

Annual Report

Fiscal Year 2017-18

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Jay Ciavarella (alternate), Director, Office of Planning and Program Development, Federal Transit Administration

*Chairman

** Vice Chairman

Annual Report

Fiscal Year 2017-18

04 Introduction

06 ON TO 2050 Development

07 Alternative Futures Public Engagement

08 Plan Preview

08 Reports to Inform ON TO 2050

10 Socioeconomic Forecast

12 Regionally Significant Projects

13 Financial Plan

13 Draft ON TO 2050 Plan, Public Comment Period, and Open Houses

14 Looking ahead

15 FY18 Milestones and Work Plan Highlights

16 Local Planning Program

18 Policy Analysis and Development Program

19 State and Federal Legislative Priorities

19 Performance-Based Programming

21 Transportation Improvement Program (TIP)

21 Research and Analysis Program

23 Communications and Outreach Program

25 Future Leaders in Planning

25 Expressway Vision

26 Human Resources

27 Information Technology Program

28 FY18 Budget

30 The Outlook for FY19 and Beyond

31 Acronyms

Introduction

The Chicago Metropolitan Agency for Planning (CMAP) completed its twelfth full year of existence in fiscal year 2018 (FY18). Over the past 12 months, CMAP has continued to implement the GO TO 2040 regional comprehensive plan while simultaneously working to complete its successor plan, ON TO 2050, slated for adoption on October 10, 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 FY18, 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 the previous fiscal year, a few changes have been made to the CMAP Board. Terry Weppler (mayor of Libertyville) replaced Elliott Hartstein in representing Lake County, a founding member of the CMAP Board. Diane Williams (village trustee in Flossmoor) replaced Peter Silvestri in representing Suburban Cook County. Biosketches and photographs of current Board members are available at www.cmap.illinois.gov/committees/board#Members.

The Board modified its by-laws on October 11, 2017, to clarify Metropolitan Planning Organization (MPO) Policy Committee representation, committee management, and made technical revisions that better reflected agency practice. The CMAP board and MPO Policy Committee also jointly revised the Memorandum of Understanding (MOV) that covers the working relationship between the CMAP Board and its MPO Policy Committee. By adopting this agreement, the two governing bodies affirmed their commitment to coordinate and integrate the region's planning for land use and transportation in an open and collaborative process.

In FY17, the Federal Transit Administration and Federal Highway Administration completed a joint certification review of CMAP's transportation planning process. The review found that the agency met federal regulations, commended CMAP for several actions it had taken, and made recommendations that support continued enhancement of the planning process in the region.

In another milestone, the CMAP Board began recording and live-video streaming its meetings for the first time as of January 2018.

This report is organized as follows:

Development of ON TO 2050 describes major work of the agency in FY18 to complete the region's next comprehensive plan. Highlights include the completion of the Alternative Futures public engagement process that began in FY17, release of the ON TO 2050 Plan Preview in October 2017, our continued series of ON TO 2050 snapshots, strategy papers, and other reports, as well as release of the Draft ON TO 2050 plan and opening of the public comment period in June 2018.

FY18 Work Plan Highlights describe the progress made in various programs that constitute the agency's ambitious work plan. These activities 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.

FY18 Budget has a short summary of the agency's revenues and expenditures during the past fiscal year.

Outlook for FY19 and Beyond briefly lays out some of the anticipated milestones and challenges in FY19 as CMAP adopts ON TO 2050 and moves into plan implementation.

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 or 312-454-0400. You may also submit web comments at www.cmap.illinois.gov/contact-us.

ON TO 2050

Development

Alternative Futures Public Engagement

As part of ON TO 2050's development, CMAP prioritized public engagement to stress-test assumptions about the macro-trends that will shape the future of the region and to solicit input on strategies and priorities for addressing those trends. Public engagement for the Alternative Futures phase of ON TO 2050 development began in April 2017 and continued through the end of August 2017. The five futures presented 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?

This significant period of engagement spread across each of the seven counties in the region and included more than 2,500 residents who attended 127 workshops, five topical forums, and more than 61,000 individuals who interacted with the kiosks. Attending fairs, farmers' markets, and using online surveys, and web and social media helped to compile feedback from stakeholders. Extensive [news media](#) coverage included a [WTTW segment](#) on emerging transportation technologies, a [Chicago Tribune series](#) of stories on the five Alternative Futures, and a two-part series by the Better Government Association and [Crain's Chicago Business](#). The public input compiled throughout the plan's development has helped to shape recommendations included in ON TO 2050. The Alternative Futures phase concluded on August 30, 2017, with a [speech](#) by CMAP executive director Joseph C. Szabo to the City Club of Chicago.

Plan Preview

In October 2017, CMAP released the Plan Preview for ON TO 2050 that provided a first look at major recommendations prior to the draft plan's release for public comment. The preview was organized according to three overarching principles that support the regional vision and will be relevant across the ON TO 2050 plan's strategies:

- **Resilience:** We must provide economic opportunity for all residents and communities.
- **Inclusive growth:** We must prepare for future changes, both known and unknown.
- **Prioritized investment:** We must carefully target resources to maximize benefit.

