Campton Hills zoning and subdivision regulations | Kristin Ihnchak | Jul. 2014 - Apr. 2017 | Consultant assistance | Staff turnover at the Village has resulted in a short project delay. The consultant will begin drafting the zoning and subdivision ordinances the end of September. |

| Project | CMAP lead | Timeline | Assistance type | Status and notes |
|---|---|---|---|---|
| Chicago Heights zoning update | Maggie Jarr | Aug. 2016-Apr. 2017 | Consultant assistance | CMAP staff and Chicago Heights evaluated RFP responses, interviewed prospective consultant teams, and selected a contractor. CMAP/City intergovernmental agreement nearing completion. |
| Chicago North River Communities neighborhood plan (see website) | Brian Daly | Nov. 2015-June 2017 | Staff assistance | CMAP staff is collecting data through the project's MetroQuest online survey. Staff is also administering print surveys for business owners and the general public, which have been distributed and collected at community events and through neighborhood organizations. Staff is continuing to develop the existing conditions report. |
| Chicago Pilsen-Little Village neighborhood plan (see website) | Evy Zwiebach | Dec. 2013-Oct. 2016 | Staff assistance | DPD staff shared a first draft of the plan for CMAP staff to review. In the next month, CMAP staff will provide comments and continue reviewing subsequent drafts as DPD completes revisions. |
| Chicago Pullman National Historic Park transportation plan (https://pullmantransportation.com/) | Lindsay Bayley | June 2015-TBD | Consultant assistance | The project team is reviewing the report on best practices for transportation in urban national parks from the Volpe Transportation Center. Committee meetings were held on August 22 to discuss high-level planning principles. Future public engagement opportunities for surrounding communities will be held in conjunction with Alderman Anthony Beale. A revised Existing Conditions Report is available on the project webpage. |
| Chicago Riverdale area transportation plan | Tony Manno | Aug. 2016-Oct. 2017 | Consultant assistance | CMAP staff and CDOT have evaluated RFP responses and interviewed prospective consultant teams. Final consultant approval will occur in the fall and the project remains on schedule to begin in October. |
| Cicero comprehensive plan (see website) | Jonathan Burch | Apr. 2014-TBD | Consultant assistance | Contractor is working with the Town to develop a schedule to finish the project and adopt the almost-complete plan. |
| Cook County subregional growth plan | Jonathan Burch | May-Dec. 2016 | Staff assistance | Staff participated in an all-team meeting in late August. Following that, work will focus on developing a key findings report for phase 1 and vetting initial findings with the project sounding board. |
| Cook County (Maine-Northfield) unincorporated areas plan | John Carlisle | July 2016-Dec. 2017 | Staff assistance | Community profile (Chapter 1 of Existing Conditions Report) has been created and sent to the steering committee which is having its kickoff meeting September 8. Public outreach efforts are beginning and are the project focus through November. |

| Project | CMAP lead | Timeline | Assistance type | Status and notes |
|---|---|---|---|---|
| Crystal Lake transportation plan (see website) | Nora Beck | Mar. 2014-Nov. 2016 | Staff assistance | The City of Crystal Lake provided feedback on the draft plan, CMAP staff to respond and schedule steering committee review. |
| Des Plaines comprehensive plan | Heidy Persaud | Nov. 2016-Feb. 2018 | Staff assistance | City and CMAP intergovernmental agreement nearing completion. Project expected to begin in early November. |
| DuPage County / Hanover Park Homes for a Changing Region (see website) | Jonathan Burch | Nov. 2014-TBD | Consultant assistance | The contractor is working to develop a schedule for completion of the project. Near-term work will focus on developing recommendations memos for Hanover Park and Glendale Heights. |
| DuPage County Elgin-O'Hare Corridor Bicycle and Pedestrian Plan (see website) | John O'Neal | May 2015-Mar. 2017 | Consultant assistance | Remaining tasks/deliverables and draft timeline under development. Project re-start meeting is scheduled for early September. |
| Elmwood Park zoning assessment | Patrick Day | Nov. 2014-Sept. 2016 | Staff assistance | CMAP staff have completed a draft assessment memo and proposed zoning map, which are currently under review by Village Staff and Steering Committee. |
| Franklin Park comprehensive plan (see website) | John Carlisle | Apr. 2015-Dec. 2016 | Staff assistance | CMAP staff is revising the full draft internally before sending to Village staff. Steering committee and public review should occur in mid-to-late fall. |
| Governors State University green infrastructure plan | Holly Hudson | June 2015-TBD | Consultant assistance | Contract reimbursement issues were resolved and the contractor was reimbursed for outstanding invoices in late August. Work will begin again in September. |
| Hampshire planning priorities report (see website) | Tony Manno | Mar.-Dec. 2016 | Staff assistance | CMAP staff conducted additional stakeholder interviews on August 16. The community profile and recommendations draft sections are underway. |
| Harvard zoning update | Jake Seid | TBD | Consultant assistance | RFP was released September 2. Consultant selection is expected by November. |
| Homer Glen plan commissioner training | Patrick Day | Feb.-Oct. 2016 | Staff assistance | CMAP staff have presented the Village with options for a final (3 of 3) Plan Commissioner training. The selected training will occur Fall 2016. |
| Huntley zoning update | Patrick Day | May 2015-TBD | Consultant assistance | Consultant is currently drafting the ordinance. |

