Chicago Metropolitan Agency for Planning

233 South Wacker Drive
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www.cmap.illinois.gov

Transportation Committee

Annotated Agenda

Friday, February 23, 2018--9:30 a.m.

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

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

2.0 Agenda Changes and Announcements

3.0 Approval of Minutes— January 19, 2018
ACTION REQUESTED: Approval

4.0 Coordinating Committee Reports
A report on the February 14, 2018, Planning Committee will be given. The Programming and Planning Committees will meet on March 14, 2018.
ACTION REQUESTED: Information

5.0 FFY 14-19 Transportation Improvement Program (TIP)

5.1 TIP Amendments and Administrative Modifications
TIP Amendment 18-03 was published to the **eTIP web site** on January 12, 2018 for committee review and public comment. A memo summarizing the formal TIP amendment **18-03** and administrative amendment **18-03.1** is included in the meeting materials.
ACTION REQUESTED: Approval

5.2 Semi-Annual GO TO 2040/TIP Conformity Analysis and TIP Amendment
The semi-annual GO TO 2040/TIP conformity analysis and TIP amendment **18-04** was subject to a 30-day public comment period from January 19 to February 19, 2018. Staff will summarize any comments received and request a recommendation for approval to the Programming Committee and MPO Policy Committee.
ACTION REQUESTED: Approval

6.0 Congestion Reduction Study Update

Staff will present a progress report on the congestion reduction study.

ACTION REQUESTED: Information

7.0 ON TO 2050

7.1 Draft Review Process

CMAP has begun drafting ON TO 2050 and seeks robust feedback from stakeholders to inform the plan's recommendations. Staff will provide an overview of the general review process and how the CMAP Committees and other stakeholders will be involved.

ACTION REQUESTED: Discussion

7.2 Mobility Introduction

Staff will present an update on the status of development of the ON TO 2050 Mobility chapter. The draft proposed recommendations for this chapter are summarized in the memo included with the meeting materials.

ACTION REQUESTED: Discussion

7.3 Mobility Targets

ON TO 2050 indicators provide performance measures to benchmark our progress on plan implementation. Staff will present 2025 and 2050 proposed targets for plan indicators as summarized in the memo included with the meeting materials.

ACTION REQUESTED: Discussion

8.0 Status of the Local Technical Assistance (LTA) Program

The LTA program status report is available **here**.

ACTION REQUESTED: Information

9.0 Legislative Update

Staff will provide an update about on-going legislative issues.

ACTION REQUESTED: Information

10.0 Other Business

11.0 Public Comment

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

12.0 Next meeting

The next Transportation Committee meeting will be April 27, 2018.

13.0 Adjournment

Committee Members

_____ Gabrielle Biciunas	____ Luann Hamilton	_____ Randy Neufeld
_____ Darwin Burkhart	____ Robert Hann	_____ Anthony Quigley
_____ Kevin Carrier	____ Jessica Hector-Hsu	_____ Tom Rickert
_____ Lynnette Ciavarella	____ Scott Hennings	_____ Leon Rockingham
_____ Michael Connelly	____ Tom Kelso	_____ Joe Schofer
_____ John Donovan***	____ Jennifer (Sis) Killen*	_____ Lorraine Snorden
_____ Doug Ferguson	____ Fran Klaas	_____ Chris Snyder
_____ Tony Greep***	____ Christina Kupkowski	_____ P.S. Sriraj
_____ Jacky Grimshaw	____ Beth McCluskey	_____ Audrey Wennink
_____ Adrian Guerrero	____ Kevin Muhs	_____ Rocco Zucchero**

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

Agenda Item No. 3.0

Chicago Metropolitan Agency for Planning

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Chicago Metropolitan Agency for Planning (CMAP)
Transportation Committee
Minutes
January 19, 2018

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

Committee Members Present:	Jennifer Killen – Cook County, Chair, Jennifer Becker– Kendall County, Brian Carlson – IDOT District One, Kevin Carrier – Lake County, Lynette Ciavarella – Metra, Michael Connelly – CTA , John Donovan – FHWA, Doug Ferguson – CMAP, Tony Greep – FTA, David Seglin – CDOT, Jessica Hector-Hsu – RTA, Scott Hennings – McHenry County, Tom Kelso – IDOT OP&P, Christina Kupkowski – Will County, Randy Neufeld – Bicycle and Pedestrian Task Force, Chris Snyder – DuPage County, Tom Rickert – Kane County, Lorraine Snorden – Pace, Trey Wadsworth – NIRPC, Audrey Wennink – MPC, Rocco Zucchero – Illinois Tollway
Absent:	Darwin Burkhart – IEPA, Jacky Grimshaw – CNT, Adrian Guerrero – Class 1 Railroads, Robert Hann – Private Providers, Beth McCluskey – IDOT OIPI, Mayor Leon Rockingham – Council of Mayors, Joe Schofer – Academic and Research, P.S. Sriraj – Academic and Research
Others Present:	Ryan Bigbie, Elaine Bottomley, Len Cannata, Jack Cruikshank, Jackie Forbes, Tamara Freihat, Mike Fricano, Emily Karry, Mike Klemens, Leah Mooney, Kelsey Mulhausen, Brian Pigeon, Chad Riddle, Adam Rod, Adam Rolstad, Cody Sheriff, Alvaro Villagran, Mike Walczak, Sarah Wilkinson
Staff Present:	Claire Bozic, Anthony Cefali, Diana Cooke, Teri Dixon, Austen Edwards, Jesse Elam, Kelwin Harris, Erin Kenney, Leroy Kos, Tom Murtha, Arthur Nicholas, Dan Olson, Kevin Peralta, Todd Schmidt, Gordon Smith, Aseal Tineh, Simone Weil, Barbara Zubek

1.0 Call to Order/Introductions

Chairman Killen called the meeting to order at 9:31 a.m.

2.0 Agenda Changes and Announcements

Chairman Killen stated that there are no agenda changes or announcements.

3.0 Approval of Minutes – November 17, 2017

Ms. Wennink requested clarification of her comments regarding item 8.2. Mr. Rickert made a motion, seconded by Mr. Seglin, to approve the minutes, as corrected. The motion carried.

4.0 Coordinating Committee Reports

Chairman Killen noted that the Planning Committee is scheduled to meet on February 14, 2018; she also provided an update from the Programming Committee meeting held on January 10, 2018 where state and federal legislative agendas were discussed. She reported that the Committee was supportive of what was presented as well as the revised document format. An update on the status of changes to the local STP programming was provided. The 2018 Highway Safety Targets were recommended for approval to the CMAP Board. The status of the LTA program was discussed and it was suggested that other Committees be afforded the same opportunity to receive LTA presentations on projects as they move forward for implementation. The next meeting is March 14, 2018.

5.0 FFY 14-19 Transportation Improvement Program (TIP)

5.1 TIP Amendments and Administrative Modifications

Mr. Kos reported that formal amendment 18-02 to the Federal Fiscal Year 2014-2019 TIP was published to the eTIP website on January 12, 2018 for committee review and public comment. Administrative amendments 18-02.1 and 18-02.2 were posted for information. A memo was provided that summarized the formal and administrative changes. A motion to approve TIP amendment 18-02, made by Mr. Rickert and seconded by Mr. Connelly, carried.

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

Mr. Kos reported that semi-annual GO TO 2040/TIP Conformity Analysis and TIP Amendment 18-04 have been prepared for release for a 30-day public comment period. The analysis amendment 18-04 is subject to a 30-day period for public comment. A motion to release the semi-annual GO TO 2040/TIP Conformity Analysis and TIP Amendment 18-04 for public comment between January 19 and February 19, 2018 made by Mr. Snyder and seconded by Mr. Connelly carried.

6.0 Unified Work Program (UWP)

Mr. Olson provided an overview of the Unified Work Program development process. He reported that the call for projects was released on January 2, 2018 with all proposals due on January 29, 2018. The expected funding of $17.9M in federal funds and $4.4M in matching funds, for a total of $22.4M for Federal Fiscal Year (FFY) 2019 is an estimated increase of $660,000 from the previous FFY. Presentations on core and competitive proposals will be provided to the UWP Committee on February 14, 2018. Committee members will score and rank proposals by March 2, 2018, and a final meeting will be held on March 14, 2018 for UWP Committee to provide FFY 19 recommendations. Those recommendations will be

brought to the Transportation Committee in April, followed by approval from the Programming Committee in May, and CMAP Board and Policy Committees in June.

Ms. Wennink requested an explanation of the difference between core and competitive proposals. Mr. Olson stated that traditionally the core program consists of activities that fulfill federal or state planning requirements, and the competitive program includes additional "good planning" projects that supplement core requirements. In response to a question from Ms. Wennink, Mr. Olson provided a brief explanation about the criteria used to score projects. Mr. Snyder asked if the increased funding was normal. Mr. Olson stated that funding estimates are provided by FHWA and FTA through IDOT, and that they do fluctuate from year to year. Mr. Kelso added that a percentage increase in funding was built into the FAST Act. Mr. Donovan confirmed that increases are built into the FAST Act but noted that a federal budget will be needed to achieve that increase. Mr. Connelly noted that in the past, if additional funding became available, it was allocated to the highest ranked un-or under-funded projects.

7.0 ON TO 2050

7.1 Update on Regionally Significant Projects Benefit Report

Ms. Bozic reported that staff is continuing to update the draft Regionally Significant Projects Benefits Report that was discussed in November. She stated that meetings have been scheduled with project implementers to review comments.

7.2 Traffic Safety Paper

Mr. Schmidt presented an overview of the draft Traffic Safety paper which focuses on serious injury and fatal crashes. He reported that key safety themes that were prevalent in discussions with partners and data analyses were included in the paper, as well as regional emphasis areas and the role that CMAP can play to reduce serious injury and fatality crashes. He added that the recommendations provided revolve around the key themes—namely the implementation of complete streets policies where "right-sized roads" and shifts in modal hierarchy are implemented.

Mr. Neufeld commented that automated enforcement could have been written 20 years ago and that human behavior is not a cause, but rather a context for traffic safety, and that crashes are systemic. He recommended a look at a vision zero approach that focuses primarily on speed management. Mr. Seglin commented on a study done by Northwestern University on red light cameras regarding improved safety.

Mr. Carlson commented that the incorporation of safety with regular programming has been an ongoing attempt and noted that capturing the full benefits of those efforts as part of programming is difficult. Ms. Dobbs stated that CMAP is currently working to enhance the TIP database to capture safety improvement data for all TIP projects.

Chairman Killen commented that HSIP eligibility criteria currently restricts projects that intersect state routes. She added that improved criteria for programming and scoring is a goal that can be achieved collectively by CMAP and other governmental entities.

Mr. Zucchero asked if there was a statewide vision zero initiative and if any entity had taken steps to lead the effort. Mr. Kelso replied by stating that a Bureau of Safety Engineering exists with a vision zero goal in mind. Mr. Zucchero stated that the Tollway has been working on a path to vision zero and had asked if there is a possibility of creating a statewide vision. Mr. Zucchero also addressed the missing work zone safety component. Mr. Seglin commented on the matter by mentioning HB 4056 which authorizes state police and the Tollway to use automated enforcement in work zones.

Ms. Wennink added that she is pleased to hear that the state is working to integrate safety in its projects. She stated that the Committee should consider having the Strategic Highway Safety Plan team make a presentation at a future meeting. Mr. Neufeld added that crashes are the number one cause of congestion, and that not looking at crash prevention approaches is a missed opportunity. Mr. Kelso added that a representative from the Safety group will be scheduled to present at a future meeting.

Mr. Snyder asked about the document's direction and whether it is a supplementation of other documents, legislation or other initiatives. Mr. Schmidt responded by saying the document is intended to set the groundwork and will inform ON TO 2050, future CMAP work plans, and future legislative agendas. Mr. Snyder added that he agrees with Mr. Neufeld where behavioral change, rather than enforcement, will work best to improve safety; he added that DuPage County has incorporated safety into design. Ms. Wennink commented that following guidelines in projects is different than fully incorporating safety and that reliance on data and literature is necessary to improve safety.

Mr. Carlson addressed the integration of safety in regular and routine maintenance projects. Mr. Schmidt added that there is a limited ability to call out safety projects in the TIP. Mr. Carrier added that education of younger and older drivers should be a focus as well. Chairman Killen requested detailed comments be sent to Mr. Schmidt by February 2, 2018. Mr. Schmidt added that a Word document can be provided by Ms. Dobbs for convenience when making comments.

7.3 Asset Management

Mr. Murtha presented a brief summary of the ON TO 2050 Transportation Asset Management (TAM) recommendations. He reported that during the development of ON TO 2050, staff investigated TAM to determine its applicability to transportation planning in the CMAP region. The recommendations include: supporting IDOT and transit agencies in development and implementation of TAM, facilitating new and expanded improved TAM for local agencies, exploring ways to get uniformed data collection and analysis procedures.

Mr. Snyder asked for clarification on the request for qualifications (RFQ) for pavement management. Mr. Murtha replied that it will be consistent with TAM recommendations and includes the collection of data for the federal-aid system in support of the local STP program and the development of a pilot program for local communities to improve pavement management. Mr. Ferguson added that a call for local projects for the pilot program is to be released today. Mr. Snyder mentioned it would be helpful to look at

maintenance strategies being used in northeast Illinois to do the right project at the right time, as well as finding the right preventative maintenance strategy. He added that everyone has different rating systems, and is hoping to find one single methodology for everyone. He also commented that exploring mix design flexibility would be helpful.

Mr. Rickert commented that educating mayors, councils, and boards would be essential to becoming more efficient because some agencies may do asset management but revert to "worst first" approach due to high costs. Mr. Seglin asked if IDOT was still involved with the SMART program. Mr. Carlson answered that SMART was no longer in use because of long wait times in programming. He noted that a higher state of good repair is needed before devoting resources for asset management. He added that education on low cost options for maintenance of structures is necessary. Chairman Killen added that performance based criteria is one strategy to avoid reverting to "worst first." Mr. Rickert continued that it is easy for counties to apply asset management techniques, but would be difficult for municipalities to implement. Mr. Carlson added that applying TAM to the entire system would be useful.

8.0 Status of the Local Technical Assistance (LTA) Program

Chairman Killen stated that an update was included in the agenda materials

9.0 Legislative Update

Chairman Killen stated that the federal and state legislative agendas were included in the agenda materials.

10.0 Other Business

Ms. Hector-Hsu was pleased to report that the RTA Board had adopted the Invest in Transit Regional Strategic Plan the day prior. She reported that there were two components to the document, one being the plan and the other being the priority projects.

Ms. Ciavarella reported that there will be a series of open house meetings during the month of February regarding Metra's fare structure. A series of suggestions and a full schedule of meetings will be posted on the Metra website.

Chairman Killen announced that Cook County has released its 2018 call for Invest in Cook projects. All information is available online.

11.0 Public Comment

There were no comments from the public.

12.0 Next Meeting

The next Transportation Committee meeting will be February 23, 2018.