The report's preliminary recommendations built on—but did not substantially revisit—GO TO 2040 policies that were adopted in 2010. The Preview also synthesized the substantive new recommendations based on the policy development, analysis, and engagement that had been carried out as of the Preview's release. It expanded on the Emerging Priorities Report, adopted by the CMAP Board in October 2016, which identified 11 priority areas for further exploration in the development of ON TO 2050.

Reports to Inform ON TO 2050

Beginning in 2016, CMAP staff and partners collaborated to publish a wide variety 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. The reports listed below reflect a portion of the total number of summaries released since 2016.

The snapshot reports released during FY18 include:

- Infill and Transit Oriented Development
- Transit Trends
- Natural Resources

Strategy papers released during FY18 include:

- Lands in Transition
- Water Resources
- Transportation Technology
- Municipal Capacity
- Transit Modernization
- Stormwater and Flooding
- Health Equity

Additional reports released during FY18 include:

- Placemaking
- Regional Strategic Freight Direction
- Transit Ridership Growth Study
- Highway System Performance Trends
- Local Food
- Non-motorized transportation
- Traffic Safety
- Regional economy memos

These reports conclude the release of products until the anticipated adoption of ON TO 2050 in October 2018. All ON TO 2050 snapshot reports and strategy papers are available at www.cmap.illinois.gov/onto2050.

Socioeconomic Forecast

As part of ON TO 2050 plan development, CMAP developed a socioeconomic forecast that estimated the characteristics of the seven-county Chicago metropolitan region's population and employment in 2050. The last forecast was released in October 2014 in conjunction with the federally mandated update to GO TO 2040. CMAP's forecasting helps the agency evaluate regionally significant projects, complete air-quality conformity modeling, understand future needs of communities in the region, and provide needed technical assistance. The current forecast estimates the 2050 age distribution, race/ethnicity, household size, and similar factors for the region's residents, as well projecting employment trends by sector.

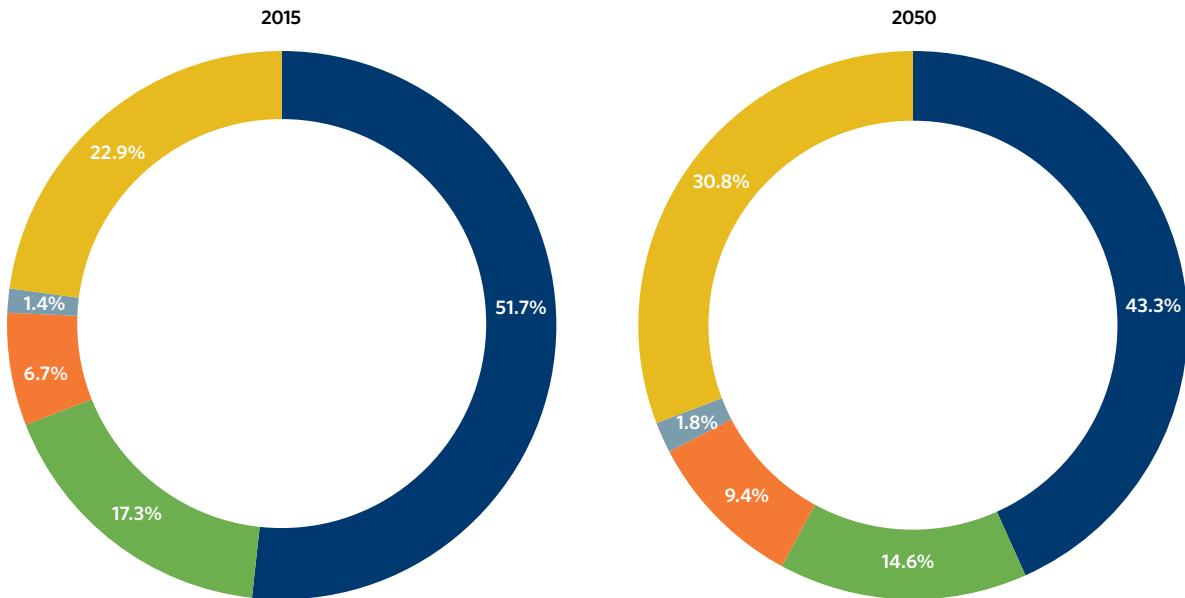
The forecast will help CMAP and the region's communities plan for changing needs as it identifies areas of growth, decline, and diversification. It projects that the region will continue to grow, despite slow growth and some declines after the recent recession. By 2050, the region will have more than 10.6 million residents compared with 8.5 million in 2015. Employment will be just below the 5 million mark, growing from 4.08 million in 2015. More information can be found at www.cmap.illinois.gov/onto2050/socioeconomic-forecast.

Proportion of population by race and ethnicity in the CMAP region, 2015 estimate and 2050 forecast

Note: CMAP may provide minor updates and adjustments to the forecast prior to ON TO 2050 approval.

Source: Chicago Metropolitan Agency for Planning draft ON TO 2050 socioeconomic forecasts.

