

# Annual Report

Fiscal Year 2016-17

## Members of the CMAP Board

### City of Chicago Appointees

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**\*\*Rita Athas, senior advisor, World Business Chicago**

Frank Beal, senior executive, Civic Consulting Alliance

Janel Forde, chief operating officer, City of Chicago

Andrew Madigan, senior vice president, Mesirow Financial

Peter Skosey, executive director, state government affairs,  
BNSF Railway

### Cook County Appointees

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**\*Gerald Bennett, mayor, Palos Hills (Southwest Cook)**

Al Larson, president, Schaumburg (Northwest Cook)

Richard Reinbold, president, Richton Park (South Cook)

Matthew Walsh, former trustee, Indian Head Park (West Cook)

Peter Silvestri, commissioner,  
Cook County Board (Suburban Cook)

### Collar County Appointees

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Franco Coladipietro, president, Bloomingdale (DuPage)

Elliott Hartstein, former president, Buffalo Grove (Lake)

John Noak, mayor, Romeoville (Will)

Carolyn Schofield, member, McHenry County Board (McHenry)

Matt Brolley, president, Montgomery (Kane/Kendall)

### Non-Voting Members

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Sean McCarthy, director, Illinois Department of Commerce  
(Governor’s appointee)

Brian Oszakiewski (Governor’s appointee)

Leanne Redden, executive director,  
Regional Transportation Authority (MPO Policy Committee)

\* *Chairman*

\*\* *Vice Chairman*

## Members of the MPO Policy Committee

### Municipal Government Appointees

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Rebekah Scheinfeld, commissioner,  
Chicago Department of Transportation

Jeffrey Schielke, mayor, Batavia (Council of Mayors)

### County Appointees

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Thomas Cuculich, chief of staff, DuPage County

Joseph Gottemoller, county board member, McHenry County

Christopher J. Lauzen, county board chairman, Kane County

Scott Gryder, county board chairman, Kendall County

Aaron Lawlor, county board chair, Lake County

John Yonan, superintendent, Cook County  
Department of Transportation and Highways

Lawrence Walsh, county executive, Will County

### Regional Agency Appointees

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Frank Beal, senior executive, Civic Consulting Alliance (CMAP)

Elliott Hartstein, former president, Buffalo Grove (CMAP)

**\*\*Leanne Redden, executive director,  
Regional Transportation Authority**

### Operating Agency Appointees

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Greg Bedalov, executive director,  
Illinois State Toll Highway Authority

\*Randall S. Blankenhorn, secretary,  
Illinois Department of Transportation

Dorval Carter, president, Chicago Transit Authority

Richard Kwasneski, chairman, Pace Suburban Bus Service

Liisa Lawson Stark, assistant vice president of public affairs,  
Union Pacific Railroad (Class 1 Railroads)

John C. McCarthy, president,  
Continental Airport Express (Private Providers)

Don Orseno, executive director, Metra

### Federal Agency Appointees (non-voting members)

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Kay Batey, division administrator,  
Federal Highway Administration

Marisol Simon, regional administrator,  
Federal Transit Administration

# Annual Report

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# Introduction

The Chicago Metropolitan Agency for Planning (CMAP) completed its eleventh full year of existence in fiscal year 2017. Over the past year, CMAP has continued to lead the implementation of the GO TO 2040 regional comprehensive plan while simultaneously developing its successor: ON TO 2050, slated for adoption in October 2018. ON TO 2050 will provide strategic recommendations to address transportation, housing, economic development, open space, the environment, and other quality-of-life issues in the seven counties and 284 municipalities that make up our region. Throughout FY17, CMAP collaborated with partners and stakeholders on a wide range of planning matters that contributed to both the implementation of GO TO 2040 and the development of ON TO 2050. This annual report summarizes those efforts and related activities of the agency.

The CMAP Board is chaired by Gerald Bennett, mayor of Palos Hills. Its membership reflects the regional consensus that led to the creation of CMAP, featuring balanced representation from across the counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. CMAP operates under authorizing legislation known as The Regional Planning Act, in addition to the agency's by-laws.

Since last year, a few changes have been made to the CMAP Board. Janel Forde (Chief Operating Officer of the City of Chicago) replaced Lisa Laws representing the City, Matt Brolley (Village President of Montgomery) replaced Thomas Weisner representing Kane/Kendall, and Matthew Walsh (former trustee of Indian Head Park) replaced William Rodeghier representing West Cook, in July 2017. Biosketches and photographs of current Board members are at [www.cmap.illinois.gov/about/involvement/committees/cmap-board/biosketches](http://www.cmap.illinois.gov/about/involvement/committees/cmap-board/biosketches).

This report is organized as follows:

**Important FY17 Milestones** describes some of the agency's primary accomplishments in FY17. Highlights from the development to ON TO 2050 include the Emerging Priorities Report; the Alternative Futures workshops, kiosks, and forum series; four released Snapshot Reports; six Strategy Papers; and the ON TO 2050 draft preview document, which was released for public comment in June 2017. In addition, implementation of GO TO 2040 continues to produce significant activity, including work of the Local Technical Assistance (LTA) program and progress on major capital projects.

**State and Federal Legislative Priorities** describes CMAP-related issues, such as an updated state and federal agenda and analysis of the repeal of the federal MPO Consolidation Rule in May 2017.

**Other FY17 Work Plan Highlights** describes in detail the progress made in various programs that constitute the agency's ambitious work plan. Though sometimes less visible than the activities summarized as milestones, these projects are no less important to the agency and the region. In many ways, they make up the heart of what CMAP does to integrate planning for transportation, land use, housing, economic development, open space, the environment, and other quality-of-life issues.

**FY17 Budget** has a short summary of the agency's revenues and expenditures during the past fiscal year.

**The Outlook for FY18 and Beyond** briefly lays out some of the anticipated milestones and challenges in FY18 as CMAP continues the development of ON TO 2050 leading up to the draft plan's release and final plan adoption.

And finally, a list of **Acronyms** is a simple roadmap for the array of abbreviations contained in this report.