13.0 Adjournment

On a motion by Mr. Connelly, seconded by Mr. Seglin, the meeting adjourned at 10:47 a.m.

--end--

Agenda Item No. 5.1

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
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MEMORANDUM

To: CMAP Transportation Committee

From: CMAP Staff

Date: February 16, 2018

Re: Transportation Improvement Program (TIP) Amendments

Since the November committee meeting, project programmers submitted 58 Formal Amendments for Transportation Committee consideration. Additionally, 175 Administrative Amendments were submitted, reviewed, and accepted by staff. Summary information is presented below. A list of projects and a report containing the full change details for each amendment are available on the Amendments tab of the **eTIP public web page**.

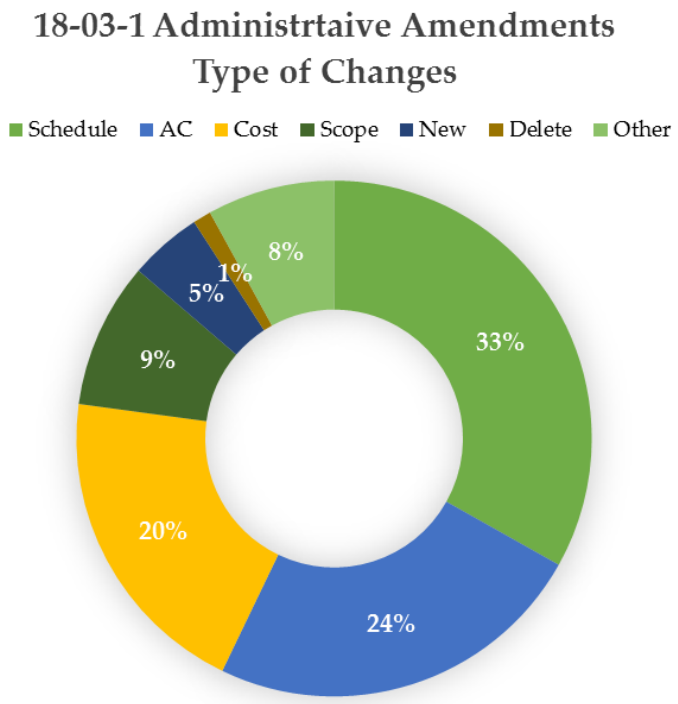
Formal Amendment 18-03

A total of 58 **Formal Amendments** were submitted for Transportation Committee approval. Six (6) projects were updated by Pace to reflect their FY 2018-2022 program, which added a total cost of $41.7 million to the TIP. Seventeen (17) schedule changes occurred, adding $840 thousand to the TIP. Cost changes on nine (9) projects added $26 million, nine (9) new projects added $17.2 million, and schedule, phase, and other changes added $6.6 million to the TIP. Four (4) projects were deleted, removing $2.7 million and four (4) scope changes removed $2.2 million. The overall change in total project cost within all prior, current, and future years due to this amendment is the addition of over $86.6 million to the TIP, as summarized below.

Type of change	# of projects	Change in total cost	Total cost before	Total cost after
Program updates	6	$41,688,719	$106,508,485	$148,197,204
Cost change	9	$26,037,350	$58,070,925	$84,108,275
New Project	9	$17,197,000	$0	$17,197,000
Delete project	4	-$2,701,326	$2,701,326	$0
Complete project	1	$137,287	$2,068,000	$2,205,287
Schedule change	17	$840,434	$840,697,846	$841,538,280
Phase(s) added or removed	5	$4,131,260	$13,369,160	$17,500,420
Scope change	4	-$2,158,000	$17,970,000	$15,812,000
Other changes	3	$1,480,000	$10,778,412	$12,258,412
Grand total	**58**	**$86,652,724**	**$1,052,164,154**	**$1,138,816,878**

Administrative Amendment 18-03.1

A total of 175 Administrative Amendments were submitted, reviewed, and accepted by staff on amendment **18-03.1**. 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 (AC), 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.



Cost changes to 35 projects added over $88 million in total cost, and eight (8) new projects added nearly $45 million. Over 85% of these additional funds are from non-federal sources, including state, local, and service board funds. Just over $11 million was removed from the TIP due to the deletion of projects. Adjustments due to Advance Construction, schedule, minor scope, and other changes together added $3.3 million. In total, the administrative changes resulted in $125 million being added to the TIP. The type of change, number of projects affected, and total project cost information is shown below. Total cost includes all fund sources and all project phases in prior, current, and future years.

Type of change	# of projects	Change in total cost	Total cost before	Total cost after
Cost change below amendment thresholds	35	$88,213,734	$5,511,877,203	$5,600,090,937
Phase(s) placed in Advance Construction	23	$900,296	$326,576,198	$327,476,494
Phase(s) converted from Advance Construction	19	$430,007	$508,500,141	$508,930,148
New project	8	$44,882,879	$0	$44,882,879
Delete project	2	-$11,060,000	$11,060,000	$0
Schedule change	58	$2,210,697	$201,539,650	$203,750,347
Minor scope change	16	$535,945	$71,441,280	$71,977,225
Other	14	-$757,978	$642,668,915	$641,910,937
Grand Total	**175**	**$125,355,580**	**$7,273,663,387**	**$7,399,018,967**

ACTION REQUESTED: Approval

###

Agenda Item No. 5.2

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
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MEMORANDUM

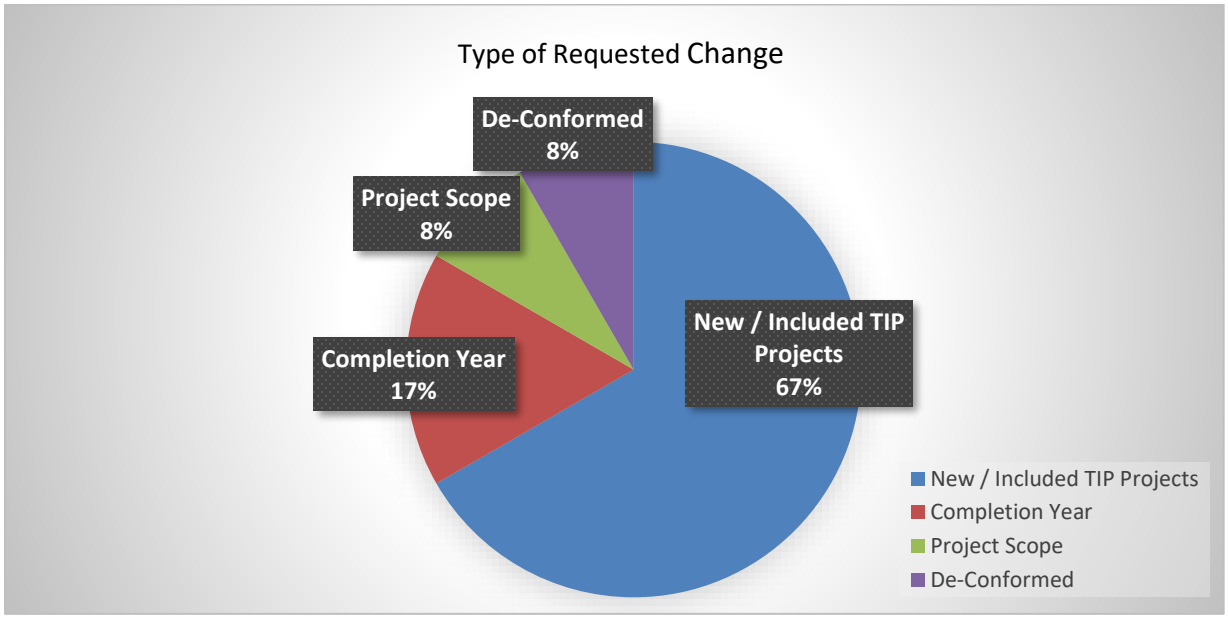
To: CMAP Transportation Committee

From: CMAP Staff

Date: February 16, 2018

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

In accordance with the semi-annual conformity analysis policy, CMAP staff asked programmers to submit changes, additions, or deletions to non-exempt projects for inclusion in the regional air quality analysis of the Transportation Improvement Program (TIP) and GO TO 2040. Of the changes requested, twelve projects require air quality conformity analysis. Below is a summary by type of requested changes.



If the TIP amendment is approved, eight new non-exempt projects will be included in the TIP. These types of projects are included in the conformity analysis because funding for phases beyond preliminary engineering has been identified in the TIP. Non-exempt projects with only preliminary engineering funding and exempt tested projects are excluded from conformity analysis.

The new projects are:

- TIP ID **06-15-0012**: I-294 NB at 88th Ave, and Archer Rd (Entrance Ramp)
- TIP ID **08-17-0020**: Westmore-Meyers Road Diet - Bike Lanes
- TIP ID **09-18-0003**: Randall Road at Weld Road/US 20
- TIP ID **10-17-0027**: IL 83 from IL 120 to IL 137, and the Atkinson Road Extension
- TIP ID **10-18-0005**: Hook Drive Extension
- TIP ID **12-14-0020**: TH 181 Baker Road at Jackson Creek
- TIP ID **12-18-0006**: Houbolt Road (I-80 to US Route 6)
- TIP ID **12-18-0007**: Houbolt Road extension (Des Plaines River Bridge)

Other changes to existing projects are described below.

Limits are the cross-streets, mileposts or other boundaries which define the extent of a project. There are no projects with significant limit changes.

The completion year indicates when a project is anticipated to be in service to users. The conformity analysis is conducted for selected analysis years between now and 2040. The analysis years are currently 2020, 2025, 2030 and 2040. If a change in completion year results in moving a project across an analysis year, the project must be revised in the conformity analysis.

A CREATE project updated its completion year requiring a revision to the conformity analysis:

- TIP ID **01-06-0058**: 71st St at B&OCT (CSX) Blue Island Subdivision, a Rail-Highway Grade Separation (GS-19) linked to the 75th Street Corridor Improvement Project

The following non-exempt project crossed an analysis year and is included in the conformity analysis:

- TIP ID **12-13-0004**: Corridor improvement along Laraway Road from US 52 to IL 43 Harlem Ave

The scope of a project is determined by the **work types** associated with the project.

  - Non-exempt work types are expected to affect air quality and must be included in the conformity analysis. Examples of non-exempt work types are adding lanes to a road, interchange expansion, signal timing and the major expansion of bus route service.
  - Exempt tested work types do not require an air quality conformity analysis, but the region has chosen to include the impacts of these types of projects in the travel demand model. Exempt tested projects include new commuter parking lots, rolling stock replacement, and road reconstruction with lane widening to standard widths (e.g., 10 feet to 12 feet).
  - Exempt work types do not require an air quality conformity analysis. Examples of exempt work types are intersection improvements and rail station modernization.

This GO TO 2040 Major Capital Project revision is now defined by two Express Toll Lanes (ETL) in each direction east of I-294 and keeps the designed one ETL west of I-294 to I-355 for the conformity analysis.

- TIP ID **12-10-9001**: I-55 Managed Lane from I-355 to I-90 I-94 (I-55 Stevenson Express Toll Lanes)

A status change to de-conformed, after the sponsor indicated the following project is delayed:

- TIP ID **12-07-0021**: Ridge Road from South of Minooka Rd to McEvilly Road

The public website of the **eTIP database** is available through the hyperlink for current project information. Newly submitted changes are found in the **18-04 Conformity Amendments** report.

The regional travel demand model was run using the updated networks. The resultant vehicle miles traveled (VMT) by vehicle class, speed, time of day, and facility type were entered into the US Environmental Protection Agency's MOVES 2014a model. The model generated on-road emission estimates for each precursor or direct pollutant in each analysis year.

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

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

	Fine Particulate Matter		Nitrogen Oxides	
Year	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2020	**1,645.14**	5,100.00	**43,455.25**	127,951.00
2025	**1,212.52**	2,377.00	**29,788.75**	44,224.00
2030	**1,003.17**	2,377.00	**23,902.09**	44,224.00
2040	**908.81**	2,377.00	**20,682.66**	44,224.00

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

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

	Volatile Organic Compounds		Nitrogen Oxides	
Year	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2020	**76.33**	117.23	**114.29**	373.52
2025	**60.04**	60.13	**77.01**	150.27
2030	**47.74**	60.13	**60.54**	150.27
2040	**37.55**	60.13	**50.73**	150.27

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

Notes:
Off-model benefits are not included in the total emissions estimates
Results updated as of December 21, 2017

ACTION REQUESTED: Approval

###

Agenda Item No. 7.2

Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: CMAP Committees

From: CMAP staff

Date: February 16, 2018

Re: Proposed recommendations for the ON TO 2050 chapter regarding Mobility

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This memo contains the proposed recommendations of the ON TO 2050 chapter on Mobility. Since 2016, CMAP staff have conducted extensive research and collaborated with partners to develop ON TO 2050. The recommendations described in this memo were refined through numerous strategy papers and snapshots, including the Transit Ridership Growth Study, the Regional Strategic Freight Direction, and the Transportation System Funding Concepts, Highway Operations, Emerging Transportation Technology, Non-Motorized Transportation, Traffic Safety (anticipated publication March 2018) and Transit Modernization strategy papers. These proposals build on GO TO 2040's focus on reinvestment, supporting transit, and fostering livable communities to explore new policies and strategies and provide implementers with more specific direction. This is one of a series of memos that will be used to introduce the core concepts of ON TO 2050 and seek feedback from CMAP committees and stakeholders.

ON TO 2050 outline

ON TO 2050 will be conveyed primarily on the web. The structure assumes that readers will not approach the document linearly. The plan will be organized around five topical areas, each containing a set of recommendations that may repeat across chapters, as will some strategies within those recommendations. Each recommendation will describe its support for the three principles of the plan: Inclusive Growth, Resilience, and Prioritized Investment. The following lists the plan sections to provide context for land use chapter:

- Introduction
- Principles to move the region forward
    - State of the region
    - The three principles
- Engagement
- Land Use
- Environment
- Economy

- Governance
- Mobility: *Proposed recommendations provided below*

Proposed mobility recommendations

The region's transportation system is poised at a critical moment. Travel patterns are changing in response to technology that is rapidly evolving. The future is uncertain, and yet we must make decisions today that will shape the transportation network for decades to come. At the same time that we look into an uncertain future, we continue to deal with the consequences of decisions made in the past. But the region cannot focus solely on solving today's problems and ignore the opportunities to build a future-oriented transportation system that can provide seamless movement of people and goods throughout the entire region.

Achieving this vision will require collective action to that avoids the constraints of existing systems, silos and solutions. While some strategies may require action from the state or federal government, increasingly the region will need to rely upon itself.

Transportation agencies, municipalities, and counties will need to magnify coordination efforts and take unorthodox steps to adopt and regulate new technologies, make the transit system competitive, end fatal crashes, and advance inclusive economic growth. Crucially, they will need to create new revenue streams to improve conditions on the existing transportation system as well as make limited and highly targeted capacity expansions.

The three principles of ON TO 2050 are embedded throughout the Mobility chapter. This chapter outlines recommendations to prioritize investments in existing infrastructure while securing new revenues for needed enhancements; improve resilience by building infrastructure that withstands changes in climate, technology, and funding constraints; and advancing inclusive growth by improving connections and mobility options for low income communities and people of color.