| Project | CMAP lead | Timeline | Assistance type | Status and notes |
|---|---|---|---|---|
| Impact DuPage affordable housing strategy | Jonathan Burch | Mar.-Dec. 2016 | Staff assistance | A project steering committee meeting is scheduled for the end of September. The meeting will focus on a review of the existing conditions report and a discussion of possible recommendations. |
| Joliet Chicago Street plan | Stephen Ostrander | TBD | Consultant assistance | Proposals for RFP were due August 19. Submitted proposals are in process of being reviewed by CMAP and City of Joliet. |
| Lisle downtown parking plan (see website) | Lindsay Bayley | Mar. 2016-Feb. 2017 | Staff assistance | CMAP staff is conducting stakeholder interviews, reviewing past plans, and analyzing existing conditions. |
| 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 (DCSM) and DuPage River Salt Creek Workgroup (DRSCW) on watershed resource inventory requirements. Some necessary field work conducted by project partners continued, including assessments of detention basins and stream conditions. Staff continued review of community comprehensive plans and began coordinating with DCSM to hold a detention basin assessment training for municipal staff in late September. |
| McHenry County Fox River corridor study | Kate Evasic | Sept. 2016-Dec. 2017 | Staff assistance | IGA was approved by County Board. Kickoff will take place in early September. Staff is coordinating with County to establish project steering committee. |
| Metropolitan Planning Council Great Rivers project | Evy Zwiebach | Dec. 2015-Dec. 2016 | Staff assistance | The City of Chicago and MPC released the "Our Great Rivers" vision document in August. CMAP and MPC staff continue to prepare for the community meetings scheduled to take place in October and November in suburban Cook County. |
| Midlothian 147th Street corridor improvements (see website) | Tony Manno | Apr. 2016-Feb. 2017 | Staff and consultant assistance | The project team anticipates receiving IDOT comments in early September for the temporary demonstration event. This event remains tentatively scheduled for September 24 pending IDOT approval. Stormwater and flooding analysis will continue throughout the year. |
| North Chicago comprehensive plan (see website) | Jake Seid | May 2014-Sept. 2016 | Staff assistance | The final draft of the Plan was presented to the City Council on September 6. A vote on the Plan is scheduled for September 19. |
| North Lawndale community plan (see website) | Brandon Nolin | Feb. 2016-July 2017 | Staff assistance | Existing conditions report due to Steering Committee in October 2016. The client and CMAP were recently awarded a LISC Quality of Life Planning grant to expand scope of services. Additional outreach will |