As always, we appreciate your feedback about this or any other CMAP activity. Please contact us at [info@cmap.illinois.gov](mailto:info@cmap.illinois.gov) or 312-454-0400. You may also submit web comments at [www.cmap.illinois.gov/contact-us](http://www.cmap.illinois.gov/contact-us).

# Important FY17 Milestones

## ON TO 2050

Throughout FY17, CMAP's work has focused on the development of ON TO 2050, the region's next comprehensive plan and the successor to GO TO 2040. ON TO 2050 development will remain a focus of the agency's work in FY18, continuing through its anticipated adoption in October 2018. Plan development work is spread out among staff from all of the agency's core programs. The program's work plan in FY17 included a variety of activities including development of existing conditions Snapshot Reports, assessment of new policy directions, development of a population and employment forecast, transportation project evaluation, and solicitation of public and partner input via broad public engagement efforts.

### **Emerging Priorities Report**

In October 2016, after months of public engagement with more than 7,000 stakeholders, and over 100 workshops designed to gather feedback on regional challenges and opportunities—followed by a 45-day period of public comment—the ON TO 2050 Emerging Priorities report was released. The report zeroed in on pivotal divergences from or refinements to GO TO 2040 policies—along with new priorities—that will distinguish ON TO 2050 from its predecessor, such as achieving more equitable economic growth; improving housing affordability in the region, particularly for the region's most economically disconnected residents; and targeting investment for creative, innovative, multimodal, safe transportation options.

## Alternative Futures

In April 2017, the most intense period of ON TO 2050 public engagement began when CMAP launched five “Alternative Futures,” each exploring macro-level trends that will shape the region for decades to come. The five futures were:

**Changed Climate:** By 2050, our climate will differ from today’s in fundamental ways, forcing us to rethink how we build infrastructure, neighborhoods, and cities.

**Walkable Communities:** If today’s trends continue, more people will want to live in walkable suburban and city neighborhoods by 2050.

**Innovative Transportation:** As transportation technology rapidly evolves, how will we harness it to improve our lives, local communities, and the region’s economy?

**Constrained Resources:** In 2050, resources to fund infrastructure and vital public services at all levels of government are likely to diminish.

**Transformed Economy:** Between now and 2050, how can metropolitan Chicago maintain a thriving regional economy by improving access to education, employment, and critical resources so individuals can achieve the American Dream?

Each Alternative Future included a memo outlining related trends and strategies, a detailed online survey about strategies, and an interactive kiosk and video meant to both disseminate information and serve as a channel for public input. Face-to-face public outreach efforts also included workshops and forums promoting the Alternative Futures series. Staff briefed editorial board members, resulting in positive editorials by the Chicago Tribune and Daily Herald. The Alternative Futures campaign received media coverage from various outlets including the Chicago Tribune, WBEZ, WGN, and the Daily Herald, among others. See [www.cmap.illinois.gov/about/for-media/news-coverage-archive](http://www.cmap.illinois.gov/about/for-media/news-coverage-archive) for the CMAP news coverage archive.

In addition to directly influencing ON TO 2050 recommendations, all public input will be indexed and included in the final release of ON TO 2050.

## Regionally Significant Projects and Financial Plan

Selecting transportation projects that support regional inclusive growth, economic, and quality of life goals is a core task of ON TO 2050. In carrying out the agency’s data driven approach, plan development continued to advance the Regional Significant Project process. Staff worked with transportation stakeholders to establish performance-based programming criteria for project evaluation, helping prioritize investments to achieve regional goals in an era of limited resources.

Additionally, staff began development of the financial plan for transportation, with initial estimates projecting a substantial potential funding gap through 2050. To close this gap and support system enhancement, state of good repair efforts, and expansion, staff are working with stakeholders to establish reasonably expected revenues.

## Snapshots and Strategy Papers

Starting in 2016, the public began to see the fruits of collaborative research and engagement in the form of ON TO 2050 Snapshot Reports and Strategy Papers. Snapshot Reports offer data-driven summaries of regional trends and current conditions. Strategy Papers provide agency direction on new topics for ON TO 2050 and/or explore refinements to existing GO TO 2040 recommendations. Both define future research needs for future plan phases during the development and implementation of ON TO 2050.

Snapshot Reports released during FY17 include:

- Travel Trends: Understanding how our region moves
- Demographic Shifts: Planning for a diverse region
- The Freight System: Leading the way

Strategy Papers released during FY17 include:

- Transportation System Funding Concepts
- Climate Resilience
- Highway Operations
- Tax Policies and Land Use Trends
- Expanding Housing Choice
- Reinvestment and Infill

Reports on various ON TO 2050 topics will continue to be released in FY18 leading up to the release of the draft plan in June 2018. All Snapshot Reports and Strategy Papers are available at [www.cmap.illinois.gov/onto2050](http://www.cmap.illinois.gov/onto2050).

## Draft ON TO 2050 Preview Report

The draft ON TO 2050 preview report was released for public comment in June 2017. This document provides a preview of ON TO 2050's key recommendations and identifies new or refined strategies in advance of the draft plan's release for public comment in June 2018. The preliminary recommendations build upon policies set forth in GO TO 2040 and synthesize the initial policy development, analysis, and engagement completed for ON TO 2050. The Preview Report introduces three overarching principles to be included in ON TO 2050:

- **Resilience:** A strong region requires communities, infrastructure, and systems that are able to thrive in the face of uncertain future economic, fiscal, and environmental shifts.
- **Inclusive growth:** Long-term regional economic prosperity requires increased economic opportunity and improved quality of life for all residents.
- **Prioritized investment:** Achieving regional goals in an era of limited resources requires coordinated prioritization of investments across sectors, including infrastructure, land use, and our economy.

ON TO 2050 will build on the principles of resilience, inclusive growth, and prioritized investment to offer a blueprint to move the region forward. In addition, CMAP will continue to engage with stakeholders and the public as strategy development work concludes and the draft plan is developed.

Public comments are being accepted on the draft document through early FY18, and a final version will be released in October 2017.

## Local Technical Assistance

Since CMAP's LTA program began in March 2011, a total of 188 local projects have been initiated and 149 projects completed—all of which implement GO TO 2040 recommendations. In FY17, 17 local planning projects were completed by CMAP staff and contractors working closely with local stakeholders. The status of all LTA projects can be found at [www.cmap.illinois.gov/programs-and-resources/ta](http://www.cmap.illinois.gov/programs-and-resources/ta).