Harness technology to improve travel and anticipate future needs

Transportation technology is evolving rapidly, providing opportunities to more effectively manage the region's existing transportation assets and provide more seamless multimodal travel for people and goods throughout the region. There are near-term opportunities to coordinate traffic operations, invest in communications technology, and better leverage and communicate real-time data about the transportation system. However, the rapidity of technological change challenges communities to be forward-looking and make plans, policies, and investments that help shape the effects technology has on the region.

The following outlines strategies and associated action steps to implement this recommendation.

Coordinate traffic operations regionwide

- CMAP should work with IDOT towards implementing a regional, multi-jurisdictional traffic management center, either virtual or traditional.

- IDOT, the Tollway, and local agencies should enhance communication and coordination to improve work zone management.

- Highway agencies should share operational information and coordinate operations with transit agencies.

- CMAP should work with stakeholders to develop a regional communications master plan and update the regional ITS architecture

- CMAP and partner agencies should establish a program to modernize traffic signals, including the provision of transit signal priority.

- Highway agencies should review traffic signal policies, ensure up-to-date signal timing plans to minimize delay and crashes, and should implement adaptive signal timing where appropriate.

- CMAP should continue to maintain its highway traffic signal inventory.

- CMAP should work with transportation agencies to fund and execute planning activities that work towards implementing active expressway management, active arterial management, and integrated corridor management

Plan for system modernization while making progress toward state of good repair

- Transportation agencies should develop long-term modernization plans that include input from all internal departments

- Transportation agencies should build discussion of modernization opportunities into project development processes

Implement managed lanes on the region's expressways

Identify public investments that could catalyze emerging technologies

Establish pricing and regulatory frameworks that help shape emerging technologies in support of regional goals

- CMAP and partner agencies should implement pricing strategies to manage demand

- CMAP should convene and coordinate regional stakeholders to engage in national and state-level conversations about AV/CV policy and industry standards.

- CMAP and RTA should collaborate to establish regional TNC policy guidance

- CMAP should assist local governments in establishing policies for emerging technologies that support local goals.

Design streets, curb space, and sidewalks to support emerging transportation needs and walkable communities
This strategy will also appear in the Land Use chapter

Ensure emerging transportation technologies support inclusive growth

- CMAP should help communities identify the potential benefits and pitfalls of new technologies with regard to economic success and quality of life.

- IDOT, counties, and other transportation providers should ensure that disinvested communities are not adversely impacted by or excluded from improvements intended to facilitate new vehicle types and technologies.

Make the collection, sharing, and analysis of public and private sector transportation data a regional priority

- CMAP should promote responsible data stewardship among partner agencies such as the City of Chicago, RTA, transit providers, counties, and communities, and help to cost-effectively collect, process, share, and store transportation data.

- The public sector should identify ways to leverage provision of more detailed data and analysis to private companies while still protecting riders' privacy.

- Private sector partners should share data that substantially aids planning for emerging mobility services, transit, and the road network.

- Municipalities and transportation agencies should contractually require data sharing as a condition for access to public infrastructure (roadways, loading areas, etc.) or subsidies.

- CMAP and partners should improve data on non-motorized modes of transportation

- Private rail partners should provide substantive documentation of and data supporting the public benefits of future CREATE projects.

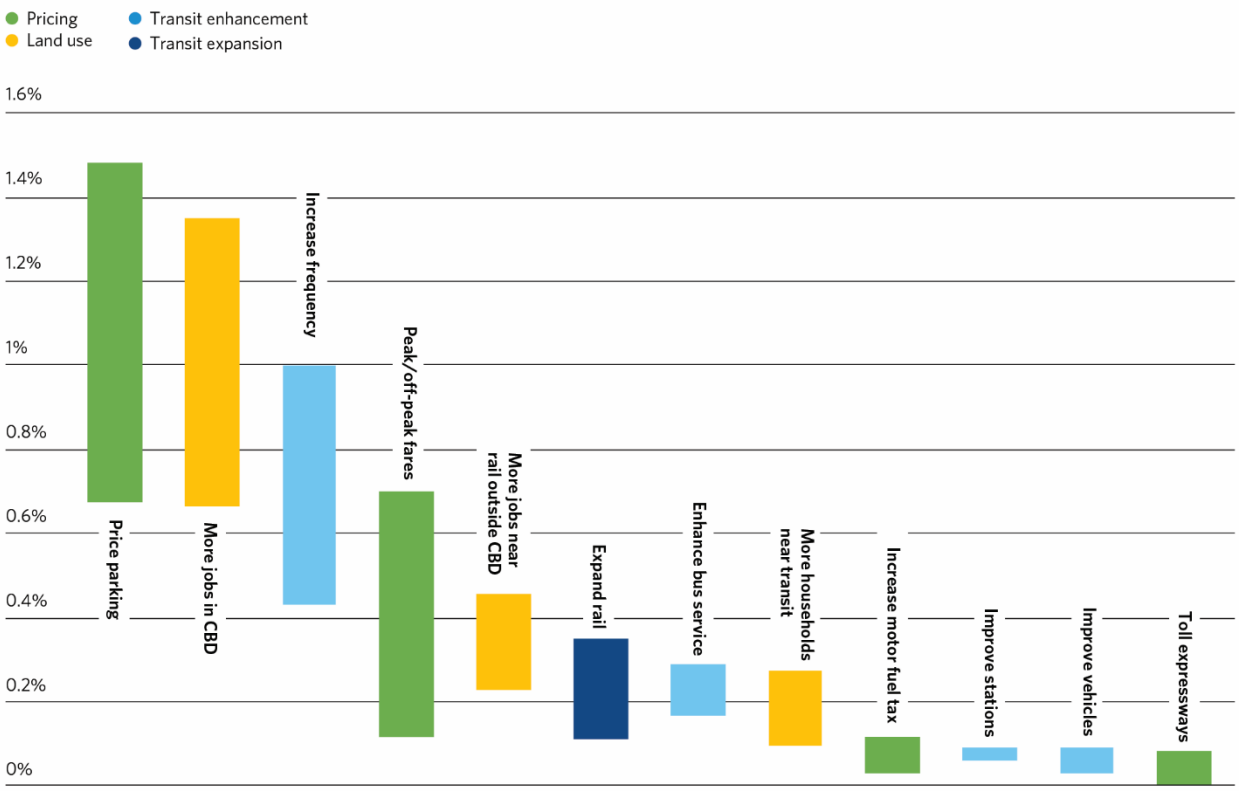
Make transit more competitive

Chicago's public transit system has long been one of metropolitan Chicago's most critical assets. Even as travel patterns change and private transportation services proliferate, the region needs

to make public transit a competitive option in order to stay competitive in the global economy. Making transit competitive requires coordinated regional action, not just by transit agencies, but also by municipalities, road agencies, and funding authorities. Transit agencies need to balance increased investment in transit's core strengths – frequent, fast, reliable service in areas of moderate and high density- with its role in providing critical access to opportunity for people with limited mobility or without access to personal vehicles. Transit agencies alone cannot increase ridership. The chart below shows the range of land use, pricing, and other strategies that require action from many partners. Municipalities need to plan for transit-supportive land uses, particularly increased employment densities near transit, in order to enable future service enhancements. Road agencies need to make design and policy changes that improve transit service operating on their facilities. Most crucially, the region as a whole needs to commit to raising additional funding for needed transit improvements.

Gain in mode share at low and high levels of strategy implementation, 2015

Source: CMAP Transit Ridership Growth Study.



The following outlines strategies and associated action steps to implement this recommendation.

Diversify and increase transit funding sources

Invest in and protect transit's core strengths

- The region should move forward on implementing the highest performing planned Pace Pulse routes, and CTA should commit to implementing a BRT network

- CTA and Metra should prioritize addressing capacity constraints on high ridership rail lines

Ensure equitable transit access

- Transit agencies should balance tradeoffs between service efficiency and providing quality service to low income areas

- Transit agencies should expand upon policies to minimize the impact of increased fares on low income residents

- Transit agencies should work with local communities and the private sector to explore new ways to provide targeted, flexible and/or on demand service in EDAs

Plan for transit-supportive land uses
This strategy will also appear in the Land Use chapter

- Municipalities, CMAP, and Metra should analyze parking utilization and supply at adjacent transit stations to evaluate the potential for alternative land uses and parking allotments to support TOD.

- Municipalities should update plans, zoning codes, and development regulations to require greater densities and mixed uses near transit, including bus service, with a preference toward employment rich land uses.

- Municipalities should structure street, pedestrian, and bike networks to support future density where desired

- Municipalities should price on-street parking to manage demand in dense areas.

- Municipalities should prioritize capital projects that enhance pedestrian and bicycle access to transit stations.

- CMAP and partners should prioritize limited federal funding sources such as CMAQ, TAP, and STP toward jurisdictions that actively plan for densities to support transit service.

Actively manage parking
This strategy will also appear in the Land Use chapter

- Municipalities should require parking facilities to be designed to facilitate future conversion to other uses

- Municipalities should reduce or eliminate minimum parking requirements, or set maximum parking limitations in some locations.

- CMAP should prioritize parking studies in the LTA program.

Road agencies should prioritize transit improving transit service

- Road agencies should place more emphasis on investments that improve transit service, including transit signal priority, queue jumps, and dedicated expressway right-of-way for transit vehicles

- IDOT should review its design manuals and permitting processes to facilitate transit improvements

- Road agencies should involve transit agencies in early stages of project planning

- CMAP and road agencies should update performance based programming criteria for highway and arterial projects to emphasize transit improvements

- IDOT and the Tollway should identify ways to leverage toll revenue to pursue goals such as providing high-speed, high-reliability transit service on expressways

Make further progress in fare and service coordination

- Transit agencies should expand upon Ventra, continuing to provide and improve seamless payment for multiple transit providers

- Transit agencies should coordinate transfers, reduced fares, and payment with other modes of transportation

- Transit agencies should continue to rationalize overlapping service

Improve the efficiency and effectiveness of paratransit and demand response service

- Transit agencies should continue to make progress toward universal accessibility of stations

- Counties should consolidate demand response services within their borders

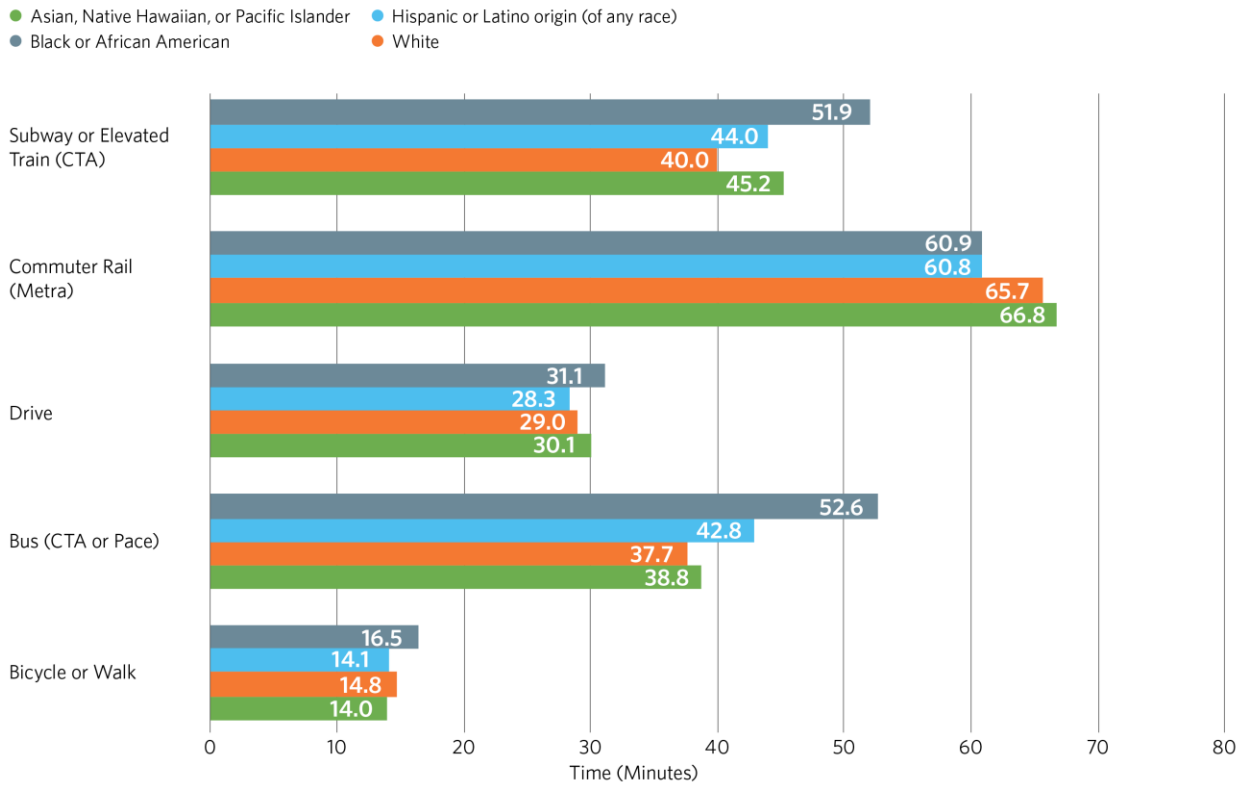
Leverage the transportation network to promote inclusive growth

Cultivating high quality, context sensitive transportation options that link low income communities and people of color to jobs, training, and education improves quality of life and promotes inclusive growth, which can lead to longer and stronger periods of economic growth for the entire region. The policies and investments that created persistent patterns of exclusion and segregation have also led to excessive commute times between some primarily low income and minority communities and growing regional employment centers. As we pursue

aggressive strategies to maintain and improve the transportation system, we must do more than prevent marginalized populations from falling further behind. We must take intentional steps to support them in catching up. This will mean focusing resources on authentic engagement, building capacity to compete for public investments, improving commute options, and improving access to public rights of way.

Average one-way commute time by race and mode, 2010-14

Source: Chicago Metropolitan Agency of Planning analysis of American Community Survey PUMS, 2010-2014.



The following outlines strategies and associated action steps to implement this recommendation.

Increase authentic, responsive engagement of underrepresented communities in planning and development

Build capacity for disinvested areas to compete for transportation infrastructure investment

- Transportation funders should develop creative approaches to removing the financial barriers that prevent disinvested areas from accessing some transportation funding programs.

- Municipalities should develop transportation, water infrastructure, and other asset management systems to fully implement performance-driven investment practices and make the best use of the region's limited resources.

- CMAP and partners should develop materials and trainings to help municipalities understand how their land use choices affect local revenues.

- To overcome a lack of data and technical capacity to implement asset management, CMAP and partners should assist with transportation data collection and asset management pilot projects, eventually expanding to a region-wide program.

- CMAP should research best practices and leverage its growing resources on age and condition of the region's infrastructure to develop methods for municipalities to assess mid and long term impacts of major or cumulative development processes.