- White
- Hispanic
- Black
- Asian
- Other races and two or more races

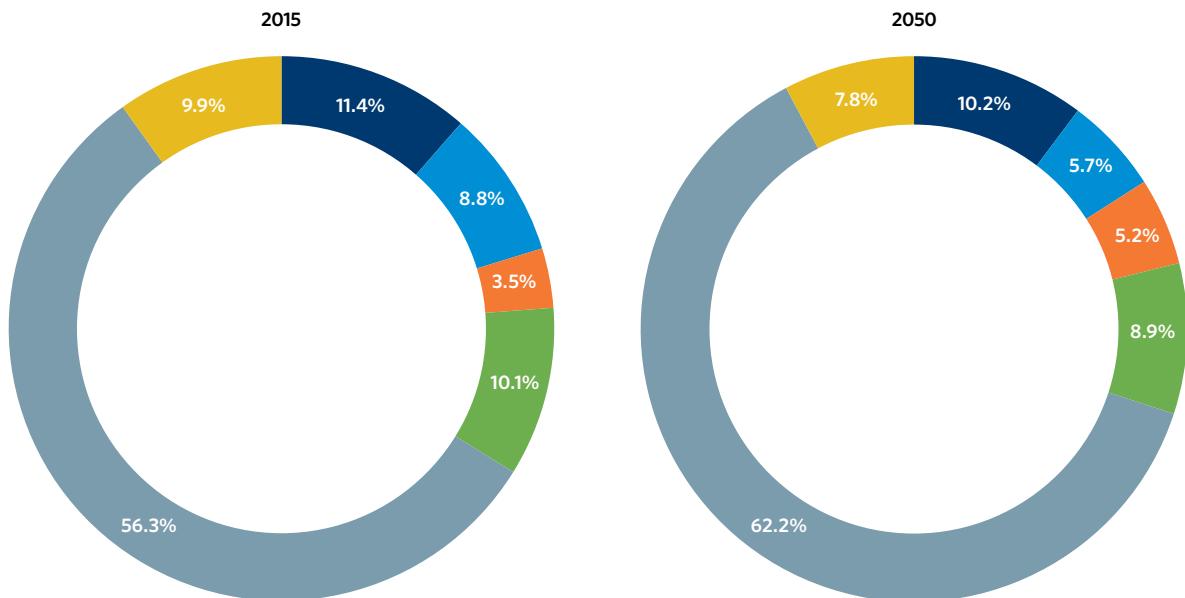


Proportion of employment in the CMAP region by category, 2015 estimate and 2050 forecast

- Government
- Manufacturing
- Other
- Retail
- Services
- Transportation, wholesale, utilities

Note: CMAP may provide minor updates and adjustments to the forecast prior to ON TO 2050 approval. The "services" category includes a range of industries: finance, insurance, real estate, information, professional and technical services, management of companies and enterprises, administrative and waste services, healthcare and social services, educational services, arts, entertainment and recreation, accommodation and food services, and other services.

Source: Chicago Metropolitan Agency for Planning draft ON TO 2050 socioeconomic forecasts.



Regionally Significant Projects

A key role of the ON TO 2050 comprehensive regional plan is to establish a list of Regionally Significant Projects (RSPs) to fit within the plan’s expected “fiscal constraint”—meaning the costs of the selected projects can be covered through existing or reasonably expected revenue sources. These RSPs must be identified in ON TO 2050 in order to be eligible to receive federal transportation funds or obtain certain federal approvals.

Because the region has limited funds available for expansions or improvements, the RSP evaluation process is intended to generate a list of prioritized projects that help the region meet its goals. Identifying such a prioritized, fiscally constrained list of capital projects is one of the primary purposes of an MPO’s long-range transportation plan. In April 2018, CMAP released an initial list of RSPs for ON TO 2050 as part of the Mobility chapter, which also includes recommendations not only to improve the system, but to adapt to emerging technology and changing climate impacts, improve safety, and support desired development and inclusive growth. The draft list garnered [news media coverage](#) that included an especially positive [editorial by the Chicago Tribune](#). As an appendix to the draft ON TO 2050 plan, CMAP also produced the ON TO 2050 Regionally Significant Projects Benefits Report, which describes the process to identify and evaluate RSPs as well as descriptions of projects and their expected performance. The report can be found at www.cmap.illinois.gov/2050/draft/applications.

Financial Plan

Federal law requires MPOs to demonstrate fiscal constraint by determining that sufficient funding resources will be available to invest in the transportation system as recommended in the long-range plan. CMAP produced the ON TO 2050 Financial Plan for Transportation Appendix as part of the draft plan released in June 2018. The Financial Plan includes forecasted revenues and funding allocations to planned investments on the system. The forecast indicates that revenues from existing sources will be insufficient to operate and maintain the transportation system through 2050, let alone enhance it. To keep the region's system in the condition it is in today, as well as fiscally constrain a limited number of enhancements and expansions within the long-range planning context, the region will need to prioritize the advancement of new and innovative revenue sources as major policy priorities in ON TO 2050. The report can be found at www.cmap.illinois.gov/2050/draft/applications.