Of the projects completed in FY17, several were Planning Priorities Reports—products that are meant to help local governments without large planning staffs to prioritize needs. Communities that know they have planning needs but are not certain exactly how to solve them are good candidates for planning priorities reports, and these will be further emphasized by CMAP in the future. The reports are shorter than full comprehensive plans and involve data analysis, review of past plans, and extensive interviews with local stakeholders. In FY17, planning priorities reports were completed for Beach Park, Calumet Park, and Richmond.

After a one year hiatus due to budget constraints, CMAP and the Regional Transportation Authority (RTA) issued a joint call for new projects in May to solicit technical assistance project ideas for the following year. CMAP in partnership with the RTA hosted the 2017 Local Technical Assistance Symposium on May 16, 2017. More than 250 people from around the region including elected officials, municipal and county planners and staff, community-based organizations, nonprofits, civic organizations, and consulting firms learned about the call for projects for the LTA and RTA Community Planning Programs through a series of lectures and panel sessions.

Between May 5 and June 29, 2017, 95 applications were submitted to the Call for Projects for the LTA and RTA Community Planning programs. Selected projects will be announced in October 2017.

## Regionally Significant Projects

Even as ON TO 2050 projects are being identified, significant progress continues on GO TO 2040 projects, which include the following:

**Red and Purple Modernization.** The approved Federal Fiscal Year (FFY) 2016-20 Congestion Mitigation and Air Quality Improvement (CMAQ) program included \$125 million for the Chicago Transit Authority's (CTA) Red and Purple Modernization project. The cost of Phase I is \$2.1 billion, and the CTA was awarded \$956.6 million in federal Core Capacity grants for the project in January 2017. Critically, CTA took advantage of new state authorization to create a Transit Facility Improvement Area, similar to tax increment financing areas, which is projected to generate \$622 million for the Red Line over the life of the district. CMAP has advocated for greater use of value capture arrangements like this one to take advantage of the rise in property values associated with new transportation improvements. The remainder of the project will be funded through CTA sales tax bonds and other revenues. In June, the CTA issued a Request for Qualifications to select a pool of contractors and will issue its Request for Proposals in 2018.

**I-55 Managed Lane.** GO TO 2040 recommended the addition of a managed express lane to mitigate congestion on the Stevenson Expressway between I-355 and I-90/94. The \$425 million public-private partnership would include one managed express toll lane in each direction within the existing median of I-55, drainage improvements, and noise walls. Going forward with a public-private partnership requires a resolution of support from the Illinois legislature. However, entering the new fiscal year, the Illinois General Assembly has yet to introduce a vote to approve the plan.

**Elgin O'Hare Western Access.** In FY17, the Illinois Tollway continued construction on Illinois Route 390, formerly known as the Elgin O'Hare Expressway, completing construction of bridges and frontage roads to accommodate local traffic east to Illinois Route 83. In July 2016, the new tolling went into effect on Illinois Route 390. As of the end of the fiscal year, the tollway is currently building Route 390 along Thorndale Avenue and will complete a section from I-290 to Route 83 by the end of the year.

**Illinois 53/120 Corridor Plan.** In May 2017, the Illinois Tollway board unanimously approved spending \$25 million for two firms to conduct an environmental impact study for the Illinois 53/120 project.

# State and Federal Legislative Priorities

## State Legislative Priorities

CMAP's priorities regarding Illinois legislative issues are described in the CMAP State Legislative Principles and Agenda at [www.cmap.illinois.gov/about/legislative-policy-statements](http://www.cmap.illinois.gov/about/legislative-policy-statements). Additional updates on the progress of various legislation are available in the agency's Board meeting materials at [www.cmap.illinois.gov/about/involvement/committees/cmap-board/minutes](http://www.cmap.illinois.gov/about/involvement/committees/cmap-board/minutes).

At the national level, CMAP published its updated federal agenda in January 2017.

CMAP closely monitors state fiscal policies because the Chicago region's ability to implement GO TO 2040 is significantly shaped by the fiscal and tax policy decisions made at the state level. In July 2017, the General Assembly passed the state's first budget in more than two years.

In November 2016, Illinois voters overwhelmingly approved House Joint Resolution Constitutional Amendment 36 (HJRCA36), also called the Lock Box Amendment, which requires all transportation taxes and fees to be spent exclusively on transportation projects. As outlined in a [memo](#) to the CMAP Board, CMAP analysis found that the increase in available revenues will be marginal, and the amendment's ambiguous language around which types of transportation activities can receive direct funding may also bring unintended consequences.

## Federal Legislative Priorities

In May 2017, the new federal administration released a budget proposal for FFY18, which will begin on October 1, 2017. Overall, the Administration proposed \$4.1 trillion in spending for FFY18, less than a 1 percent increase over current FFY17 levels in addition to a total of \$3.6 trillion in spending reductions over a 10-year period to eliminate budget deficits. The proposal includes substantial reductions in FFY18 to several transportation, community development, housing, and climate resilience programs of interest to northeastern Illinois. CMAP published a policy update outlining the effects the administration's budget would have on GO TO 2040 priority areas in the region.

In May 2017, Congress passed and the President signed into law bill S. 496, which officially repealed the MPO consolidation rule which had called for the consolidation of MPOs like CMAP and could have forced CMAP to merge with neighboring MPOs in northwest Indiana and southeastern Wisconsin.



# Other FY17 Work Plan Highlights

This section describes some of the more significant FY17 work plan activities and is not a comprehensive summary. For more detail, see the CMAP quarterly reports for current and prior years at [www.cmap.illinois.gov/about/budget-and-work-plan](http://www.cmap.illinois.gov/about/budget-and-work-plan).

The CMAP FY17 work plan allowed staff to successfully complete projects related to both the implementation of GO TO 2040 and the development of ON TO 2050 throughout the fiscal year. Agency policies have established consistent, efficient procedures for project managers and teams to effectively plan, execute, and monitor their respective projects. CMAP's project managers are expected to assume a greater level of authority and accountability over agency work, while simultaneously operating and communicating within their functional departments. Using a standardized template, project managers develop a project plan including scope, list of deliverables and associated dates, timeline, and means of team communication for each project. These plans are reviewed by the appropriate deputy executive director(s) and other senior staff.