- COGs and CMAP should develop trainings to assist all of the region's municipalities in implementing and improving asset management systems over the long term.

Improve commute options between disinvested areas and employment, education and training, and services

- Transit agencies should work with local communities and the private sector to develop pilot projects that explore new methods of providing targeted, flexible and/or on-demand services that connect EDAs to suburban job centers and other destinations

- IDOT and the Tollway should implement policies that ensure equitable access to tolled facilities, such as lifeline credits

Improve access to public rights of way for pedestrians, cyclists, and people with disabilities

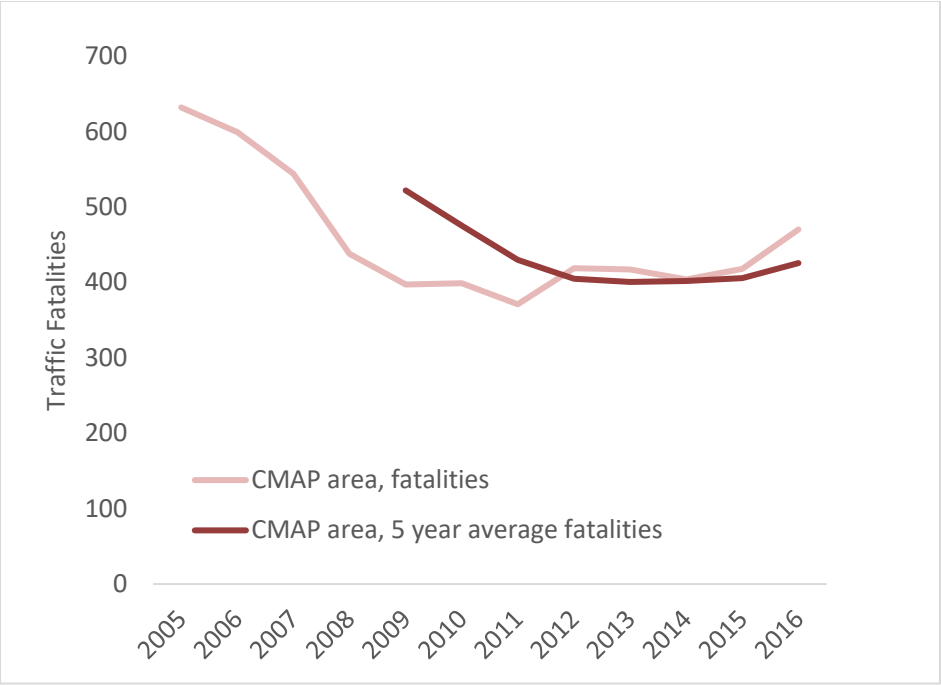
- IDOT and local agencies should ensure that sidewalk and bicycling facilities are present and as adequately maintained in low income areas as in more affluent areas

- Transit agencies should continue to make progress toward universal accessibility of stations

Eliminate traffic fatalities

Perhaps the most fundamental duty of any transportation provider is to protect the safety of those in the public right of way. Improved roads, vehicle technologies and public policies have dramatically reduced traffic injuries and fatalities over the last forty years but have yet to eliminate the driver behaviors, such as speeding and distracted driving, that are the primary causes of crashes. In fact, traffic fatality rates have been creeping up in recent years, particularly for crashes involving cyclists and pedestrians. While eliminating traffic fatalities by 2050 is an aggressive goal, it is achievable through a combination of strategies, including improving roadway design and incident management, expanding use of safety data in transportation funding decisions, and improving driver training and enforcement policies. Striking the right balance among these strategies is important, particularly in low income and minority communities that experience disproportionately high rates of serious injuries and fatalities, but also raise serious concerns around racial profiling, use of force, and disproportionate impacts of traffic fines.

Traffic fatalities in the CMAP area, 2005-16 (IDOT Crash Data)



The following outlines strategies and associated action steps to implement this recommendation.

Change roadway designs to reduce speeding and reduce crashes

- CMAP and partners should work to develop safety-related improvements and identify funding for implementation
- CMAP should develop policy guidance that help communities prioritize roads for traffic calming and other safety improvements for cyclists and pedestrians
- CMAP should more thoroughly incorporate safety benefits in projects for CMAQ, TAP and STP funding
- CMAP should assist municipalities in applying for IDOT HSIP local road funds
- CMAP should assist low capacity municipalities with implementation of safety improvement and traffic calming projects
- Highway agencies should implement alternative intersections, where appropriate, to reduce turning conflicts

Improve incident detection and management

- IDOT and the Tollway should explore use of traffic cameras or other sensors with automated incident detection capabilities on the interstates

- Municipalities and counties should explore feasibility of real-time probe data and CCTV cameras at critical locations

- IDOT should continue to implement its incident management training for local public safety agency personnel

- Transportation agencies should work with public safety agencies to investigate and implement, as appropriate strategies to improve the clearance time for major incidents

Expand regional data collection and analysis on safety to support programming decisions

Improve driver training and equitable traffic safety enforcement policies

Improve the resilience of the transportation network

A resilient transportation network is one that can continue to provide seamless mobility, even in the face of a financial constraints, shifting demographics, and changing climate. The region's communities must plan for fiscal sustainability and assess the long term cost of infrastructure before expanding. Implementing asset management plans for roads and transit facilities can help communities maintain better infrastructure conditions over a longer term at lower costs. The region's transportation providers need to build redundancy into critical transportation networks, which includes investing in bicycle and pedestrian networks that connect people to work, stores, and services. The region needs to anticipate worsening disruption of the transportation system caused by climate change as it invests in reconstructing and enhancing existing transportation assets. In addition, implementing the electricity and communications infrastructure that supports traffic management under normal operating conditions can enable the transportation system to respond to extreme conditions.

The following outlines strategies and associated action steps to implement this recommendation.

Expand asset management practices to the entire transportation system

- Local agencies should implement pavement management systems and base pavement management decisions on minimizing lifecycle maintenance costs.

- CMAP should pilot asset management plans employing life-cycle cost principles with local communities.

- Transit agencies should track and evaluate the impact of investments on asset condition performance targets

- CMAP should work with partner agencies toward uniformity in pavement data collection.

Municipalities should incorporate long-term infrastructure maintenance into development and expansion decisions
This strategy will also appear in the Land Use chapter

- Municipalities should prioritize infrastructure needs of the whole community through a capital improvement plan, including an assessment of the costs generated by existing and planned developments.

- Municipalities should develop transportation, water infrastructure, and other asset management systems to fully implement performance-driven investment practices and make the best use of the region's limited resources.

- CMAP and partners should develop materials and trainings to help municipalities understand how their land use choices affect local revenues.

- CMAP and partners should assist with transportation data collection and asset management pilot projects, eventually expanding to a region-wide program.

- CMAP should research best practices and leverage its growing resources on age and condition of the region's infrastructure to develop methods for municipalities to assess mid and long term impacts of major or cumulative development processes.

- COGs and CMAP should develop trainings to assist all of the region's municipalities in implementing and improving asset management systems over the long term.

Strengthen transportation infrastructure to withstand climate change
This strategy will also appear in the Environment chapter

- Transportation implementers should design transportation infrastructure for the climate of its anticipated lifespan

- CMAP should incorporate climate resilience criteria in its evaluation of regionally significant projects and transportation programming

- Transportation implementers should conduct studies to determine the vulnerability of transportation infrastructure to climate change impacts

- State and local infrastructure agencies should review and update design manuals to ensure that the underlying climate data being used are up to date

Integrate flooding and stormwater management into transportation planning and investments
This strategy will also appear in the Environment chapter

- CMAP and partners should support continued efforts to integrate stormwater management into land use and transportation planning projects.

- IDOT should update design standards to reflect precipitation trends and green infrastructure techniques.

- IDOT should support stormwater management planning to reduce flooding vulnerability of the transportation system.

- Counties and municipalities should update development ordinances and reconstruction practices to improve stormwater management.

Improve the operational response to weather events to ensure mobility
This strategy will also appear in the Environment chapter

- Transportation implementers should expand ITS devices and traffic management capabilities to support weather responsive traffic management strategies

- Transportation implementers should coordinate snow and ice removal across jurisdictions, when possible
- Transportation operators should perform an analysis of road performance under severe weather conditions to develop planned responses

- CMAP should develop a regional pavement flooding reporting system to help plan for flood events

Support active modes of transportation for functional trips

- Counties and municipalities should adopt Complete Street policies

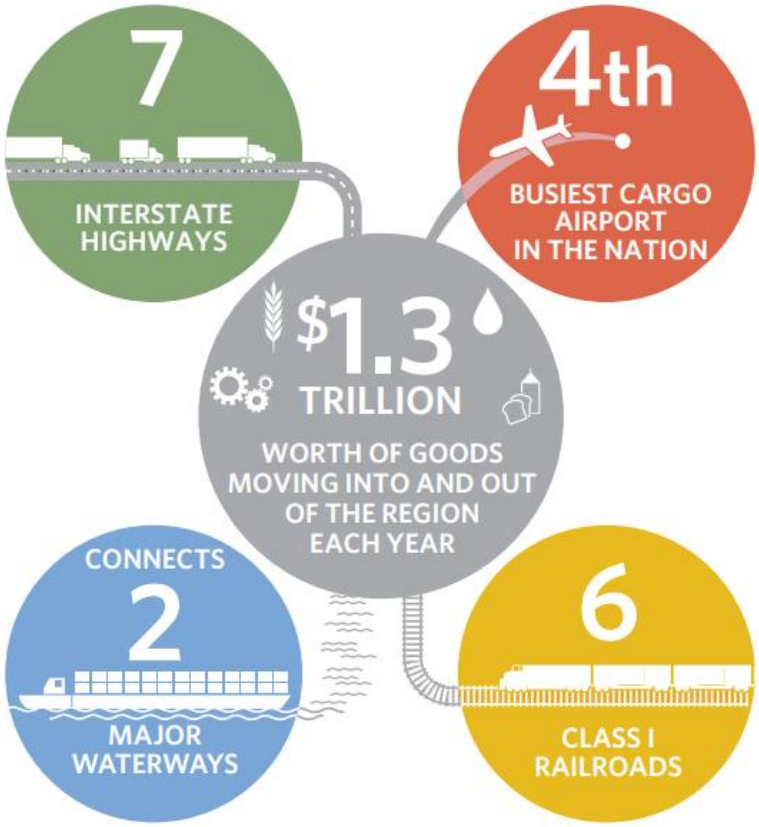
- CMAP and partners should prioritize funding for on-street bicycle facilities

- CMAP and partners should implement the Regional Greenways and Trails Plan

Retain the region's status as North America's freight hub

The massive concentration of freight activity in northeastern Illinois provides a competitive advantage that helps to drive the regional economy. A robust freight network also ensures that residents and businesses get the goods they need in a timely manner. However, freight activity raises significant infrastructure and regulatory challenges. Effective planning for freight across the region must involve collaboration across the public and private sectors to carefully balance economic, livability, and infrastructure funding concerns. Local governments have important tools to support the efficient movement of freight, orderly development of freight facilities, and appropriate balance between local costs and benefits of freight activity, but need assistance from other stakeholders to analyze and address freight issues that cross jurisdictional boundaries.

Figure 1. Metropolitan Chicago freight assets



Note: Total freight value incudes all modes designated by the Freight Analysis Framework.

Source: Chicago Metropolitan Agency for Planning analysis of Federal Aviation Administration, Freight Analysis Framework data, 2012.

The following outlines strategies and associated action steps to implement this recommendation.

Develop a unified regional approach for freight transportation issues

- CMAP and partners should establish principles for the use of federal freight funds.
- CMAP and partners should develop a process to develop, coordinate, and prioritize responses to federal freight funding opportunities such as INFRA.
- IDOT should utilize performance-based programming for freight formula funding sources such as the National Highway Freight Program.
- CMAP and partners should pursue stable and sustainable funding for the region's freight network.

Invest strategically in the freight network

- The CREATE partners should complete the 75th Street CIP and then complete the remaining projects in the program.

- Private rail partners should provide substantive documentation of and data supporting the public benefits of future CREATE projects.

- CMAP and highway agencies should prioritize rail grade crossings for improvement.

- CMAP and highway agencies should prioritize addressing truck bottlenecks in future improvements.

- CMAP and highway agencies should explore truck lanes, truck only routes, and other options to aid goods movement and reduce conflicts on the region's expressway network.

- Counties and local government should coordinate oversize/overweight permitting across jurisdictions and ensure they are consistent with the state permitting process.

Improve local and regional planning for freight

- Local governments should implement policies to improve delivery management in urban areas, including encouraging overnight freight delivery.

- Local governments should take a proactive approach to designating truck routes and should reevaluate truck restrictions.

- CMAP, counties, and other partners should provide technical assistance and develop policy guidance (toolkits, best practices, model ordinances, etc.).

- IDOT should review truck-route designations for state-jurisdiction highways to provide a well-developed backbone of Class I and II truck routes that local governments can incorporate into their planning efforts.

- The state and counties should provide easier access information on truck routes and restrictions as well as oversize and overweight permitting processes.

- The State should facilitate a transition from local truck restrictions to local truck routing.

- CMAP should study the transportation and land use impacts of emerging freight distribution strategies and develop policies, data, and best practices to address these impacts.

- CMAP and transportation providers should collaborate with O'Hare, Midway, and the Port of Chicago to facilitate surface transportation access to and supportive land use planning around these facilities.

Mitigate the negative impacts of freight activity on adjacent areas, particularly economically disconnected areas

- CMAP and partners should continue to identify and provide information on mitigating the negative impacts of freight developments and infrastructure.

- CMAP, highway agencies, municipalities, and other partners should balance quality of life concerns with economic impacts when investing in freight development and infrastructure

- Transportation agencies should consider additional outreach, analysis, and mitigation activities for freight-related improvements in economically disconnected areas.

- CMAP should give additional weight in the CMAQ, TAP, and STP programs to road and rail projects that address freight-related environmental justice issues.

Advance the major freight facility development principles

- CMAP should analyze new freight facilities to assess their regional impacts

- Municipalities should collaborate with CMAP, IDOT, adjacent jurisdictions, and other partners when reviewing the needs, benefits, and impacts of large new freight developments.