| Project | CMAP lead | Timeline | Assistance type | Status and notes |
|---|---|---|---|---|
| | | | | be guided by LISC process with workshops occurring in November 2016 through early 2017. |
| O'Hare area truck route coordination | Alex Beata | July 2016-June 2017 | Consultant assistance | The project steering committee held its first meeting on August 31, and data analysis is underway. |
| Palos Park bikeways and trails plan | John O'Neal | July 2016-June 2017 | Consultant assistance | CMAP received seven responses to RFP. Submittals are currently under review and being scored by CMAP and Village staff. Contractor interviews are anticipated to occur in September. |
| Park Forest zoning revisions (see website) | Kristin Ihnchak | June 2013-Nov. 2016 | Staff and consultant assistance | The CMAP team held two meetings with Terra Engineering to review their comments on the draft code, and drafted pieces of the subdivision regulations. |
| Regional truck permitting project (see website) | Alex Beata | Jan. 2015-Oct. 2016 | Consultant assistance | Draft final report is under review. |
| Richmond planning priorities report (see website) | Maggie Jarr | Feb.-Oct. 2016 | Staff assistance | Draft report was reviewed by Village staff and CMAP. The report will be presented at the Village Board meeting on October 20. |
| Richton Park capital improvement plan (see website) | Brandon Nolin | June 2015-Dec. 2016 | Staff assistance | Update on recent projects/potential CIP line items requested from Village staff. CIP process being relaunched in Fall 2016 with completion in early 2017 ahead of end of Village's fiscal year. The CIP will incorporate results of the stormwater management plan (described below). |
| Richton Park stormwater management plan (see website) | Kate Evasic | Apr.-Oct. 2016 | Consultant assistance | Staff attended project team planning charrette and coordinated with consultant to develop potential conservation, restoration, and development areas based on Village feedback. The team will meet with the Village in early September to discuss options. |
| Romeoville comprehensive plan (see website) | Brandon Nolin | Apr. 2016-June 2017 | Consultant assistance | Online community survey is available at https://bigpictureromeoville.com. Community Assessment Report from consultant and Steering Committee review expected in September. |
| *Roselle comprehensive plan (see website)* | *Dan Olson* | *Feb. 2015-Aug. 2016* | *Consultant assistance* | *Newly completed. The plan was adopted by Roselle Village Board on August 8.* |
| South Elgin zoning update (see website) | Patrick Day | Oct. 2014-Mar. 2017 | Staff assistance | A draft of UDO Module 1 (of 3) has been completed and is currently undergoing internal review. |

| Project | CMAP lead | Timeline | Assistance type | Status and notes |
|---|---|---|---|---|
| South Holland comprehensive plan (see website) | Stephen Ostrander | Apr. 2015-Jan. 2017 | Staff assistance | Key recommendations memorandum submitted to Village staff for review. |
| SSMMA Complete Streets plan (see website) | John O'Neal | July 2014-Nov. 2016 | Staff assistance | Final draft technical memos on South Council STP programming methodology and on Complete Streets policy community engagement and technical assistance are complete. Text to accompany proposed sub-regional bikeway network map, right-size road assessment candidate corridors, and pedestrian improvement priority areas is under development. |
| Sugar Run Creek area plan (see website) | Brandon Nolin | May 2015-Oct. 2016 | Staff assistance | Draft Plan delivered to Steering Committee in August with meeting on September 9. Additional renderings are being developed by SCB to illustrate key plan recommendations. Public workshop being scheduled for October with potential adoption in October or November. |
| Villa Park zoning ordinance | Patrick Day | July 2015-TBD | Consultant assistance | Consultant is currently drafting Module 2 of the ordinance. |
| Westchester zoning ordinance | Kristin Ihnchak | Nov. 2014-Nov. 2016 | Consultant assistance | No update. |
| Wilmington corridor study | Margaret Jarr | TBD | Staff assistance | Scoping has begun. |
| Winthrop Harbor comprehensive plan (see website) | Sam Shenbaga | Sept. 2014-Oct. 2016 | Staff assistance | Final report completed. Public hearing on September 13. |

###

Chicago Metropolitan Agency for Planning

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# MEMORANDUM

**To:** CMAP Board and Committees

**From:** CMAP Staff

**Date:** September 7, 2016

**Re:** ON TO 2050 Update

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The CMAP Board and committees receive regular detailed updates on the various components of ON TO 2050 plan development that are most relevant to them. Since the volume of work associated with plan development is too large for every committee to learn about every component individually, this bi-monthly memo provides a brief status update on all major ongoing elements of plan development, including links to recent presentations and interim or final products when available. Projects that appear in this document for the first time, or that were recently completed, are noted and highlighted in italics.