## Local Planning Program

The work of CMAP's Local Planning area is based on the recognition that local governments are the key players in land-use decision making in our region. As described in GO TO 2040, this means that actions taken at the community level, when viewed collectively, shape the built environment of our region. The Local Planning program is meant to provide assistance to local governments to plan in a way that supports the principles of GO TO 2040 and ON TO 2050, while recognizing that the interpretation of these principles will vary by community.

During FY17, the Local Planning Program ramped up its plan implementation efforts with additional dedicated staff and a focus on a number of completed LTA plans with high implementation potential. Activities included connecting communities to funding opportunities and agencies, conducting developer panels and workshops in communities with specific development sites and priorities, providing training and capacity building, and coordinating multi-jurisdictional efforts where working together would lead to better outcomes.

Local Planning staff also worked to research and implement a number of new planning topics and approaches to advance planning practice of CMAP and the region's communities. These included developing an approach to assess urban flood risk, integrating stormwater management into comprehensive land use planning projects, and a regional scan of flood risk 'hotspots.' Similarly, CMAP is working with state and national partners to better integrate climate data and vulnerability into community planning efforts in five pilot LTA projects. A new approach to assessing and prioritizing bicycle projects is also underway. These activities, as well as new topics, will continue in FY18.

In April 2016, a biennial survey of CMAP municipal governments was conducted to inform agency work and track the progress of GO TO 2040 implementation. A record number of municipalities responded to the survey with 231, or 81.3 percent of the region's municipalities, participating. According to the survey results, 79 percent of municipalities said that producing a plan is a priority for their government in the next two years, with 42 percent saying it was a "high" priority. The most popular plans municipal leaders said they were interested in developing were economic development plans and comprehensive plans. More than half, 61 percent of respondents, said they would be interested in receiving technical assistance from CMAP to help create these plans.

The Local Planning Program continued its work in the Water Resources Planning arena, where activities related to water quality, water supply, and wastewater are housed. These activities are guided by CMAP's role as the delegated authority for area wide Water Quality Planning, GO TO 2040, and Water 2050, and are funded primarily by the Illinois Environmental Protection Agency (IEPA). CMAP continued to work on the Lower Salt Creek Watershed-based Plan, scheduled for completion in late 2017. This program area also includes lakes management work, as well as providing notification of pending National Pollution Discharge Elimination System permits and State Revolving Fund applications to our partners.

## Comprehensive Regional Plan Development

ON TO 2050 plan development work is spread out among staff from all of the agency’s core programs. The program’s work plan in FY17 included a variety of activities from development of existing conditions Snapshot Reports to assessment of new policy directions and solicitation of public and partner input via broad public engagement efforts.

In carrying out the agency’s data driven approach, the plan development continued to advance the Regionally Significant Project process, establishing performance-based programming criteria for project evaluation. The result of this work is to prioritize investment in order to achieve regional goals in an era of limited resources. Additionally, staff began development of the financial plan with initial estimates projecting a potential funding gap of \$30 billion to \$45 billion through 2050, and staff are now working with stakeholders to establish reasonably expected revenues.

CMAP staff continued their research across a range of topics— climate resilience, reinvestment and infill, water, inclusive growth, transit modernization, etc. Each of these projects has emphasized providing more direction for stakeholders, particularly municipal actors. Specifically, the Alternative Futures public engagement campaign, municipal capacity, and layers projects most strongly embody this approach.

Strategy development, trend analysis, research, and work with stakeholders culminated in the Draft ON TO 2050 Preview Report, which was released for public comment between June and August of 2017. The report establishes the major principles of the plan— resilience, inclusive growth, and prioritized investment— and identifies major new or refined strategies for ON TO 2050.

## Communications and Outreach Program

To build broad support for ON TO 2050 in FY17, CMAP’s Communications and Outreach staff created a significant public engagement campaign for five “Alternative Futures” to pose questions that could shape our region for decades to come:

*What if climate change impacts have intensified by 2050?*

*What if more people choose walkable, mixed-use communities by 2050?*

*What if technological innovations enhance transportation by 2050?*

*What if the economy has been transformed by 2050?*

*What if public resources are further constrained by 2050?*

This involved intensive development of general-interest content to describe the futures, which were rolled out in spring 2017. In addition to print and web materials, staff created five highly engaging iPad kiosk applications that have been deployed at dozens of locations and public events across the region. Continuing through August, other opportunities to comment include in-person workshops, a five-part Alternative Futures forum series, web surveys, and social media. After the engagement period concludes, results will be summarized in a report released in October 2017. CMAP will carefully consider all input while preparing the draft of ON TO 2050 for public comment in June 2018. Read more (including a press release) at [www.cmap.illinois.gov/onto2050/futures](http://www.cmap.illinois.gov/onto2050/futures).

With more than a year remaining prior to adoption of the plan, CMAP has already exceeded the 35,000 residents reached during GO TO 2040 plan engagement— well on the way to achieving a goal of doubling the previous total. By the futures campaign’s conclusion, more than 200 workshops will have been held at a wide variety of locations, including community centers, municipal halls, corporate offices, festivals, churches, schools, senior centers, and more.

Building on the successful Big Ideas forums that continued from July through March, five monthly Alternative Futures forums began in April, at locations across the region. The well-attended events featured expert panels discussing the challenges and opportunities to come. See [www.cmap.illinois.gov/onto2050/forums](http://www.cmap.illinois.gov/onto2050/forums) for details of the forums, each of which was featured in a series by the Chicago Tribune’s “Blue Sky” business section.

Other media outreach included briefings of editorial boards at the Daily Herald and the Chicago Tribune, both of which wrote positive editorials encouraging the public to weigh in. To cap off the engagement period, CMAP executive director Joe Szabo spoke about Alternative Futures to the City Club of Chicago, in early FY18.