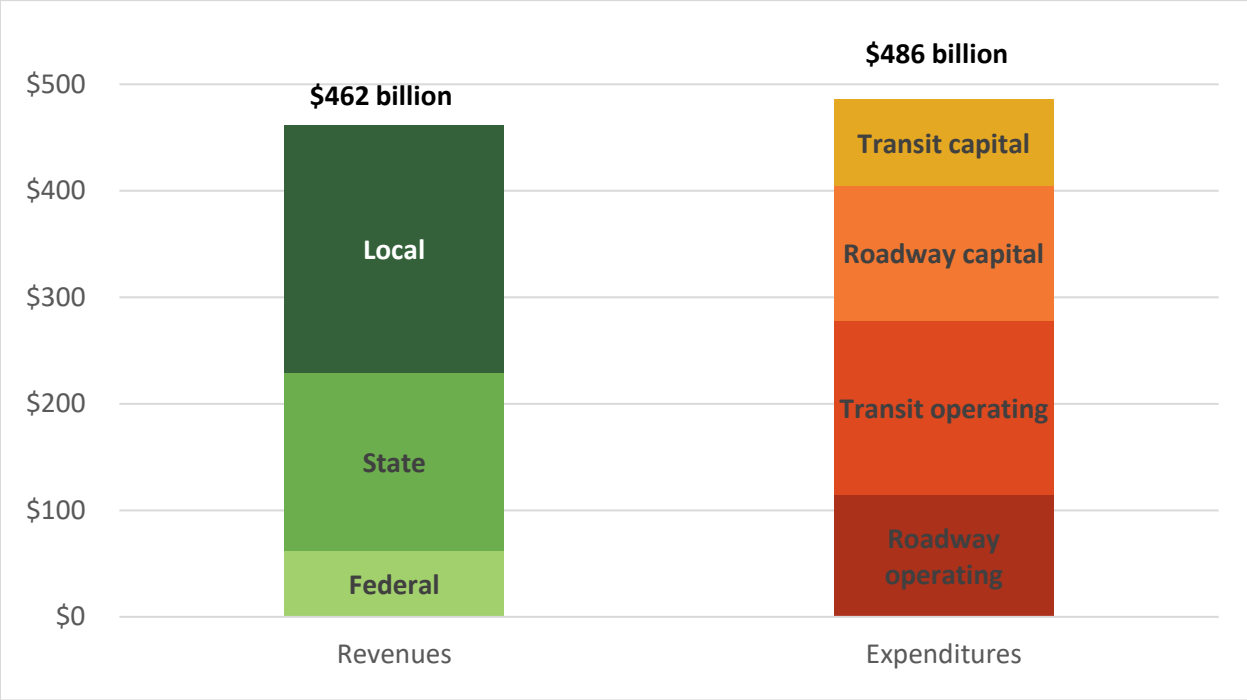
- CMAP should support municipalities in incorporating the major freight facility principles from the Regional Strategic Freight Direction into their land use and development decisions

- Municipalities, IDOT, private railroads, developers, and others partners should collaborate with affected jurisdictions to assess the needs for and impact of major freight facilities.

Fully fund the region's transportation system

Northeastern Illinois needs to invest in maintaining and enhancing the transportation system to keep up with demand and promote regional economic vitality. However, traditional transportation revenue sources can no longer keep up with increasing costs, and without additional sustainable, dedicated, adequate revenue sources, the region will be unable to maintain the system in its current state of repair, let alone implement needed enhancements. The region, state, and federal government must raise existing revenues and transition to more modern user fees in the near term. Leveraging local sources like value capture, congestion pricing, and other tolling opportunities can provide funding while contributing to larger goals such as transportation demand management and effectively matching the costs of the transportation system to those who benefit from its use.

Forecasted transportation revenues and expenditures, 2019-50, in billions (year of expenditure dollars)



The following outlines strategies and associated action steps to implement this recommendation.

Implement sustainable, adequate revenue sources for transportation investments

Increase the MFT and replace with a VMT fee

- The State should increase the MFT by at least 15 cents per gallon and index the overall rate to an inflationary measure.
- The State should take the steps necessary to replace its MFT with a mileage based user fee, such as a vehicle miles traveled fee of at least 2 cents per mile indexed to an inflationary measure.
- The federal government should increase the federal gas tax rate, index it to an inflationary measure, and in the long-term replace the MFT with a mileage based user fee such as a VMT fee
- The federal government should work with states to develop a national solution to implementing VMT fees at the state level.

Expand the sales tax base

Implement a federal cost of freight service fee

Create a regional revenue source

Expand priced parking

- Municipalities should pursing opportunities to price parking spaces
- CMAP should provide technical assistance to municipalities interested in pricing and other parking management strategies

Implement tolling

- The federal and state government should expand authority to toll existing capacity
- IDOT and the Tollway should implement priced managed lanes on all new expressway capacity, save for short or isolated segments, as well as implement tolling to help fund needed expressway reconstruction projects

Further implement value capture to support transportation improvements

- The State should expand TFIA provisions for transit projects.
- Local governments should implement TFIA districts for projects with sufficient travel benefits and property tax base to support improvement costs.
- CMAP, IDOT and county DOTs should evaluate and consider a new policy to require local contributions for major arterial expansions.
- Local governments should continue to leverage existing special districts to fund transportation improvements

Use public-private partnerships strategically

Build regionally significant transportation projects

This recommendation is still under development, pending Regionally Significant Projects selection process.

The following outlines strategies and associated action steps to implement this recommendation.

Continue to implement performance-based programming

- CMAP and partners should continue to evaluate regional transportation programs to improve project selection

- RTA and transit agencies should commit to a performance based competitive approach for as much of the capital funding as possible, including ICE

- Municipalities and counties should use asset management approaches in their programming

Transportation implementers should identify strategies to make progress toward federally-required performance targets

Build constrained regionally significant projects

RECOMMENDED ACTION: Discussion

Agenda Item No. 7.3

Chicago Metropolitan Agency for Planning

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Suite 800
Chicago, Illinois 60606

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MEMORANDUM

To: CMAP Transportation Committee

From: CMAP Staff

Date: February 16, 2018

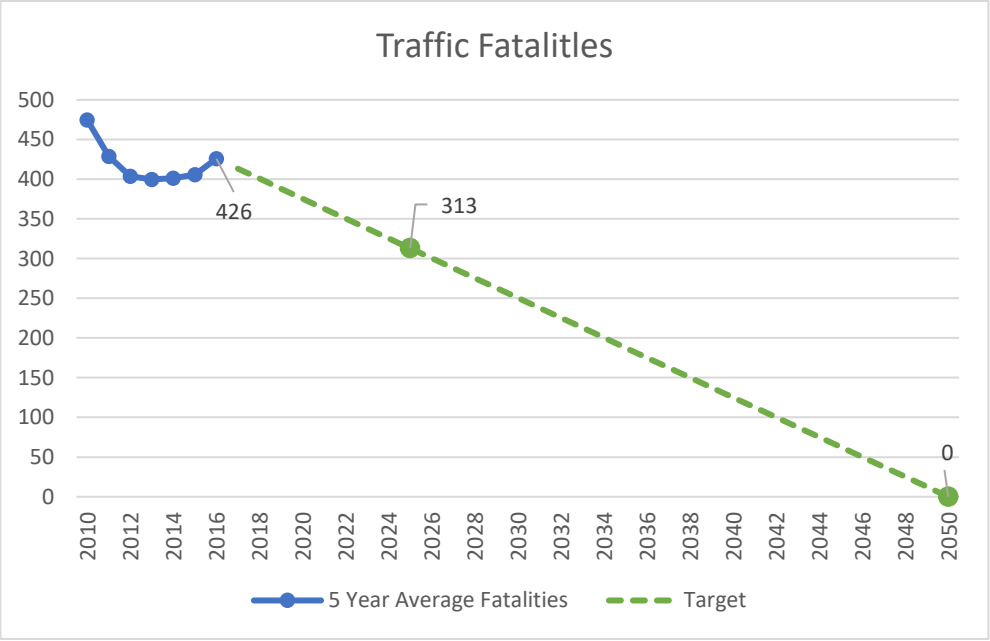
Re: Proposed ON TO 2050 Mobility Indicator Targets

Following an approach established in GO TO 2040, ON TO 2050 will include various topic-specific indicators, which are a set of performance measures to benchmark the region's progress on plan implementation. The final set of indicators should highlight and complement all of the major recommendations made in ON TO 2050. All indicators will have targets for both 2025 and 2050 to evaluate near- and long-term progress.

A set of proposed indicators (along with data sources and methodologies) have already been reviewed by the relevant working committees. In some cases, staff have adjusted indicators to accommodate committee feedback. The rest of this document contains the proposed near-term (2025) and long-term (2050) targets for each indicator, as well as some discussion of how staff chose those targets.
Since the GO TO 2040 Plan Update, the U.S. DOT has finalized the rules for performance measures enacted by MAP-21 and the FAST Act. CMAP will be including targets for all MPO required performance measures as an appendix of ON TO 2050. Eight of the fifteen plan indicators below overlap with these federally required performance measures, although the targets expressed here reflect longer-term goals. Extra emphasis is being placed on these measures because of their alignment with the recommendations of ON TO 2050.

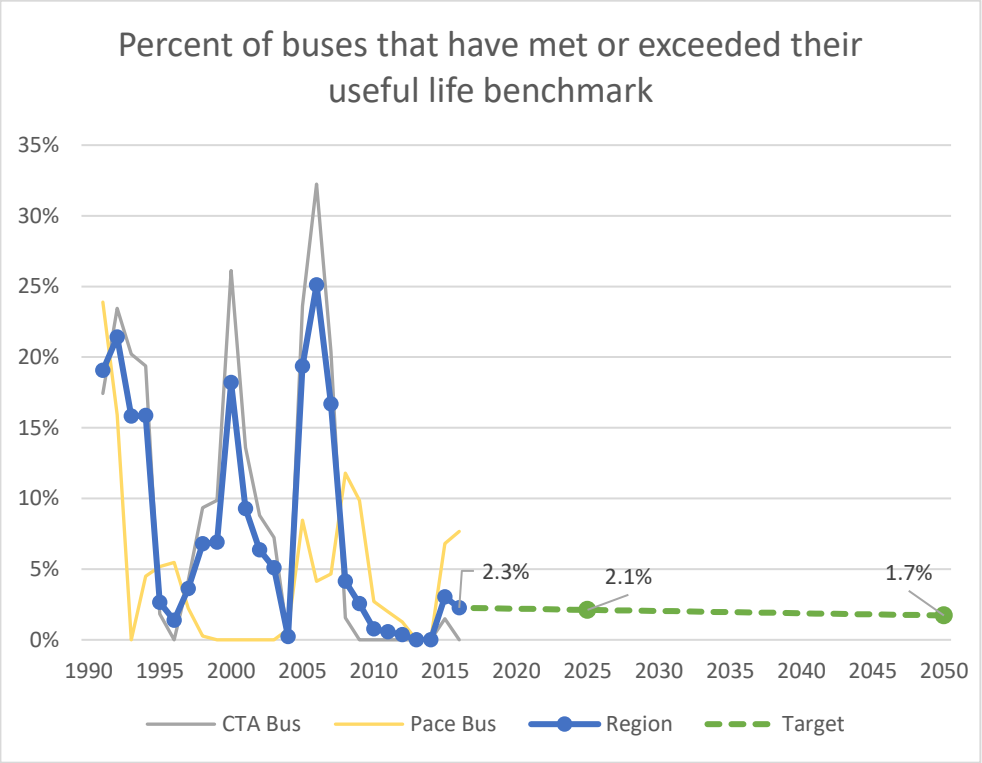
Number of Fatalities (Five-Year Rolling Average)

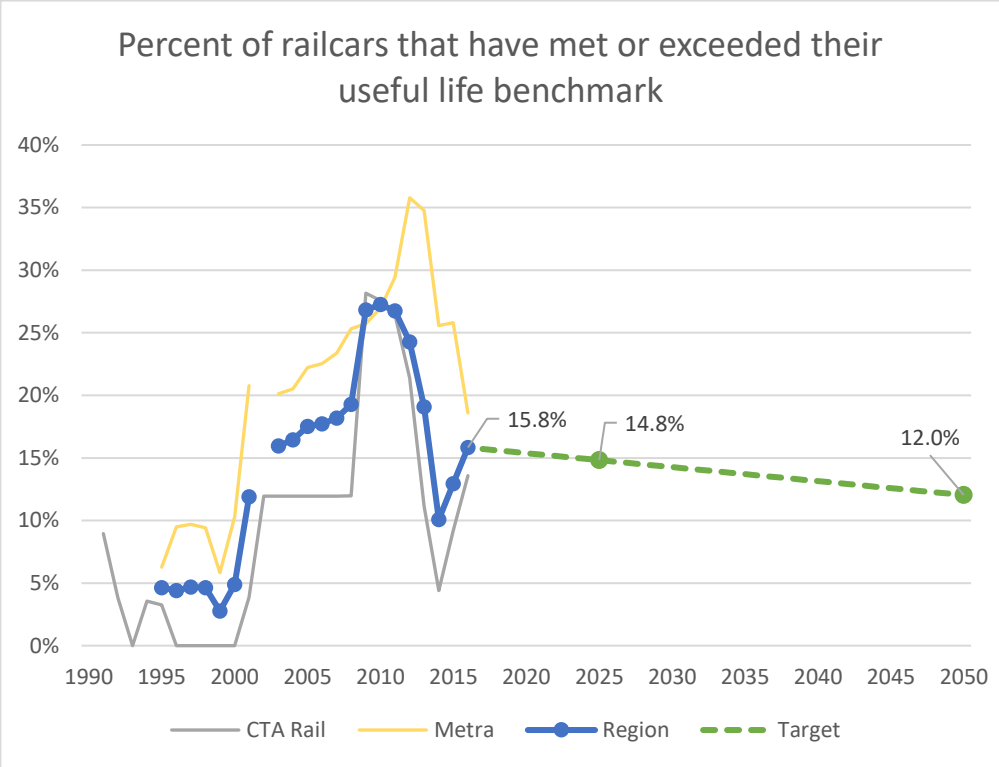
Indicator:	This measure tracks the five-year rolling average of the number of fatalities in the CMAP region on all public roads. This includes all motor vehicle fatalities and any pedestrians and cyclist involved. This measure is also a federally required performance measure under MAP-21.
Proposed Targets:	Because traffic deaths are preventable, the region should strive for zero traffic related fatalities by 2050. Many of CMAP's partners have embraced the goal of achieving zero traffic related fatalities. This goal can be achieved

	through a holistic approach to safety that include the 4 E's (Education, Enforcement, Engineering, & Emergency Response) of traffic safety. Additionally, improvements in vehicle technology are expected to play a significant role in reducing traffic fatalities. **2025:** 313 or fewer fatalities per year **2050:** Zero fatalities per year 

Transit Asset State of Good Repair

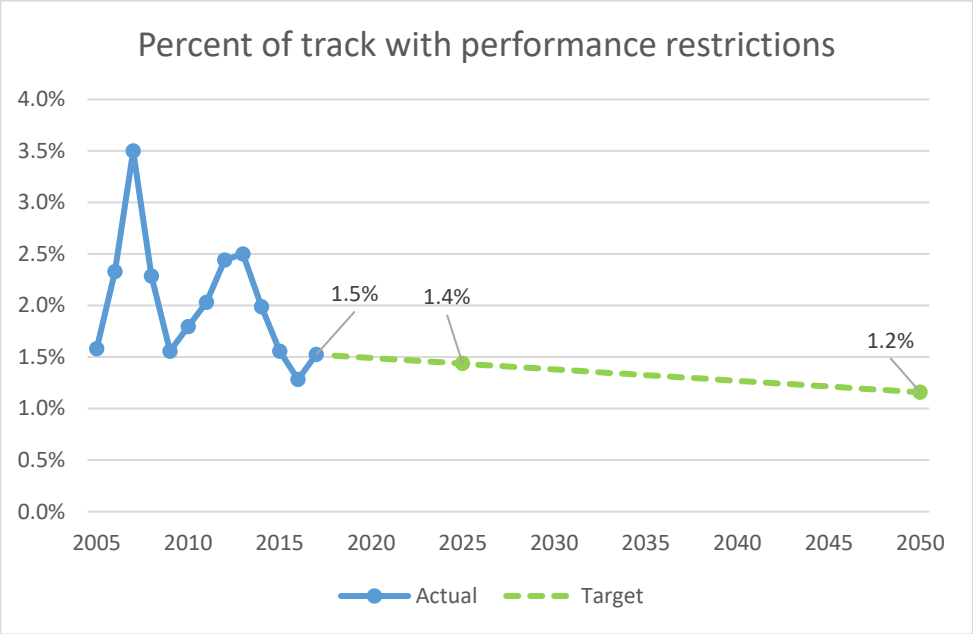
Indicator:	***(a) Percent of fixed-route buses that have met or exceeded their useful life*** This measures the percent of active revenue public transit buses that have exceeded their useful life. This represents the number of vehicles that have reached an age where maintenance cost and vehicle performance issues are likely to increase. This measure is also a federally required performance measure under MAP-21.
Proposed Targets:	State, federal, and transit agency capital programs can result in large purchases of new vehicles, which then reach their ULB at the same time. By 2025, 67% of Pace's and 72% of CTA's current bus fleet will have reached their ULB. Currently only 2.3% of buses are more than 14 years old, however this is near a historic low. Financial projections for ON TO 2050 include funding being directed toward reducing the state of good repair backlog. This would result in a modest improvement in bus condition to 1.7% of buses beyond their useful life in 2050.