Draft ON TO 2050 Plan, Public Comment Period, and Open Houses

In June 2018, CMAP released the draft ON TO 2050 comprehensive regional plan for public comment from June 15 through August 14, 2018. The plan builds on the strategy papers, snapshots, and partner and public engagement conducted over the prior three years. Before release to the public, draft chapters were circulated to CMAP committees and partners for input. During the public comment period, CMAP held ten open houses around the region and one public hearing at the agency's office, where staff was available to discuss the plan's recommendations and answer questions from the public. Comments are being considered by staff in finalizing the plan for anticipated adoption in October 2018.

Looking ahead

While many staff members worked to develop ON TO 2050 in FY18, others spent time planning the launch of the plan's implementation phase. ON TO 2050 will make use of extensive visual assets that are geared to making the plan visually appealing on the web, development of which was carried out during FY18. Early in the next fiscal year, the public comment period will close, final revisions to the plan will be made, and it will be readied for adoption. Following board approval, CMAP is planning a launch event for ON TO 2050 in Millennium Park on October 10, 2018. The agency will then shift its work toward implementation of the plan's recommendations.

FY18 Milestones and Work Plan Highlights

Local Planning Program

The Local Planning program provides technical planning assistance and support to local governments in a way that not only helps to achieve community goals, but also supports and implements the themes and principles of GO TO 2040 and ON TO 2050. As authorities over the majority of local land use and investment decisions, the region's local governments implement decisions at the community level which, when viewed collectively, impact the region in different ways. The Local Planning program helps convey the broader vision of the region to local decision makers with the intent to positively influence decision making and investments.

CMAP's Local Technical Assistance program began in March 2011 as a strategy for implementing GO TO 2040 at the local level. Since then, more than 220 local projects have been initiated and 175 projects completed. In FY18, 19 local planning projects were completed by CMAP staff and contractors working closely with local stakeholders. After a one year hiatus due to budget constraints, CMAP issued its call for projects in FY17, received 95 applications, and in FY18 accepted 34 new projects into the program, sixteen of which were underway by the end of the fiscal year. Projects include transportation, parking, and bicycle/pedestrian plans, comprehensive plans, zoning codes, river corridor plans, downtown plans, neighborhood plans, planning priorities reports, stormwater plans, watershed plans, water supply plans, and housing studies. A variety of funding sources support this work, including federal, state, and philanthropies, as well as contributions from local communities. The status of all LTA projects can be found at www.cmap.illinois.gov/programs-and-resources/lta.

This year, the Local Planning program to enhance the skills and capacity of local government staff and elected officials. In addition to continuing activities from past years, such as planning commissioner training and Geographic Information Systems training, it also draws from research and development activities that explore tools and techniques that can support local government decision making. These research activities develop and test the use of different data sources and techniques that can be used both internally by staff as well as by local governments. Staff continued its work on assessing and communicating urban and riverine flood risk, pursuing better stormwater management at the local level, and integrating climate vulnerability assessments into local plans, which include working with local, state, and national partners. This year, staff also explored an

internal approach to market analysis and economic development to advance the skills of staff. Many more ideas were developed during the ON TO 2050 development process, and will be explored in FY19 and beyond.

The Local Planning program also focused on plan implementation, including exploring an online platform for generating interest and collaboration among community members around local plan implementation projects. Similar to last year, a number of projects with high implementation potential were targeted as priorities. Activities included connecting communities to funding opportunities, conducting developer panels and workshops in communities with specific development sites and priorities, preparing additional materials and information for communities with particular needs, and coordinating multi-jurisdictional efforts where working together would lead to better outcomes.

The Local Planning program expanded its work in the Water Resources Planning arena, with a renewed effort to assist the region and communities with water supply planning activities, including a new regional water demand forecast that can be used at the local level for water supply planning. Notable advances were made in planning for stormwater and flood management, as well as the completion of one and the initiation of another watershed planning project. 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 and the Illinois Department of Natural Resources.

Policy Analysis and Development Program

In FY18, CMAP's Policy Analysis and Development group shifted the primary focus of its work to the development of ON TO 2050, but continued to work on a broad range of topics related to implementation of GO TO 2040. This included producing multiple Policy Updates, regional economic indicators, legislative analysis, and other reports.

In FY18, the Policy Analysis and Development team released a Metals Supply Chain report examining the Chicago region's metals manufacturing cluster in depth. It describes key characteristics of industries in the region's metals cluster, how relationships between local industries form a unique a regional supply chain, and how trends in employment and global competition are influencing the cluster. The Policy Analysis and Development team also completed and released the Regional Strategic Freight Direction in FY18. The document lays out the agency's freight policy agenda, aimed at driving economic growth and quality of life. The document's recommendations focus on truck, rail, land use, and programming topics.

Also in FY18, CMAP staff published a three-part Policy Update series focusing on occupation and employment trends in metropolitan Chicago which found that over the past several decades industry demand for skills has polarized resulting in a greater number of high and low skill jobs relative to middle skill jobs. Other Policy Updates were written about topics including population loss in the region, development trends and housing affordability by walkability within the CMAP region, commutes for residents of Economically Disconnected Areas, analysis of the FY19 White House infrastructure and budget proposal, and analysis of the FY18 federal Omnibus spending bill and its potential impact on the CMAP region.