## Future Leaders in Planning

Future Leaders in Planning (FLIP) is a leadership development opportunity for northeastern Illinois high school students to learn about urban planning and contribute to a better future for our region. Completing its ninth year in early FY17, the program has evolved into a six-day summer format. The FY17 cohort of 29 students from across the region learned about planning for various forms of accessibility and took field trips to places including O’Hare International Airport, the 606 trail, and a vacant 62-acre property primed for redevelopment in Chicago’s South Loop. The FLIP session culminated with an ON TO 2050 Big Ideas Forum at which past and current FLIP participants shared their thoughts on the region’s future.

The next FLIP program, which took place in early FY18, explored ON TO 2050’s five Alternative Futures.

## Policy Analysis and Development Program

In FY17, CMAP’s Policy Analysis and Development group continued work on a broad range of topics related to both implementation of GO TO 2040 but primarily on the development of ON TO 2050. This work included producing Policy Updates, regional economic indicators, legislative analysis, and development of a regional freight plan.

The CMAP website features regularly published Policy Updates on a variety of topics. In FY17, staff wrote and published more than 20 Updates, on topics including new state and federal legislation affecting transportation, state and federal policy and budget proposals, shared services and consolidation, economic trends in employment, business location and creation, demographic shifts, freight and freight land use, and regional transportation policy.

A fundamental role of Policy Analysis and Development staff is to collect and analyze data on the region’s transportation network, population, tax policy and local revenues, and regional economic indicators to keep our partners and the general public aware of key policies and trends, especially those related to major recommendations of GO TO 2040. For example, regional economic indicators, which are updated quarterly, can be found on the CMAP website at [www.cmap.illinois.gov/economy/regional-economic-indicators](http://www.cmap.illinois.gov/economy/regional-economic-indicators). Another example is the Retail Agglomerations project, which is assessing the infrastructure investment and operations impacts of major retail clusters to help refine CMAP’s long-term recommendations on transportation funding.

Begun in FY16, a freight plan for the region—called the Regional Strategic Freight Direction—has been in development and is scheduled to coincide with the publication of the State of Illinois Freight Plan in December 2017. Work in FY17 on the regional freight plan included a survey of municipal freight regulation practices, freight supportive land use preservation and conflict mitigation strategies, truck routing policy and statutory strategies, environmental justice strategies in the freight plan, intermodal practice and strategy analyses, and analyses of concentrated freight land use and transportation corridors. This work will contribute to freight plan recommendations on potential capital improvements as well as local and state policy changes that can improve freight movement in the region.

## Performance-Based Programming

Performance-based programming of funds is a major transportation policy priority of GO TO 2040. While the Plan also recommends new or innovative revenue sources, the larger emphasis is on making more cooperative, transparent, and prioritized decisions, using the best evaluation criteria possible. In FY17, this core program continued to refine MPO programming functions—specifically CMAQ and the Transportation Alternatives Program (TAP)—and develop the region’s capacity to evaluate the larger universe of transportation expenditures and needs in northeastern Illinois. CMAP also took steps to respond to findings from its 2014 federal planning certification review on the distribution of Surface Transportation Program funds in the region.

Projects programmed into the FFY 2016-20 CMAQ and FFY 2015-17 TAP for northeastern Illinois include \$125 million for the CTA Red Purple Modernization, \$29.5 million for ramps at I-294 and North Avenue (augmenting an earlier \$68 million CMAQ award for Elgin-O’Hare Western Access-related intersection improvements), \$19.7 million for improving Pace transit in the I-90 corridor, and \$10 million for Pace bus-on-shoulder operations on the Edens Expressway. Bicycle projects include \$1.6 million for the Black Road Trail from DuPage River Trail to Rock Run Trail in Will County. Applications for a new call for projects for the proposed multi-year FFY 2018-22 CMAQ and FFY 2018-20 for TAP northeastern Illinois were due by March 3, 2017, with the selection process to conclude in October 2017.

FY17 saw the development of several projects that allowed CMAP staff to delve more deeply into the relationships between highway and transit investments and the resulting performance of those systems. Under MAP-21 and the FAST Act, CMAP staff continue to analyze current crash trends in the region, identify safety strategies and policies for consideration in ON TO 2050, and develop potential safety targets for the region to meet new requirements under federal law.

For transit, staff embarked on a study of the investments and policy changes needed to achieve the ambitious goals for transit ridership included in GO TO 2040. A new report on Transit Ridership Growth is expected to be finalized by early FY18.

## Transportation Improvement Program

CMAP develops and actively manages the region’s Transportation Improvement Program (TIP). The CMAP Board and MPO Policy Committee program and track the use of local, state, and federal transportation funds through the TIP. The purpose of the TIP is to establish and implement a short-range transportation program implementing the long-range transportation goals identified in GO TO 2040. Project accomplishments in the TIP were documented in the FFY 2015 Regional Project Award and Obligation Report. Other products developed under this work program ensure that the TIP stays within the fiscal constraints imposed under Congressional appropriations and that the public is given the opportunity to participate in development and management of the TIP. This work program also evaluates how the TIP meets the goals of GO TO 2040 and moves the region toward performance-based programming.

The unobligated CMAQ balance increased over FY17, in part due to several large projects that were unable to progress. CMAQ projects obligated this year included the Lakefront Trail Navy Pier Flyover, traffic signal modernization on IL 120 in Lake County, intersection improvements on Sutton Road (IL 59) at Stearns Road in Bartlett, and the Lincolnwood Valley Trail in Lincolnwood. Notable CMAQ projects completed in FY17 included bus-on-shoulder service operated by Pace on I-94 from Foster Avenue to Lake-Cook Road. FY17 also saw the dedication of diesel retrofits to BNSF locomotives at their Cicero Rail Yard.

FY17 saw the start of a call for CMAQ and Transportation Alternatives Program—Locally Programmed (TAP-L) projects. The eTIP database was used as a platform for online submission of project applications, replacing the older document-based system. TIP staff generated updated emissions rates to help evaluate the proposals. The updated emission rates are also being used to evaluate regionally significant projects for ON TO 2050.

On October 25, 2016, the Council of Mayors Executive Committee approved the FFY 2017 Surface Transportation Program-Local (STP-L) marks, which are used to program locally selected projects in each subregional council. CMAP staff consistently collaborated with the planning liaison (PL) staff on active program management and best practices to implement the STP-L program. Coordination meetings were held with each individual council’s PL staff in February and August to coordinate programs and provide updates.