	2025: 2.1% or fewer buses exceed 14 years of age **2050:** 1.7% or fewer buses exceed 14 years of age 
Indicator:	***(b) Percent of rail vehicles that have met or exceeded their useful life*** This measures the percent of active revenue public transit rail vehicles that have exceeded their useful life. This represents the number of vehicles that have reached an age where maintenance cost and vehicle performance issues are likely to increase. This measure is also a federally required performance measure under MAP-21.
Proposed Targets:	State, federal, and transit agency capital programs can result in large purchases of new vehicles, which then reach their ULB at the same time. By 2025, 38% of Metra's and 51% of CTA's current rail fleet will have reached their ULB. Currently 15.8% of rail vehicles are more than 39 years old. Financial projections for ON TO 2050 include funding being directed toward reducing the state of good repair backlog. These targets are consistent with that plan. **2025:** 14.8% or fewer rail vehicles exceed 39 years of age **2050:** 12.0% or fewer rail vehicles exceed 39 years of age



**Data incomplete in 2002 and prior to 1995*

Indicator:	***(c) Percent of directional rail route miles with track performance restrictions*** This indicator measures the percent of transit rail track with performance restrictions. The CTA refers to these as "slow zones", where trains are required to operate at slower than normal speeds. This could be the result of construction, power systems, signals, or other issues. This measure is also a federally required performance measure under MAP-21.
Proposed Targets:	Slow zones are currently near the lowest they have been in a decade due to a number of small and large track renewal programs, including 2013 reconstruction of the Dan Ryan branch of the Red Line. Remaining slow zones have a number of root causes. For example, trains reduce speed to protect workers in construction zones. The rail system may always have some level of speed restrictions for safety around construction and unexpected events. Improvements in transit asset management and system reconstruction can help minimize slow zones. Financial projections for ON TO 2050 include funding being directed toward reducing the state of good repair backlog. These targets are consistent with that plan. **2025:** 1.4% **2050:** 1.2%



Number of Traffic Signals with Transit Priority and/or Queue Jumping

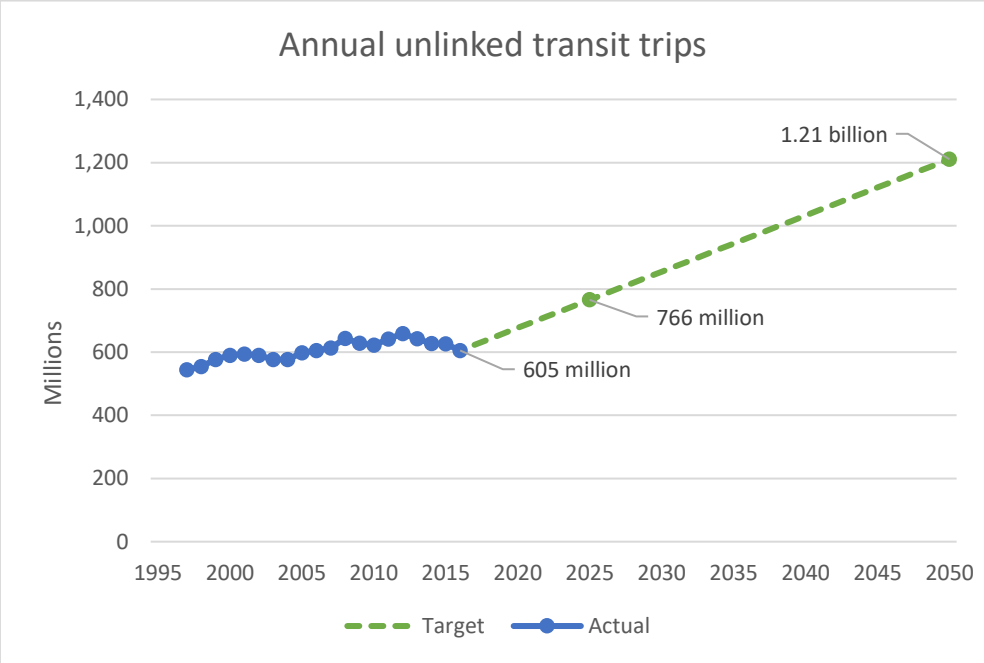
Indicator:	Some of the factors affecting the speed, frequency, and reliability of transit ridership lie outside the control of the transit agencies themselves. Closer partnerships between transit and highway agencies hold promise to create integrated, multimodal corridors. These approaches support transit ridership at relatively modest cost. This indicator tracks the implementation of these highway projects that give priority to transit service. Transit Signal Priority (TSP) utilizes existing vehicle location and wireless communication technologies to advance or extend green times at signalized intersections. This can help reduce bus travel times, improve schedule adherence, and reduce operating costs. TSP is also an important component of the Bus Rapid Transit (BRT) and Arterial Rapid Transit (ART) systems now being developed by the CTA and Pace. Queue jumps can work in conjunction with TSP or on their own to allow a bus to go through an intersection ahead of other vehicles.
Proposed Targets:	In addition to the 83 existing signals with TSP and/or queue jumping, over 400 signal improvements are currently in advanced planning or engineering to be in place by 2020. Future efforts should continue to improve intersections until at least half of intersections that serve buses have bus priority. **2025:** 1,000 signals **2050:** 2,400 signals

Miles of Roadway with Transit Preference

Indicator:	This indicator tracks the allocation of road space to buses. Providing extra space or right of way to buses improves travel time and reliability. This takes many forms throughout the region. Bus on shoulder and flex lanes allow buses on expressways to bypass slower traffic. Dedicated bus lanes, such as the Loop Link project, provided bus priority on local streets all day. Some bus lanes are shared with only bikes. Peak hour lanes provide a dedicated lane for buses when demand is highest and are otherwise used for parking or general travel. The region has one busway, the McCormick Busway, which provides a dedicated road for buses serving special events.
Proposed Targets:	There are currently 108 miles of bus preference in the region and most of miles have been completed in the last ten years. Pilot projects have shown that these improvements can improve ridership. **2025:** 250 miles (50 on urban streets) **2050:** 500 miles (100 on urban streets)

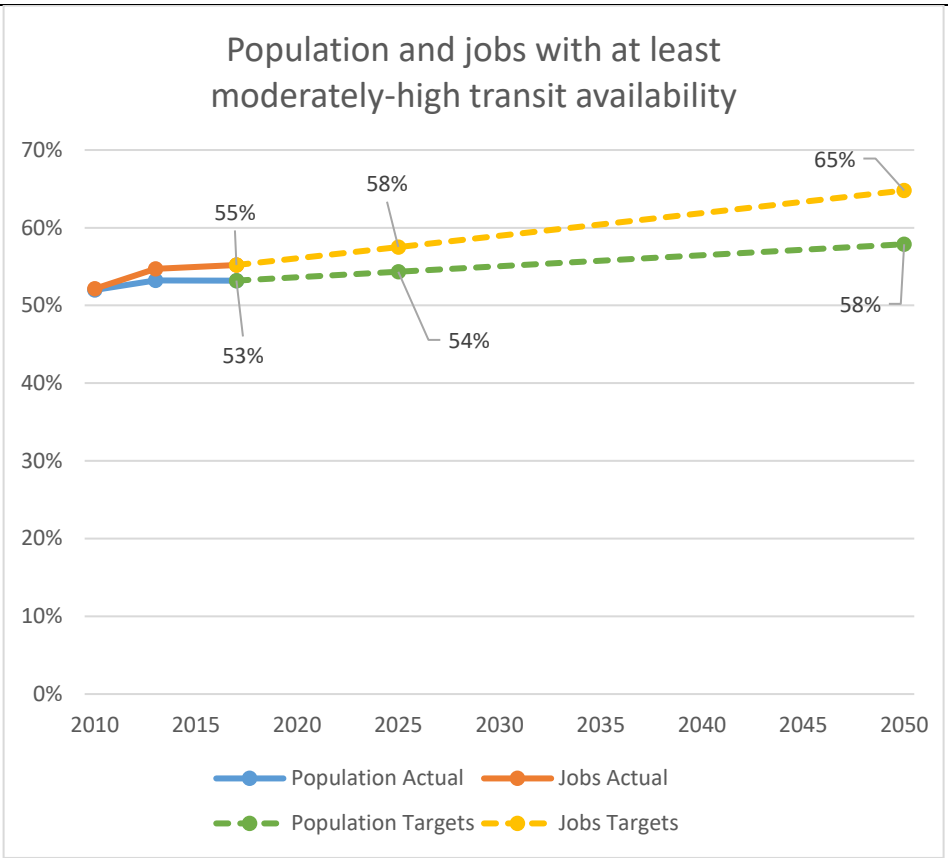
Total Annual Unlinked Transit Trips

Indicator:	This indicator tracks the number of annual unlinked transit trips. Trips are "unlinked" in that this is a total count of boardings, so that an individual making one transfer is counted as two unlinked trips.
Proposed Targets:	The 2050 target has been set in keeping with the GO TO 2040 goal of doubling transit ridership from current levels. Currently the region has an average 72 unlinked transit trips per resident per year. With forecasted increases in population by 2050, doubling transit ridership would increase the average number of trips by 58% to 114 per resident per year, which is lower than San Francisco's current per resident trip rate. **2025:** 766 million unlinked transit trips **2050:** 1.21 billion unlinked transit trips



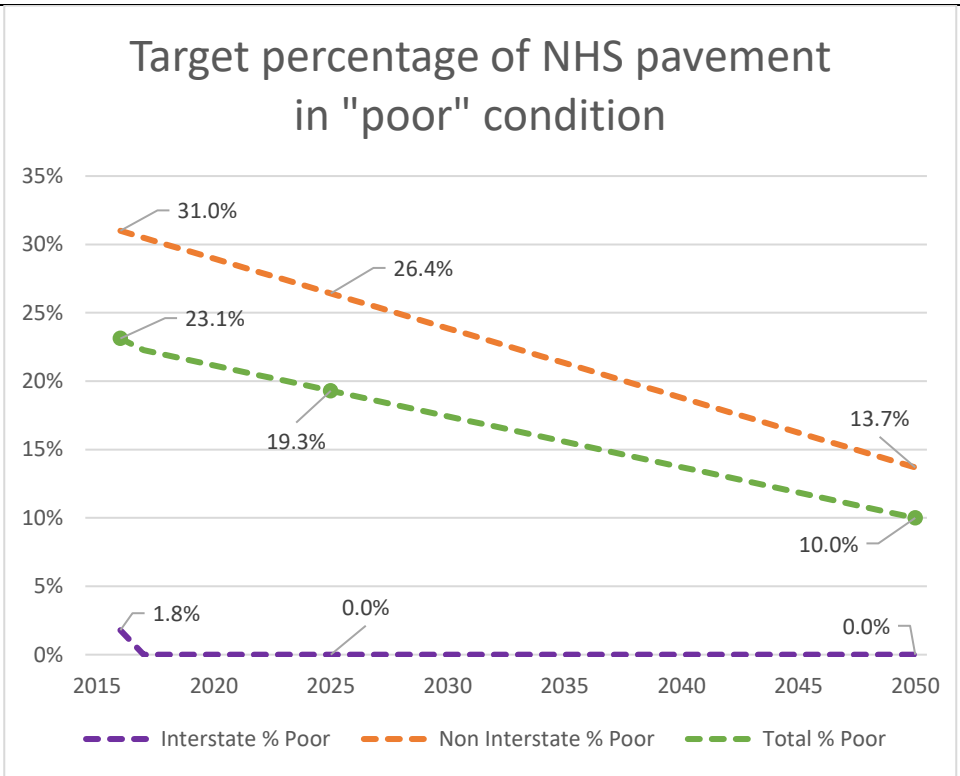
Population and Jobs with at Least Moderately-High Transit Availability

Indicator:	This indicator will report the percentage of population and jobs with at least moderately-high transit availability. This is based on a CMAP-created index that considers multiple factors. For a specific area, this index is intended to measure the relative level of access residents have to the transit system from home and work, regardless of their actual choice of mode.
Proposed Targets:	The proposed transit availability targets (below) could be reached if many regionally significant projects were completed, along with policies to encourage infill development and improvements to walkability around transit stations. **2025:** 58% of jobs and 54% of population with at least moderately-high transit availability **2050:** 65% of jobs and 58% of population with at least moderately-high transit availability