ACTION REQUESTED: Discussion

## Regional Snapshot Analyses

| Project | CMAP lead | Timeline | Status and links |
|---|---|---|---|
| *Regional economic clusters (see website)* | *Simone Weil* | *Jul. 2015 – May 2016* | *The snapshot was published. Copies continue to be disseminated at relevant meetings and shared via the website and social media.* |
| Freight system trends (see website) | Alex Beata | Jul. 2015 – Oct. 2016 | A draft document is underway. Key findings will be presented to Freight committee in October. |
| Infill and TOD trends (see website) | Evy Zwiebach | Aug. 2015 – Oct. 2016 | Staff continues to revise the draft snapshot narrative. Updated findings were presented to CMAP's Housing Committee in July. |
| Travel behavior trends (see website) | Elizabeth Irvin | Jul. 2015 – Sep. 2016 | Snapshot is in final layout and design, and scheduled for release in late September |
| Demographic trends (see website) | Jacki Murdock | Aug. 2015 – Oct. 2016 | The draft snapshot was completed and internal review is underway. |
| Highway system trends | Jesse Elam | Jul. 2015 – Oct. 2016 | Draft snapshot text has been completed and is undergoing internal review. |
| Transit network trends | Martin Menninger | June 2016 – Nov. 2016 | This snapshot will summarize the status of regional transit goals, ridership trends, and system condition. Initial data has been collected and supporting text is being developed. |
| Tax policy | Simone Weil | Jun. 2016 - Nov. 2016 | Scoping is underway. This snapshot will summarize CMAP's tax policy analysis, with a focus on municipal impacts. |
| Local food | Brian Daly | Jun. 2016 – Dec. 2016 | The local food snapshot will provide an overview of trends in region's farms, agricultural products, and food access. Scoping is complete and data collection on local food indicators and policy activities is underway. |

## Assessment of New Policy Directions

| Project | CMAP lead | Timeline | Status and links |
|---|---|---|---|
| *Green infrastructure co-benefits (see website)* | *Kristin Ihnchak* | *Sep. 2015 – Apr. 2016* | *The strategy paper was finalized and posted on the web for feedback.* |
| Highway operations (see website) | Claire Bozic | Jul. 2015 – Oct 2016 | Draft is complete and undergoing internal review. |
| *Transportation system funding concepts (see website)* | *Lindsay Hollander, Alex Beata* | *Jul. 2015 – May 2016* | *The strategy paper was finalized and posted on the web for feedback.* |
| Climate resilience (see website) | Kristin Ihnchak | Jul. 2015 – Jul. 2016 | The draft paper is undergoing internal review. |
| Housing supply and affordability (see website) | Jonathan Burch | Jan. 2016 – Nov. 2016 | In July, CMAP staff along with a representative from the DePaul Institute of Housing Studies facilitated discussion with the Housing Committee on the role of just completed research into regional housing markets in providing nuance to previously discussed strategies. Drafting of the final report is underway. |
| Tax policies and land use trends (see website) | Lindsay Hollander | Dec. 2015 – Jul. 2016 | External feedback was incorporated into the early draft. The draft is awaiting internal review. |
| Lands in transition (see website) | Nora Beck | Jan. 2016 – Aug. 2016 | In July, resource group members met to review a draft set of strategies and provided important feedback on the structure and focus of the strategy paper. Also in July, the Environment and Natural Resource working committee provided review of the draft strategies, see this presentation. CMAP staff are drafting the strategy paper and ask for resource group review in September. |
| Reinvestment and infill strategies (see website) | Tony Manno, Liz Oo | Oct. 2015 – Oct. 2016 | A revised strategy paper draft is being prepared for review in advance of an October resource group meeting. |
| Transit modernization (see website) | Martin Menninger | Jan. 2016 – Dec. 2016 | The resource group met in July to review staff work on customer needs. Interviews with transit agencies are underway to better understand operational needs. |
| Asset management | Tom | Feb. 2016 – | Research continued on the state of the practice and the analysis of |