The Council of Mayors Executive Committee approved over \$24 million in advanced funding to ensure that projects that were ready could move forward. To help advance performance-based programming in the region, CMAP staff convened a working group to discuss options for updating the allocation of STP-L funds and improving programming methods for them.

In FY17, eTIP database functionality was expanded to include tracking of federal highway funding obligations through a direct connection to the Federal Highway Administration's (FHWA) Fiscal Management Information System (FMIS) database. Data collection and reporting was enhanced in response to feedback from users and the TIP amendment approval process was streamlined to allow IDOT, FHWA, and the Federal Transit Administration to complete approvals online allowing federal actions to occur sooner. Staff added performance data to the eTIP interactive map, allowing partners and the public to more easily visualize the connection between transportation investments and areas of congestion throughout the region. The public can view and search for projects at [etip.cmap.illinois.gov](http://etip.cmap.illinois.gov).

No significant updates to the conformity analysis data or methods were required in FY17. The conformity analysis is federally required because northeastern Illinois does not meet national ambient air quality standards for certain pollutants. To meet the air quality standards, the region must implement a transportation program that will help reduce levels of these pollutants or maintain the existing levels. The analysis is submitted to the U.S. Environmental Protection Agency for its review before a long-range regional transportation plan or TIP is approved or amended.

In response to a request from IDOT, CMAP conducted a special conformity analysis and TIP amendment to move the I-290 project forward. The analysis and amendment were approved at the June 2017 MPO Policy Committee meeting.

CMAP staff also tracked changes in air quality standards and designations. Notably in FY17, the northeastern Illinois region was designated "unclassifiable" for fine particulate matter. As a result, the conformity analysis no longer includes an analysis of particulate matter emissions. In addition, CMAP staff worked with IEPA staff to update the state implementation plan for attaining the ozone standard.

## Expressway Vision

Starting in FY17, at the request of and with funding from IDOT and the Illinois Tollway, CMAP began developing a bold, multi-jurisdictional vision to guide future capital investments, coordinate transportation operations, and recommend policy and management strategies for the existing expressway system in northeastern Illinois. The Vision will address growing freight congestion and provide game-changing public transit options for the region's residents.

In addition to system-wide policy and operations recommendations, the Vision will provide conceptual planning recommendations for several specific expressway corridors. The Vision will seek to enhance benefits and reduce negative impacts on communities, businesses, and the environment. In order to better gauge public opinion and priorities related to the expressway system, feedback from CMAP working committees, stakeholders, and external outreach is being integrated into the goals identified for the Vision.

Contributions to ON TO 2050 will be identified by January, 2018. By March 2018, a drafted Vision should be completed, with a finalized version available by May 2018. Given the short timeline of the project, the Vision's recommendations will be conceptual in nature.

## Research and Analysis Program

Improved access to information and development of advanced modeling and forecasting tools were prescribed in GO TO 2040 and will be an important component of ON TO 2050. This core program's primary mission is to ensure that CMAP staff and the agency's planning partners have access to quality data resources and state-of-the-art analysis tools supported by a well-trained research team.

Regional information and data development serves as a primary data resource for regional land use and transportation planning and supports CMAP's ongoing data exchange and dissemination activities. The program also provides data and technical support to the development of ON TO 2050 and benefits CMAP staff and partners who rely on current and reliable data resources to conduct planning analyses.

CMAP maintains numerous region-wide GIS datasets used for policy analysis, local planning, programming decisions and modeling/forecasting activities. The 2013 Land Use Inventory was made available to the public in June 2017, and work will begin shortly on a 2015 update. Development and employment databases are continually maintained and serve as critical inputs to the ON TO 2050 population forecast. Two new datasets being developed in FY17 are now in the production phase: a Regional Traffic Signal Inventory and collection of bicycle/pedestrian count data. Inaugural versions of both of these datasets will be made available to the public in FY18 to support CMAP and partner agencies in transportation planning.

The CMAP Data Hub provides online access to dozens of agency datasets on land use, green infrastructure, population forecasts, and more. In FY17 a location on the Hub was established for hosting data accompanying ON TO 2050 Snapshot Reports and forecasts. Other significant additions were updated Conformity Analysis and Community Data Snapshot data, the 2013 Land Use Inventory, Regional Greenways and Trails Plan data, and a complete scanned set of historic CATS Working Papers and "T-Facts" publications.

In FY17, CMAP staff responded to nearly 200 requests and eight Freedom of Information Act (FOIA) requests.

CMAP collects data on an annual basis from several federal and state agencies, the seven counties that make up the CMAP region, and numerous commercial vendors.

This collection ensures that agency planners, policy analysts, and modelers have access to the most current data available, with over 85 new or updated datasets added over the past year.

Regional forecasting and modeling serves CMAP's longstanding commitment to prepare regional forecasts and modeling analyses to support transportation, land use, and environmental planning. In FY17, the CMAP Board approved consultant selection to calibrate and validate the freight model on January 11, 2017. The consultant calibrated shipper costs to improve the transport mode choice model and performed sensitivity analyses of the model by examining alternative scenarios, resulting in model outputs that better match observed patterns of commodity flows.

Staff continued to implement improvements to the agency's travel demand models to ensure that they more accurately represent daily travel in the region. In February 2017, the agency released a Trip-Based Travel Demand Model Validation report, concluding that CMAP's model provides results that are reasonable compared to empirical data.

On February 8, 2017, the CMAP Board also approved consultant selection to conduct the region's next household travel and activity survey, named My Daily Travel. This multi-year effort will survey 12,000 households from around the CMAP region to collect their travel behavior data and create a comprehensive snapshot of the travel choices our region's residents make. The survey data will allow CMAP to measure and understand changing travel patterns and the factors that influence travel decisions; the last regional household travel survey was conducted in 2007-08. Work was completed on a number of survey materials in anticipation of launching a pilot test of the survey in August 2017.

CMAP added to its repository of transportation data through the continued collection of roadway sensor information stored in the Regional Transportation Data Archive, as well as studies of motorist delay at highway-rail grade crossings. More than 300 small-area traffic forecasts were completed to support the transportation planning work of municipalities and our partner agencies. Staff also worked to improve data visualization techniques to make model results more understandable and intuitive.