State and Federal Legislative Priorities

CMAP Government Affairs staff closely monitors state and federal policies because the Chicago region's ability to implement GO TO 2040 and ON TO 2050 is significantly shaped by the decisions made by lawmakers. CMAP's priorities regarding local and national legislative issues are described in the CMAP State Legislative Agenda and Principles and Federal Agenda and Principles documents at www.cmap.illinois.gov/updates/legislative.

CMAP executive director Joseph C. Szabo testified to the Illinois General Assembly House Transportation Committee on Regulation, Roads, and Bridges on two separate occasions in FY18 – once in December 2017, and again in May 2018. In both instances, he spoke about the cost of maintaining existing infrastructure and the crisis in transportation funding that now threatens to stunt the Chicago region's economic growth and negatively impact residents' quality of life.

Performance-Based Programming

Performance-based funding is a major transportation policy priority of GO TO 2040. ON TO 2050 will continue to emphasize this work through its focus on Prioritized Investment, which emphasizes making more cooperative, transparent, and prioritized decisions, using the best evaluation criteria possible. In FY18, this core program continued work on Congestion Mitigation and Air Quality Improvement (CMAQ) and Transportation Alternatives Program (TAP-L) development, as well as refined the project prioritization methodology in anticipation of the next call for projects.

New FFY 2018-22 CMAQ and FFY 2018-20 TAP-L programs were approved in October 2017. The CMAQ program funds various transportation projects which include new transit vehicles, improved transit facilities and service, traffic flow improvements, and improved vehicle and fuel technologies. The TAP-L program is focused on bicycle facilities and the completion of the Regional Greenways and Trail Plan. CMAP also continued work on MAP-21, which emphasizes achieving performance targets in the federal transportation program. This work included setting highway safety targets, updating transit asset condition targets, calculating system performance measures, and refining methods of tying investment to target achievement.

During FY18, CMAP monitored the performance of the transportation system, which included ongoing data acquisition, processing, visualization, and updating of the performance measurement pages on the CMAP website.

In October 2017, a new agreement between the Council of Mayors Executive Committee and the Chicago Department of Transportation was approved by the MPO Policy Committee for the distribution and active program management of locally programmed Surface Transportation Block Grant funds, known as “STP-L.” As called for in the agreement, a new STP Project Selection Committee was formed and began development of project selection and management policies and procedures that will be adopted in FY19.

To help assist in the new performance based allocation of funds between the City of Chicago and the suburban Councils of Mayors, staff initiated a pavement condition collection effort, which included funds for Pavement Management Plans for local municipalities. CMAP staff developed federally required transportation performance targets for the region that cover safety, asset management, and system performance. As the region is transitioning to this new STP-L program, the projects in the current program continue to advance to implementation.

Transportation Improvement Program (TIP)

The purpose of the TIP is to establish and implement a short-range transportation program implementing the long-range transportation goals identified in the proposed ON TO 2050 plan and GO TO 2040. 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. In preparation for the adoption of ON TO 2050 and the FFY 2019–24 TIP in October 2018, a conformity analysis incorporating the proposed ON TO 2050 RSPs was completed. No significant updates to the conformity analysis data or methods were required in FY18, but the process for updating vehicle fleet information began.

In FY18, the TIP database functionality was expanded to include more detailed information about project implementation schedules and individual projects' potential to influence federal performance targets for pavement, bridge, and transit asset condition, safety, congestion, and air quality. Modifications to the database to include more in-depth data collection for evaluating the relationship between TIP projects and the performance targets will continue in FY19.

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.

CMAP maintains numerous region-wide datasets used for policy analysis, local planning, programming decisions and modeling/forecasting activities. Work has begun on a 2015 update to the popular Land Use Inventory. Development and employment databases are continually updated and served as critical inputs to the ON TO 2050 socioeconomic forecast. Two new datasets were released in FY18: a Regional Traffic Signal Inventory and collection of bicycle/pedestrian count data. Both of these datasets are available to partner agencies and the public via the CMAP Data Hub, where land use, transportation, demographic and green infrastructure data can be freely [downloaded](#).

In FY18, CMAP staff responded to 119 data requests and five Freedom of Information Act requests.

CMAP collects data on an annual basis from public agencies and commercial vendors. This collection ensures that agency planners, policy analysts, and modelers have access to the most current data available, with more than 50 new or updated datasets added over the past year.

On March 14, 2018, the CMAP Board approved consultant selection to assist in the development of a land use microsimulation model (UrbanSim) for the CMAP region. This model will complement the agency's advanced travel models and, in time, will provide transparent, defensible socioeconomic forecast data at a highly localized scale. Development of the UrbanSim model is expected to take approximately two years and will be fully functional in time for use in ON TO 2050 Plan Update modeling.

Staff worked closely with the consultant on finalizing the content, look and data collection framework for My Daily Travel, the region's next household travel and activity survey. Data will be collected from 12,000 households throughout the region to allow CMAP to measure and understand changing travel patterns and the factors that influence travel decisions. Several pilot studies were conducted so that the survey procedures could be fine-tuned for the August 2018 commencement of the survey.