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| (see website) | Murtha | Jan 2017 | municipal survey data collected on the topic. Findings will be presented to Transportation Committee in October. |
| Inclusive growth (see website) | Jacki Murdock | Oct. 2015 – Dec. 2016 | In conjunction with the resource group, draft strategies were developed and reviewed. Staff also convened a second focus group in partnership with the Federal Reserve on financial inclusion and community capacity. |
| Transportation technology | Elizabeth Irvin | Jun. 2016 – Dec. 2016 | Cambridge Systematics was selected to work on this project and a kickoff meeting was held. Interviews with technology experts will take place in September. |
| Energy | Dan Olson | Jun. 2016 – Mar. 2017 | Scoping continues. Consultant is final stages of putting together Resource Group and looks convene an initial meeting in September. |
| Community capacity | Patrick Day | Jun. 2016 – Mar. 2017 | Project is underway; a Resource Group has been confirmed and will meet for the first of six meetings on September 23. |
| *Water* | *Jason Navota* | *Sep. 2016 – Mar. 2017* | *Newly added to report. Project underway; internal project initiation meeting completed. Scope was presented to ENR Committee in early August.* |

## Other Plan Development Tasks

| **Project** | **CMAP lead** | **Timeline** | **Status and links** |
|---|---|---|---|
| Communications strategy | Tina Fassett Smith | Ongoing | The second ON TO 2050 strategy paper -- on transportation system funding -- was published in August. Development has begun on a new CMAP web page template that will house interactive maps and infographics and in support of snapshots and other plan content, with anticipated rollout in Q2 of FY17. Two ON TO 2050 Big Ideas Forum have been planned – one for September and one for October. The final draft of the Emerging Priorities report has been approved and will be published in October. Detailed ON TO 2050 communications and engagement plans for FY17 and FY18 are in development. |
| Data and tool development | Zach Vernon | Ongoing | Staff coordinated with snapshot and strategy paper managers to develop analytical tools and data products to inform topical research. Outputs for the lands in transition strategy paper included identification of undevelopable lands and categorization of development/protection as annexed vs. unincorporated. |

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| Financial plan | Lindsay Hollander | Ongoing | Staff worked on data collection, and began initial outreach with experts to flesh out forecasting assumptions. Memorandums on both revenue trends and the financial plan process have been drafted. |
| Layers | Kristin Ihnchak | Ongoing | As part of developing two pilot layers, staff have nearly completed a scan of local plans for reinvestment priorities and are developing a methodology for the conservation areas layer prior to meeting with conservation organizations. In addition, an initial brainstormed list of potential layers that could be developed as part of ON TO 2050 was discussed with working committees in May and June. |
| Outreach activities | Jane Grover | Ongoing | The ON TO 2050 Big Ideas Forum Series continues with three events:<br><br>1) July 20 forum held with the CMAP's Future Leaders in Planning (FLIP) students and their guests.<br>2) September 22 forum on the **future of driving and commuting behavior**, to be held at the McCormick Foundation Center Forum on Northwestern University's Evanston campus; and<br>3) October 26 or 27 forum on **trends in aging**, with CMAP partners, Enterprise Community Partners and the Lifetime Communities Collaborative, which will take place at University of Illinois Chicago.<br><br>Community educational outreach events for the ON TO 2050 plan continue to be added to the calendar, although at a slower pace following the over 100 workshops and related events in the spring, through which CMAP reached almost 7,000 residents and over 250 community groups. CMAP intends to partner with additional community organizations to broaden and deepen the agency's outreach to constituencies that are sometimes difficult to engage in regional planning, both to solicit input for the ON TO 2050 regional plan, and to build allies for plan implementation. Finally, staff has begun to craft outreach strategies for public engagement for the 2017 scenario planning phase of plan development. |
| Regionally significant projects | Jesse Elam | Ongoing | Staff continued meeting and coordinating with project implementers to ensure the initial list of regionally significant projects is largely |

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| | | | complete. A comment period is planned. Staff briefed the Transportation Committee on progress. |
| Scenario development | Liz Oo | Ongoing | Staff organized a working session with approximately 40 external experts where the experts assessed the likelihood and impacts of 20 trends for consideration for analysis. |
| Socioeconomic forecast | David Clark | Ongoing | Draft final report of the 2050 regional forecast received from consultant. Draft of technical memorandum for design of local allocation tool received, and discussions are underway regarding tool refinement and development of the necessary data inputs. |

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