## Human Resources

In FY17, the Human Resources team continued to partner with the Diversity and Inclusion employee working group. The group provides a forum for meaningful dialogue regarding communication, employee development, employee satisfaction, inclusion and retention. The working group members share our belief that every employee is valued and respected for what each contributes to CMAP. Human Resources worked with group members to begin agency-wide discussion on Diversity and Inclusion and to develop ideas for Diversity and Inclusion initiatives.

Human Resources helped facilitate management and leadership training presented by DePaul University and conducted a needs assessment for project management training.

In FY17, Human Resources introduced a Mentoring Program for new employees and interns to acclimate new employees more quickly and effectively, and also enhanced New Employee Orientation.

## Information Technology Program

The purpose of CMAP's IT program is to provide an information technology environment that delivers a seamless computing atmosphere with quality service to the agency and its partners. CMAP IT has a vision to become a leader in developing new partnerships with other local agencies in data sharing and exchange and advancing the agency's mission through the use of technology. This past year, IT continued to enhance the CMAP Data Hub by testing DKAN, the data sharing hub application. IT also updated technology across the agency to support outreach initiatives and to meet emerging industry standards.

In FY17, IT procured kiosk hardware and iPads for the ON TO 2050 Alternative Futures outreach initiative. IT also completed the migration to Office365 and installed Skype for Business on all agency computers. To maintain a secure network, IT enhanced the network assessment process and completed security trainings for all staff members. IT conducted continued research on a firewall upgrade and completed a phone system upgrade. IT also played a pivotal role in supporting the agency's financial system, including working with Finance and Administration to upgrade the software and enhance business processes.



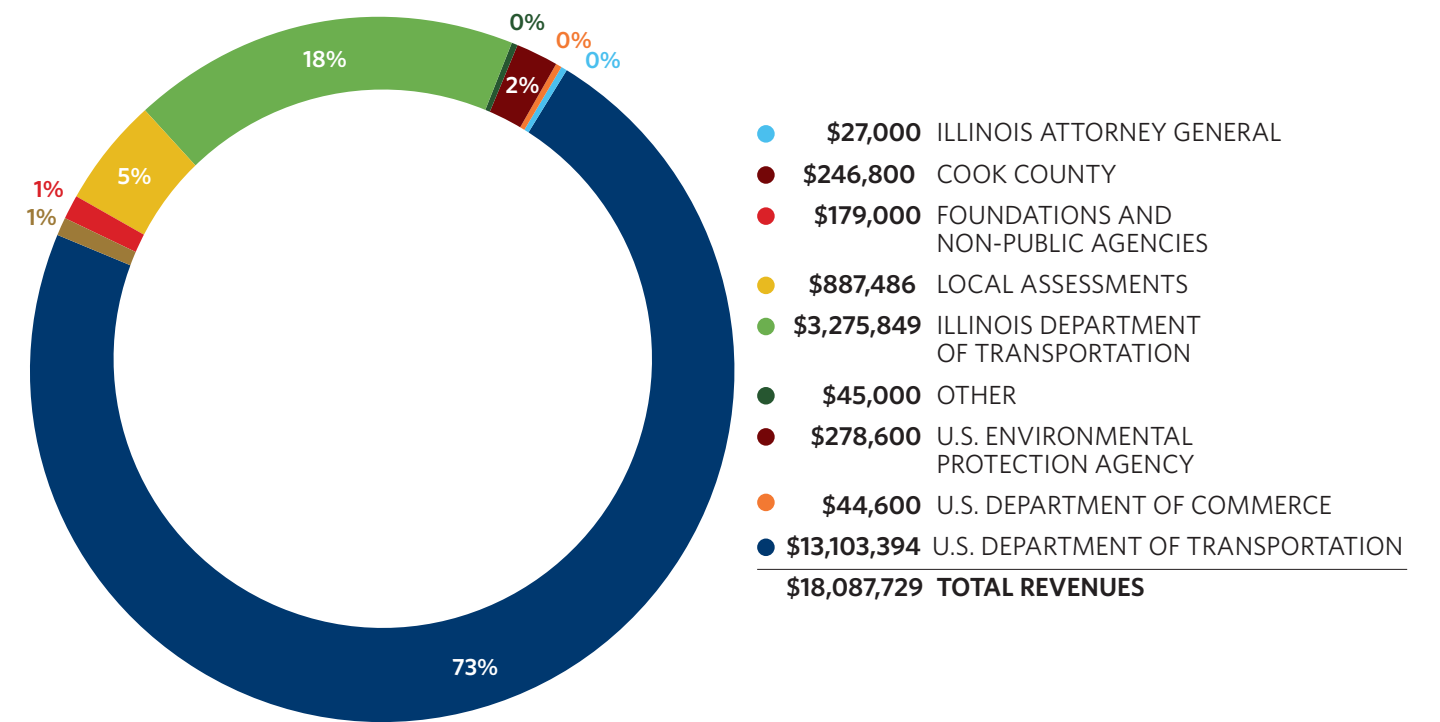
# FY17 Budget

For the FY17 budget, CMAP received its funding from federal and state grants to support its core programs. In the June 2016 budget submission, the competitive Unified Work Program (UWP) was suspended, and other beneficial activities for the region were reduced to provide funding for CMAP's core operational activities and to keep the agency solvent. In late June of 2016, the General Assembly passed and the Governor approved a stopgap budget that included a full fiscal year appropriation for CMAP that provided the local match required to expend federal dollars and remain operational.

In September 2016, a revised budget was approved by the Board that reinstated the competitive UWP and awarded \$1.4 million dollars in competitive projects. Also in the FY17 budget, the newly restructured local dues program was implemented to provide \$887,486 of funding in FY17. Through the commitment of our municipal, county, and transit partners 99 percent of local dues were collected. The following charts show CMAP's FY17 budget, including anticipated revenues and expenditures as approved by the CMAP Board on September 14, 2016. See [www.cmap.illinois.gov/about/budget-and-work-plan/fy17](http://www.cmap.illinois.gov/about/budget-and-work-plan/fy17) for more budget details.