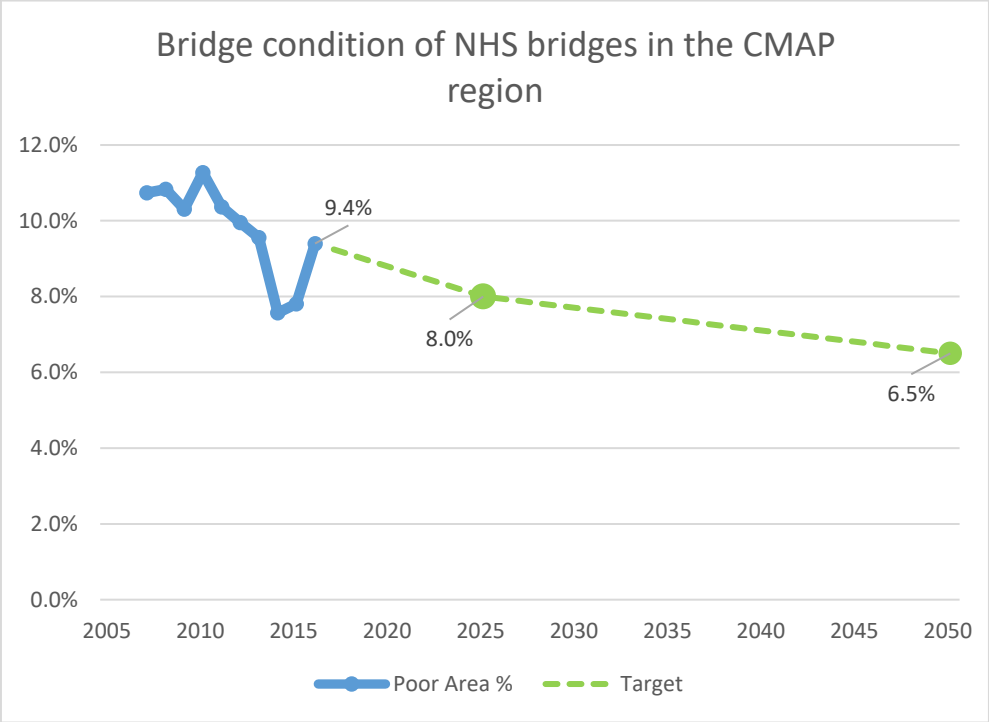
Percentage of NHS Pavement in Poor Condition

Indicator:	This indicator measures the percentage of National Highway System (NHS) lane miles in the region that have "poor" ride quality. Poor ride quality is defined by an International Roughness Index (IRI) score of more than 170, which measures the cumulative deviation from a smooth surface on a mile of roadway. Ride quality provides a good measure of user experience of the facility. The NHS used for this analysis is the one defined in MAP-21 (Moving Ahead for Progress in the 21st Century), the current federal surface transportation act. This measure is a federally required performance measure under MAP-21.
Proposed Targets:	All 2,428 lane miles of interstate should be in "fair" or "good" condition by 2050 (currently 1.8% "poor"). Non-interstate NHS roads should have fewer than 14% of 6,590 road miles in "poor" condition (currently 31%). Achieving both of these targets would result in a regional value of no more than 10% of NHS roads in "poor" condition, achieving IDOT's target, down from 23.1% today. This would bring the CMAP region to the same condition as the remainder of the state is in today. **2025:** 19.3% or less of NHS lane miles in "poor" condition **2050:** 10.0% or less of NHS lane miles in "poor" condition



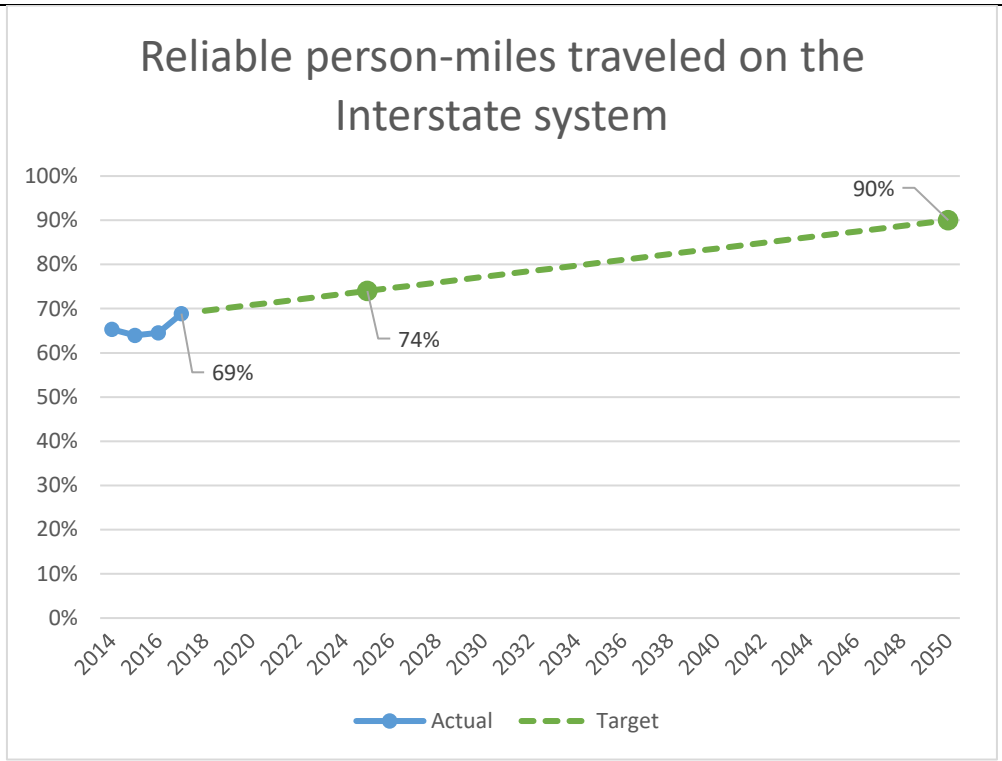
Percentage of NHS Bridges in Poor Condition

Indicator:	This indicator measures the percentage of bridge deck area of National Highway System bridges (NHS) that are in "poor" condition. While a "poor" classification is the lowest condition rating for a bridge, it should be noted that it does not necessarily mean that a specific bridge is unsafe. This measure is also a federally required performance measure under MAP-21.
Proposed Targets:	Current (2016) NBI data indicate that 9.4 percent of the NHS bridge deck area in the region was classified as being in "poor" condition, which represents almost 3 million out of a total 31 million square feet of NHS bridge deck area in the CMAP region. Over the last decade, the measure has fluctuated between 7.6 and 11.3%, but since the average NHS bridge in the CMAP region was built in 1971, more old bridges can be expected to lapse into the "poor" condition every year. The targets were developed based on a review of historical trends, average bridge characteristics, and consideration of the potential new bridges with high quality deck area. The 2025 and 2050 targets call for a continuation of the recent rates of improvement, and adequate funding levels that allow for the continuation of timely bridge maintenance programs. **2025:** 8.0% or less of bridge deck area in "poor" condition **2050:** 6.5% or less of bridge deck area in "poor" condition



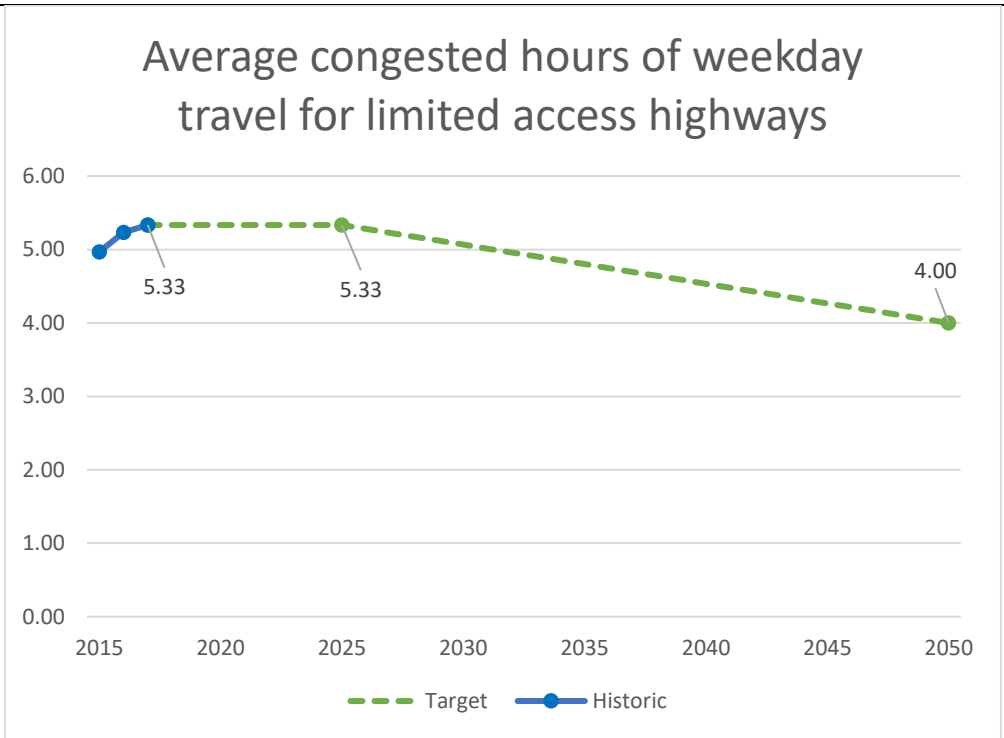
Percentage of Person-Miles Traveled on the Interstate System with Reliable Travel Time

Indicator:	The Level of Travel Time Reliability (LOTTR) is defined as the ratio of the longer travel times (80th percentile) to a "normal" travel time (50th percentile). The measure is the percentage of person-miles traveled on the region's Interstate system that meet this definition of reliability. Using person-miles rather than vehicle-miles gives equal weight to all individuals using the roads. This measure is also a federally required performance measure under MAP-21.
Proposed Targets:	Operations programs that, for example, improve incident management or implement advanced traffic management, could result in short term improvement despite the lack of new projects on the system. Regionally significant projects, travel demand management, and vehicle technology are expected to improve reliability over the long term, despite increasing population. This improvement could be limited by an increase of severe weather events. **2025:** 74% **2050:** 90%



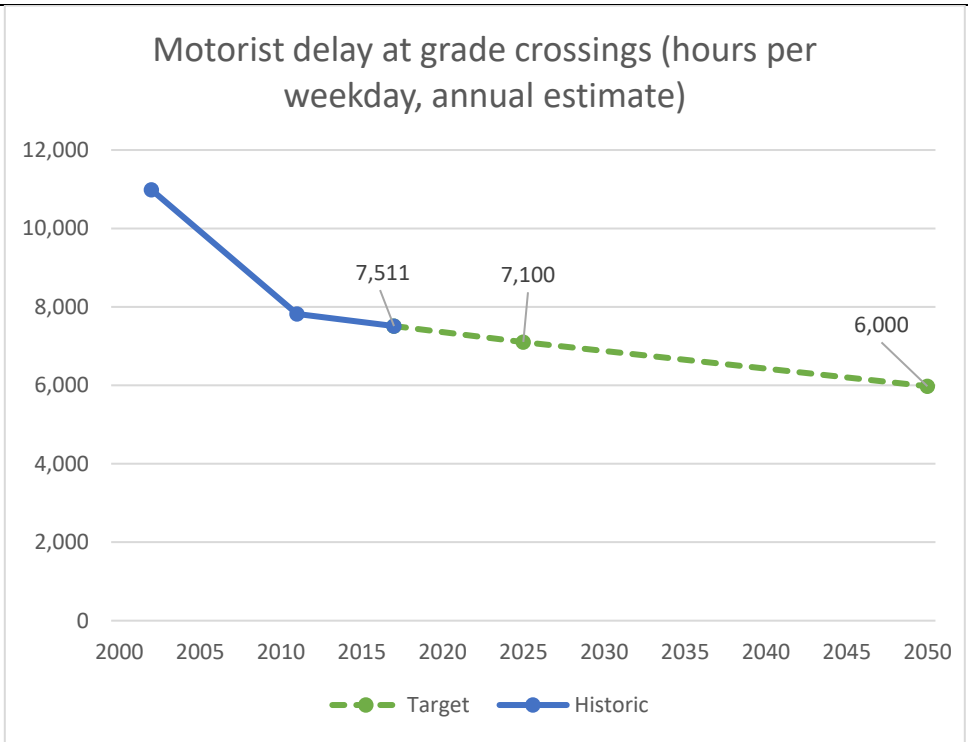
Average Congested Hours of Weekday Travel for Limited Access Highways

Indicator:	This indicator measures how long the region's expressways are lightly congested during weekday travel on average. "Congested hours" is defined as the number of hours each weekday that travelers could travel at least 10 percent faster in free-flow conditions.
Proposed Targets:	The goal for 2050 is to experience a one hour twenty minute reduction in the average number of hours per weekday that the region's expressways are congested. The short-term goal for 2025 is to keep the same duration of average weekday congestion as 2017: 5.33 hours. The short-term goal reflects the fact that there are not many capital improvements that will be completed on the expressway system by 2025. Additionally, it could take a number of years before new vehicle technology has fully penetrated the market. The lower congestion goal in 2050 reflects anticipated new vehicle technology, capital improvements to the transportation network, and the implementation of operational strategies like congestion pricing, managed lanes, incident management, and truck delivery times to address congestion. **2025:** 5.33 hours of congestion **2050:** 4.00 hours of congestion



Motorist Delay at Highway-Rail Grade Crossings

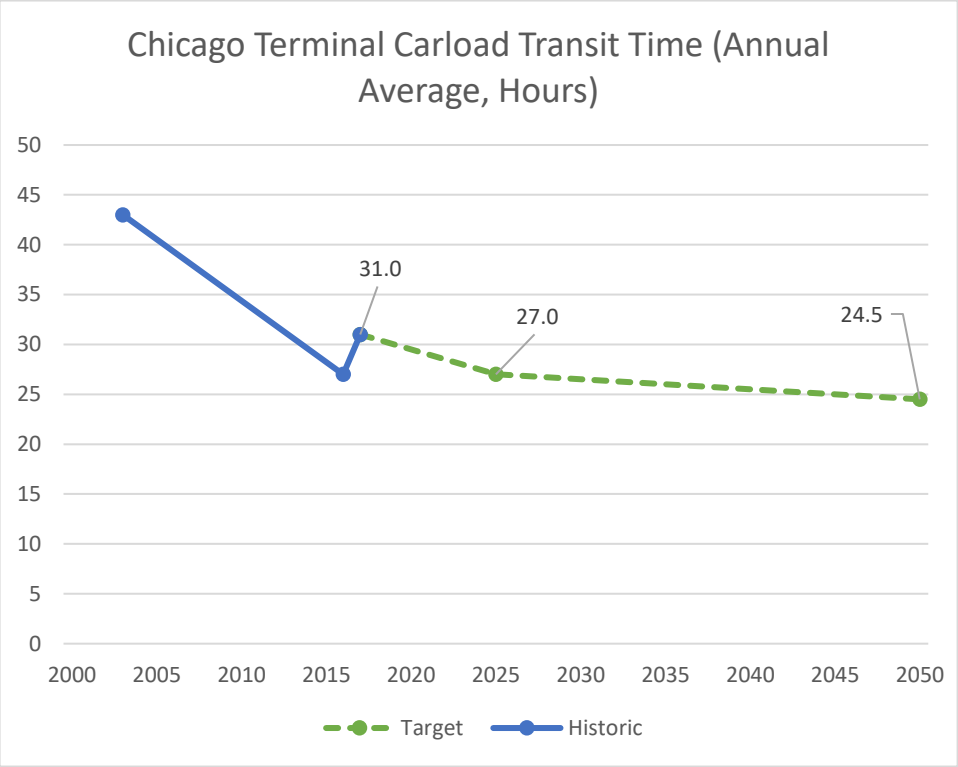
Indicator:	This indicator measures the aggregate hours of delay per weekday experienced by motorists at railroad crossings in the seven-county CMAP region.
Proposed Targets:	From 2002 to 2011, a number of strategies were implemented that resulted in a large reduction in weekday delay between the baseline and current analyses -- these include closing lines and grade crossings, re-routing of service, and service realignments. The pace of change slowed from 2011 to 2017. In the future, the pace of change will reflect the most recent rate of change. Proposed targets reflect trends from 2011 to 2017, and are consistent with 17 proposed CREATE grade separations being completed by 2050. **2025**: 7,100 **2050:** 6,000