Staff continued to implement improvements to the agency's modeling analysis tools to ensure that they more accurately represent daily travel in the region. An action plan was developed to prioritize analysis tool development and improvement work over the life of ON TO 2050 and its update. This will guide staff for the next eight years as they work to make the agency's modeling tools more responsive in answering the policy and planning questions put forth in ON TO 2050.

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. Nearly 300 small-area traffic forecasts were completed to support the transportation planning work of municipalities and our partner agencies. Staff also provided travel demand modeling assistance to partner agencies for a number of larger-scale project studies including North Lake Shore Drive, I-55, and I-80.

Communications and Outreach Program

CMAP must maintain a high standard of communications and outreach with stakeholders, the general public, and news media to fulfill the agency's comprehensive planning objectives.

In early FY18, the Communications and Outreach staff completed the [Alternative Futures](#) public engagement phase and produced a [summary report](#) detailing the period's successes. Throughout FY18, communications staff continued to collaborate closely with CMAP local planning and policy staff to support new and ongoing products and projects such as Policy Updates, LTA plans, and ON TO 2050 deliverables, such as snapshot reports and strategy papers. The communications team worked with outside consultants and ON TO 2050 chapter authors to lead development of all visuals for the plan. To create an interactive, immersive web experience, communications staff leveraged the consulting services of a commercial photographer, urban design firm, art director, and web developers to prepare for ON TO 2050's release. The agency unveiled its [new website](#) in December 2017, laying the groundwork for other innovations yet to come in the ON TO 2050 plan.

As FY18 began, staff were midway through extensively engaging the public—including news media—to build awareness of the Alternative Futures phase of plan development, as described above in the ON TO 2050 Development section. Staff announced development of the Expressway Vision for metropolitan Chicago, which generated coverage in December 2017 when the Chicago Tribune [editorialized](#) in support of congestion pricing. For links to all the FY18 media coverage about CMAP, see the [news archive](#).

Communications worked to support the publication of the ON TO 2050 draft plan in June 2018, while executing the communications and outreach strategy for a high-profile plan launch event in October 2018. The event will feature a keynote address by Clarence Anthony, executive director of the National League of Cities.

The communications team significantly enhanced public engagement on Twitter and Facebook, while also establishing new CMAP Instagram and LinkedIn accounts. Additionally, staff launched the CMAP Photo Library, a shared agency-wide photo library for use by both Communications and LTA. The purpose of this project is to develop a shared and searchable photo library using photo-archiving software and an organizational system that best meet staff needs and agency resources.

In addition to continuing public engagement with community organizations and students, Outreach staff strategically expanded engagement activities to include private sector and corporate stakeholders, meeting with more than 30 corporate entities to make initial connections and to solicit feedback on the ON TO 2050 plan. Staff continued to deepen relationships with established partners and identify new outreach opportunities including speaking engagements, topical forums, civic events, and support to Governmental Affairs meetings with legislators. During the ON TO 2050 public comment period late in FY18 and early in FY19, outreach staff organized and led ten open houses around the region and a public hearing at CMAP's office to garner comments and conversation about the draft plan.

Future Leaders in Planning

Future Leaders in Planning (FLIP) is a leadership development opportunity for northeastern Illinois high school students to learn about regional planning and contribute to a better future for our region. In its ninth year, the 2017 summer FLIP program explored ON TO 2050's five Alternative Futures. The FY18 cohort of 34 students from across the region learned about planning for various forms of accessibility and took field trips to places including Millennium Park, Pullman National Monument, Google's Chicago office, and UI Labs. The FLIP session culminated with an open house where FLIP participants shared their thoughts on the region's future. The next FLIP program in early FY19 is an exploration of the three ON TO 2050 principles and will include a new partnership with the Chicago Architecture Foundation's Teen Fellows program.

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 seek to enhance benefits and reduce negative impacts on communities, businesses, and the environment. In FY18, analysis and research has continued on expressway transportation issues in an effort to make the system more efficient, reliable, and safe for all users. The joint agency taskforce has continued to meet to deliberate recommendations. Additionally, CMAP staff has engaged in stakeholder outreach in order to integrate feedback and recognize public opinion and priorities.

Human Resources and Administration

Human Resources and Administration provides to managers the processes, tools, and training to effectively manage employees as organizational assets. In FY18, Human Resources coordinated the 360° Feedback initiative for 30 CMAP employees as part of management and leadership training provided by DePaul University. The department also coordinated project management training, and the development of a Project Management Working Group to drive implementation of project management through the organization.

HR enhanced the annual performance management process for all employees to include employee feedback, a consistent rating structure, mid-year reviews, and professional development plans. Human Resources coordinated diversity and inclusion training sessions for leadership, all employees, and employees with external assignments, and facilitated the development of a charter for the Diversity and Inclusion Working Group to focus their efforts. Human Resources created policies to address incidents of bias, non-discrimination and anti-harassment, and telework. The department led the project to conduct an organizational structure review, compensation study, and create job descriptions. Human Resources also sourced a high volume of key positions, including Deputy Executive Directors of Planning and Policy & Programming.