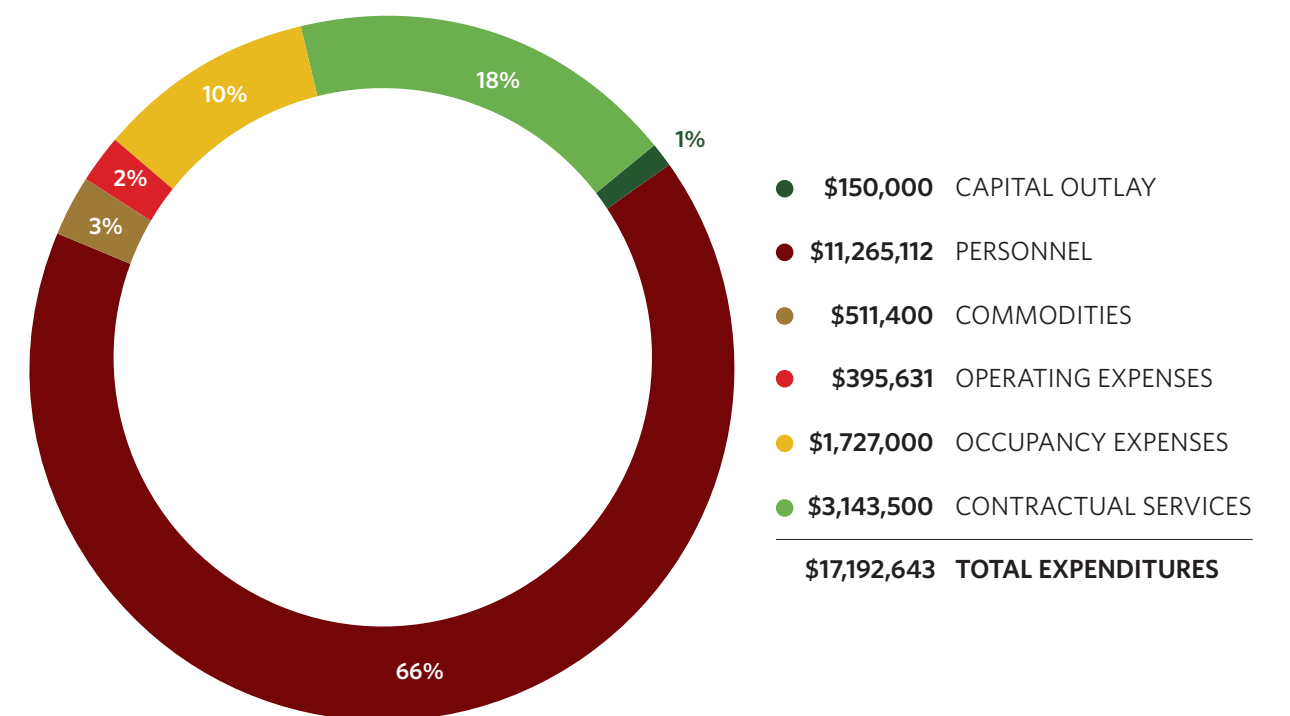
CMAP revenues, FY17

Source: Chicago Metropolitan Agency for Planning.



CMAP expenditures, FY17

Source: Chicago Metropolitan Agency for Planning.



# The Outlook for FY18 and Beyond

As FY17 concludes, CMAP has developed a substantive bank of research and analysis, public outreach, and stakeholder input in the development of ON TO 2050, while also continuing implementation of GO TO 2040. The Alternative Futures engagement process will be completed at the end of August 2017 while strategy development will continue through the fall and winter. In addition, the selection process for the LTA Call for Projects will be completed in October 2017. Multiple ON TO 2050 Snapshot and Strategy Reports on key topics will be published prior to the release of the draft plan in June 2018. The final draft of ON TO 2050 is slated for adoption in October 2018 and will be presented primarily on the web with a companion print piece.

In FY18, CMAP will continue to advocate the implementation of performance-based evaluation criteria for transportation funding decisions and the use of congestion pricing on five GO TO 2040 expressway projects. Emphasizing CMAP's core land use and transportation planning functions, ON TO 2050's continuing development will build on the foundation of GO TO 2040 while expanding to cover a limited number of new policy areas that are complementary to these two essential roles. FY18 will see further engagement of partners and stakeholders through both ON TO 2050 development efforts and other agency work.

## Acronyms

<b>ATS</b>	Applicant Tracking System
<b>CATS</b>	Chicago Area Transportation Study
<b>CMAP</b>	Chicago Metropolitan Agency for Planning
<b>CMAQ</b>	Congestion Mitigation Air Quality Improvement Program
<b>CRFP</b>	Comprehensive Regional Planning Fund
<b>CTA</b>	Chicago Transit Authority
<b>FFY</b>	Federal Fiscal Year
<b>FAST</b>	Fixing America's Surface Transportation Act
<b>FHWA</b>	Federal Highway Administration
<b>FLIP</b>	Future Leaders in Planning
<b>FOIA</b>	Freedom of Information Act
<b>FTA</b>	Federal Transit Administration
<b>IEPA</b>	Illinois Environmental Protection Agency
<b>IDOT</b>	Illinois Department of Transportation
<b>LTA</b>	Local Technical Assistance
<b>MPO</b>	Metropolitan Planning Organization
<b>NIPC</b>	Northeastern Illinois Planning Commission
<b>RTA</b>	Regional Transportation Authority
<b>STP-L</b>	Surface Transportation Program-Local
<b>TAP</b>	Transportation Alternatives Program
<b>TFIA</b>	Transit Facility Improvement Area
<b>TIF</b>	Tax Increment Financing
<b>TIP</b>	Transportation Improvement Program
<b>UWP</b>	Unified Work Program

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The Chicago Metropolitan Agency for Planning (CMAP) is our region's official comprehensive planning organization.

The agency and its partners are developing ON TO 2050, a new comprehensive regional plan to help the seven counties and 284 communities of northeastern Illinois implement strategies that address transportation, housing, economic development, open space, the environment, and other quality-of-life issues. See [www.cmap.illinois.gov](http://www.cmap.illinois.gov) for more information.