**Kendall County data not available for 2002 and 2011.*

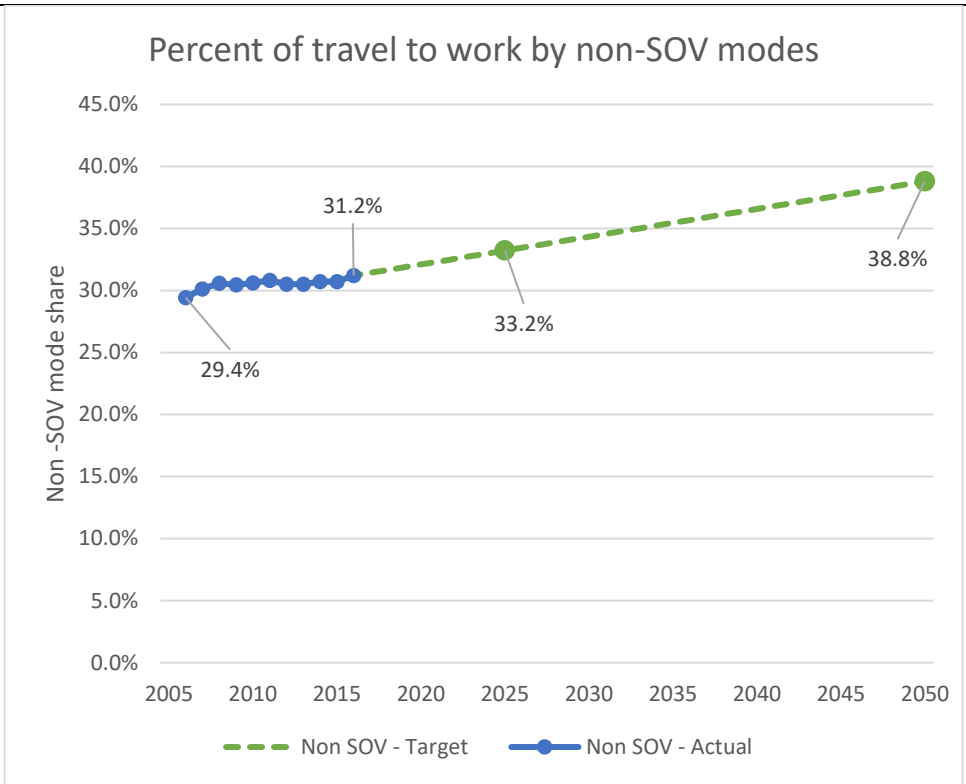
Chicago Terminal Carload Transit Time

Indicator:	This measures the annual average time carload freight takes to get through the core of Chicago's rail freight hub, the Chicago Terminal, extending from the City of Chicago to roughly the Indiana Harbor Belt Railway in the near-west suburbs. Carload freight excludes containerized and single-purpose, through-routed unit trains. Much of the carload freight needs to pass through classification yards in the Chicago Terminal, where the interchange is made between predominantly eastern railroads, predominantly western railroads, Canadian railroads, and smaller regional and industrial railroads. The indicator measures the fluidity of the Chicago Terminal, which is important to the economic strength of the region's rail industry. The measure also indicates how fast trains are moving – a slow train will block a highway-rail grade crossing longer than a fast train.
Proposed Targets:	The targets reflect a return to 2016 conditions by 2025, and cutting the remaining transit time, less yard dwell time, in half by 2050. **2025:** 27.0 hours **2050:** 24.5 hours

Percent Non-Single Occupancy Vehicle (Non-SOV) Travel to Work

Indicator:	This measure tracks the share of trips to work by non-single occupancy vehicle (non-SOV) modes for trips to work. These modes include carpool, van, public transportation, commuter rail, walking, or bicycling, as well as telecommuting. This measure is also a federally required performance measure under MAP-21.
Proposed Targets:	Recent data indicate that non-SOV travel is increasing in the region. Recent increases in non-SOV travel have be driven by an increase in people working at home. Implementation of policies to support transit, cycling, and walkability will enable this trend to continue. A 2050 target of 38.8% is consistent with the target of doubling transit ridership. The 2025 target is based on a straight-line interpolation between 2016 ACS data and the 2050 target. **2025:** 33.2% **2050:** 38.8%



ACTION REQUESTED: Discussion

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Agenda Item No. 8.0

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
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MEMORANDUM

To: CMAP Board and Committees

From: CMAP Staff

Date: February 16, 2018

Re: Local Technical Assistance (LTA) Program Update

The CMAP Board and committees receive regular updates on the projects being undertaken through the Local Technical Assistance (LTA) program, including those receiving staff assistance and grants. To date, 209 local projects have been initiated. Of these, 170 projects have been completed, and the remainder are under development.

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

ACTION REQUESTED: Discussion

Projects Currently Underway

Project	CMAP lead	Timeline	Assistance type	Status and notes
Algonquin-Cary sub area plan	*Brandon Nolin*	*Jan. 2018-June 2019*	*Staff assistance*	*Scoping underway. Initial site visit and staff meeting conducted in January.*
Beach Park regional bike plan	John O'Neal	Jan. 2018-June 2019	Consultant assistance	*Scoping underway*
Beecher comprehensive plan	Ricardo Lopez	Jan. 2018-June 2019	Consultant assistance	*Scoping underway.*
Bensenville zoning update (see website)	Jake Seid	Oct. 2015-Apr. 2018	Staff assistance	Steering Committee met to review Module 2 of 3 on January 30. CMAP staff is drafting Module 3 in preparation for review by Village staff.
Berwyn stormwater management plan (see website)	Kate Evasic	May 2017-June 2018	Consultant assistance	The draft key recommendations memo was completed and discussed with the steering committee on January 23. CMAP staff and the consultant are preparing for a public workshop on February 7. The draft plan is also underway.
Brookfield comprehensive plan	Heidy Persaud	Oct. 2016-Dec. 2017	Consultant assistance	Project is complete, pending Village of Brookfield adoption.
Bridgeport/Canaryville planning priorities report	*Noah Boggess*	*Jan. 2018-Dec. 2018*	*Staff assistance*	*Initial outreach and scoping is underway.*
Campton Hills zoning and subdivision regulations	Kristin Ihnchak	July 2014-Apr. 2018	Consultant assistance	No update.
Channahon comprehensive plan	Brandon Nolin	Jan. 2018-June 2019	Consultant assistance	Consultant selection underway.
Chicago Heights zoning update	Maggie Jarr	Nov. 2016-May 2018	Consultant assistance	The Plan Commission and Zoning Board of Appeals voted to recommend approval of the downtown zoning, uses, and sign regulations on 1/31. City Council review is scheduled for 2/20.
Chicago North River Communities neighborhood plan (see website)	Brian Daly	Nov. 2015-Dec. 2017	Staff assistance	CMAP staff is currently drafting the plan.
Chicago Pilsen-Little Village neighborhood plan (see website)	Ricardo Lopez	Dec. 2013-Dec. 2017	Staff assistance	Project is complete, though pending Chicago Plan Commission approval.
Chicago Riverdale area transportation plan	Tony Manno	Nov. 2016-Mar. 2018	Consultant assistance	Revised Existing Conditions Report is under review. The consultant is drafting the recommendations memo for review by the end of February.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Chinatown Parking Study	*Bayley*	*Feb 2018 – Aug 2019*	*Staff assistance*	*Scoping is underway.*
Cook County (Maine-Northfield) unincorporated area plan (see website)	John Carlisle	July 2016-May 2018	Staff assistance	The draft plan is in internal review and should be shared with steering committee and County by the end of February. Consultant has provided three concept plans for stormwater chapter. Fiscal-impact consultant is preparing findings, which CMAP will use to draft benefit-cost analysis of annexation report in the Spring.
Des Plaines comprehensive plan	Heidy Persaud	Nov. 2016-May 2018	Staff assistance	The Draft Key Recommendations Memo is complete and will be discussed with City staff and the Steering Committee.
DuPage County Route 83 Corridor Study	*John Carlisle*	*Jan 2018-June 2019*	*Consultant assistance*	*CMAP is working with DuPage County staff to finalize scope and set up timeline for consultant selection process.*
Far South CDC Existing Conditions and Market Analysis	*Katanya Raby (Henry)*	*April 2018-April 2019*	*Staff assistance*	*Scoping is underway.*
Frankfort Plan Commissioner training	*Maggie Jarr*	*Jan. 2018-June 2018*	*Staff assistance*	*CMAP staff worked with the Village to develop and finalize the scope of work. CMAP staff attended Plan Commissioner meeting on 1/25 to provide a project overview and discuss content ideas for future training sessions.*
Glenview sustainability ordinance review	*Kelsey Pudlock*	*Jan. 2018-Dec. 2018*	*Staff assistance*	Glenview staff is reviewing the project scope and MOU in preparation of presenting the resolution to the Village Board.
Governors State University green infrastructure plan	*Holly Hudson*	*June 2015-Oct. 2017*	*Consultant assistance*	Comments were received from GSU staff on stormwater management portion of final plan and relayed to consultant.
Harvard zoning update	Jake Seid	Jan. 2017-Nov. 2017	Consultant assistance	Steering Committee met to review draft UDO on January 31. Camiros staff will revise the draft in February in preparation for public review.
Huntley zoning update	Patrick Day	May 2015-Nov. 2017	Consultant assistance	Village Staff currently working with Village Board to confirm schedule for adoption of final draft ordinance.
Illinois International Port District planning priorities report	Elizabeth Scott	April 2018-April 2019	Staff assistance	*Scoping underway.*
Joliet Chicago Street plan	Stephen Ostrander	Dec. 2016-May 2018	Consultant assistance	Consultant continued to refine plan recommendations, and scheduled presentation to the City Council for March 19, to be followed by presentation to the public at an open house scheduled for April 18.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Public Water Commission water supply planning	Nora Beck	Jan. 2018-Dec. 2019	Consultant assistance	After presenting the scope of work for the strategic planning process in November, the consultant, Metropolitan Planning Council, has been meeting with each of the six member communities of the Public Water Commission (PWC) as well as neighboring communities to discuss their water supply planning needs and goals. The next PWC meeting is scheduled for March and will include a strategic planning exercise and discussion.
Justice I&M Canal trail extension feasibility study	John O'Neal	Jan. 2018-June 2019	Consultant assistance	Five consulting firms submitted responses to RFP. Evaluation of submittals completed, and interviews with select firms currently being arranged.
Kane County / Mill Creek watershed-based plan	Holly Hudson	Oct. 2017-Oct. 2019	Staff assistance	Stakeholder identification and scoping underway.
Lisle downtown parking plan (see website)	Lindsay Bayley	Mar. 2016-Dec. 2017	Staff assistance	CMAP staff presented an overview of public comments received from the Open House to the Downtown Planning Advisory Committee on January 25th. An additional stakeholder interview was held with a new business owner. Plan drafting continues, with a draft for internal review expected in February.
Lower Salt Creek Watershed-based Plan (see website)	Holly Hudson	Jan. 2016-Dec. 2017	Staff assistance	Final draft submitted to Illinois EPA for review.
Maywood Zoning Diagrams	*Maggie Jarr*	*Jan. 2018-June 2018*	*Staff assistance*	*Scoping underway.*
McHenry County Fox River corridor study (see website)	Kate Evasic	Sept. 2016-Mar. 2018	Staff assistance	CMAP staff is currently drafting the plan.
McHenry County Council of Governments Shared Services Study	Patrick Day	April 2018-Sept. 2019	Staff assistance	CMAP staff met with MCCG staff, County, and local municipality officials on 1/8/18 to discuss preferences and priorities for inclusion in project scope.
McKinley Park Development Council neighborhood plan	*Jan. 2018-Dec. 2019*	*Ricardo Lopez*	*Staff assistance*	*Initial outreach and scoping is underway.*
North Avenue corridor plan	*Jan. 2018-Dec. 2018*	*Cindy Cambray*	*Staff assistance*	*Scoping underway.*
North Lawndale community plan (see website)	Brandon Nolin	Feb. 2016-Mar. 2018	Staff assistance	*Draft plan under development. Public open house being scheduled for April 2018. 16th Street subarea plan development and document layout in May-June, with adoption in July/August.*

Project	CMAP lead	Timeline	Assistance type	Status and notes
Oswego, Montgomery, and Yorkville shared water treatment plant study	Nora Beck	Jan. 2018-June 2019	Consultant assistance	*Scoping underway.*
Palos Park bikeways and trails plan (see website)	John O'Neal	Apr. 2017-Apr. 2018	Consultant assistance	Steering committee meeting scheduled for Jan. 31. Meeting will focus on the review of results from latest quick poll and draft bikeway network, as well as identification of priority routes and direction on the development of detailed design concepts.
Robbins stormwater, TOD, and industrial area plan	Kelwin Harris	Jan. 2018-June 2019	Staff assistance	Initial outreach and scoping is underway.
Sandwich planning priorities report	*Jared Patton*	*Jan. 2018-Dec. 2018*	*Staff assistance*	*Initial outreach and scoping is underway.*
Sauk Village comprehensive plan update	Stephen Ostrander	April 2018-October 2019	Consultant assistance	Project RFP was released on January 23, with the pre-bid meeting on February 1 and proposals due on February 9.
South Elgin zoning update (see website)	Patrick Day	Oct. 2014-March 2018	Staff assistance	UDO Module 3 (the last of 3 modules) is currently under review by VOSE staff.
South Holland comprehensive plan (see website)	Stephen Ostrander	Apr. 2015-Feb. 2018	Staff assistance	CMAP and Village staff completed final revisions to plan document, including consultation with regional partners.
South Suburban Mayors and Managers Association Pilot Circuit Rider Program	Patrick Day	April 2018-April 2020	Staff assistance	Project scoping is underway.
Summit zoning ordinance	*Jake Seid*	*April 2018-October 2019*	*Consultant assistance*	*Project kick-off timeline has been agreed to with Village staff.*
Villa Park zoning ordinance	Patrick Day	July 2015-Nov. 2017	Consultant assistance	At the 1/11/18 meeting, Planning & Zoning Commission voted to recommend approval of final draft ordinance. Village Board review to follow.
Westchester zoning ordinance	Maggie Jarr	Nov. 2014-May 2018	Consultant assistance	The consultant will present to the Plan Commission during a public hearing in February.
Wilmington downtown plan (see website)	Maggie Jarr	Jan. 2017-May 2018	Staff assistance	CMAP staff is currently drafting the plan.

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