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 while advancing the agency's mission through the use of technology.

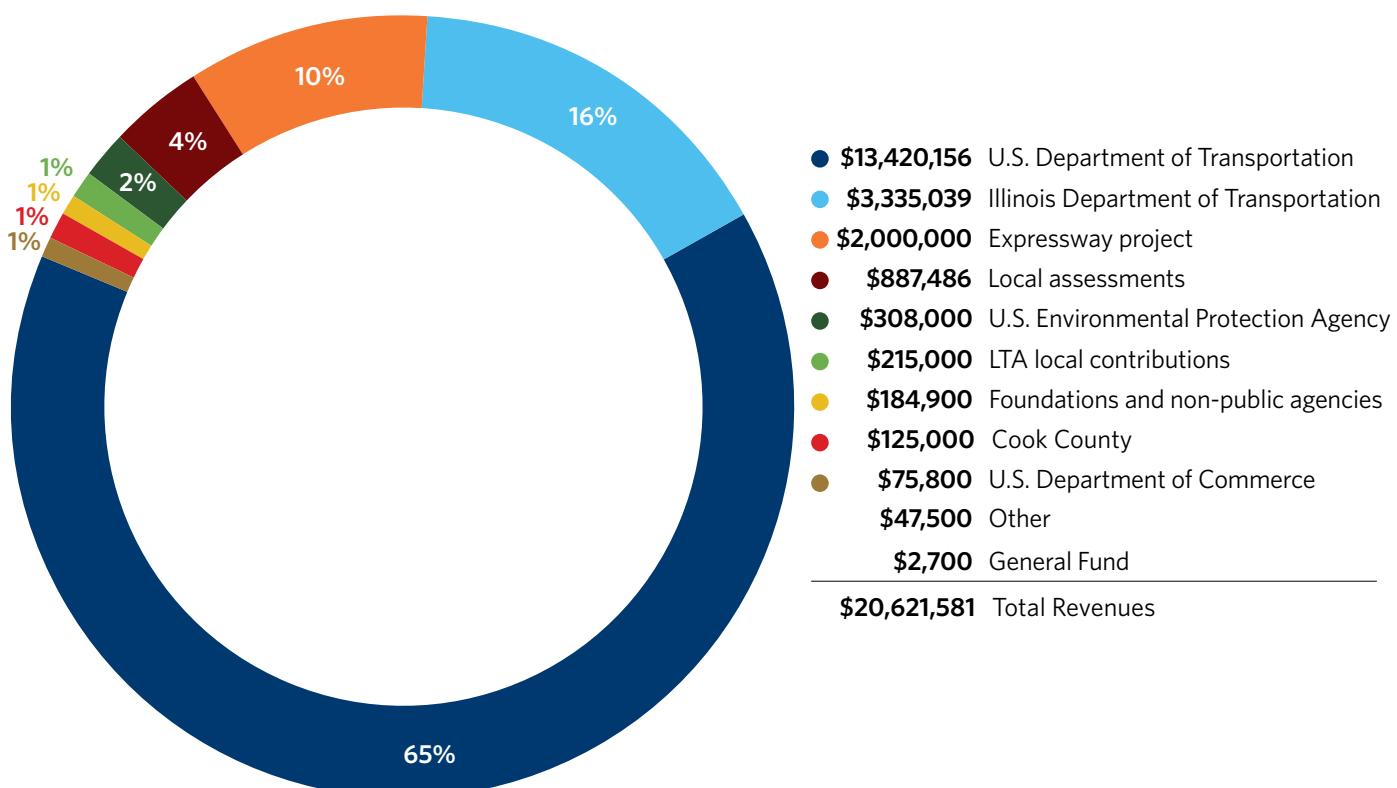
In FY18, the IT team continued deploying new staff desktops, and Windows 10 upgrades, as well as implementing Adobe Bridge for staff to use the new photo library. As part of the financial system software upgrade, IT coordinated several bootcamp training sessions and provided ongoing application support. IT continued working with the Research and Analysis team to maintain the Data Hub and initiated an annual network security analysis for CMAP's internet facing resources. Additionally, IT completed eight phishing campaigns and two training campaigns to educate staff about safe email practices and provided ongoing support for security updates. IT also facilitated the move to begin livestreaming and recording CMAP Board meetings in FY18.

FY18 Budget

For the FY18 budget, CMAP received funding from federal and state grants to support its core programs. Starting in FY17, a newly restructured local dues program had been implemented and was continued in FY18. In December 2017, CMAP underwent its quadrennial certification review with U.S. Department of Transportation (U.S. DOT). Local dues were cited as a critical component to CMAP remaining solvent and mitigating operational risk against the potential of any funding uncertainties. Based upon informal U.S. DOT guidance, CMAP will retain local dues in reserve equivalent to one full fiscal year's State match. Once CMAP has met its reserve requirements, the agency proposes to use any remaining funding—in the fiscal year following the collection of dues—on programs or projects that directly benefit the communities in the region. Through the commitment of our municipal, county, and transportation partners to our efforts, CMAP collected 99 percent or approximately \$875,000 in local dues for FY17 and FY18.

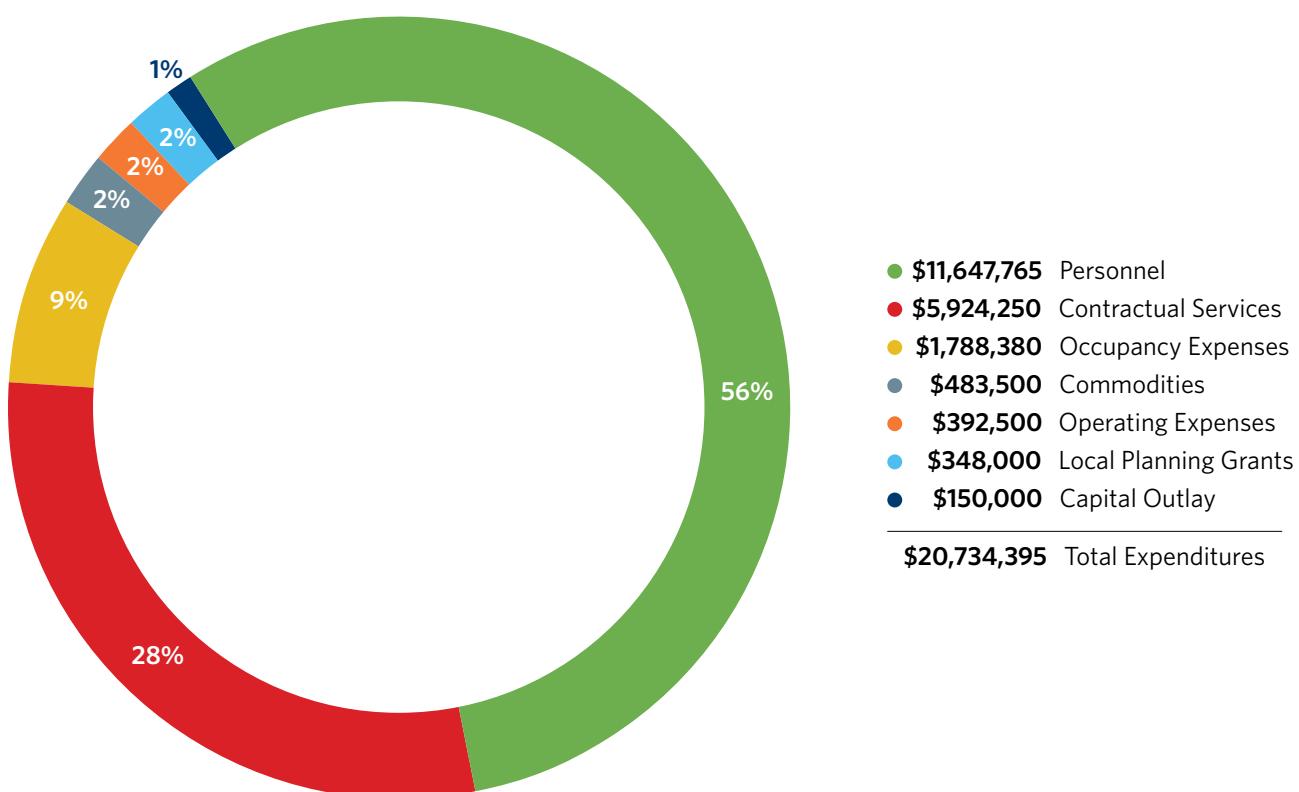
CMAP revenues, FY18

Source: Chicago Metropolitan Agency for Planning.



CMAP expenditures, FY18

Source: Chicago Metropolitan Agency for Planning.



The Outlook for FY19 and Beyond

CMAP's vision statement conveys where the organization is headed and the long-term changes that will result from our work. As an agency, that vision is clear:

A unified region with enviable quality of life and economic vitality for all.

As FY18 concludes, CMAP is on the verge of using the substantive bank of research and analysis, public outreach, and stakeholder input to launch our region's next comprehensive plan, ON TO 2050, which will guide the agency's work for years to come. Upon adoption of ON TO 2050 in mid FY19, CMAP staff will transition fully from plan development to implementation.

Also in FY19, the Local Planning program will issue a new Call for Projects and continue to expand its local capacity work with communities in the region. CMAP will complete and release the Expressway Vision in conjunction with the Illinois Tollway and IDOT. The agency will also continue to advocate for the implementation of performance-based evaluation criteria for transportation funding decisions, seek further engagement of partners and stakeholders, and fulfill its core land use and transportation planning functions.

Acronyms

CMAP	Chicago Metropolitan Agency for Planning
CMAQ	Congestion Mitigation Air Quality Improvement Program
FFY	Federal Fiscal Year
FLIP	Future Leaders in Planning
IDOT	Illinois Department of Transportation
LTA	Local Technical Assistance
MPO	Metropolitan Planning Organization
RTA	Regional Transportation Authority
STP-L	Surface Transportation Program-Local
TAP	Transportation Alternatives Program
TIP	Transportation Improvement Program
UWP	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 for more information.