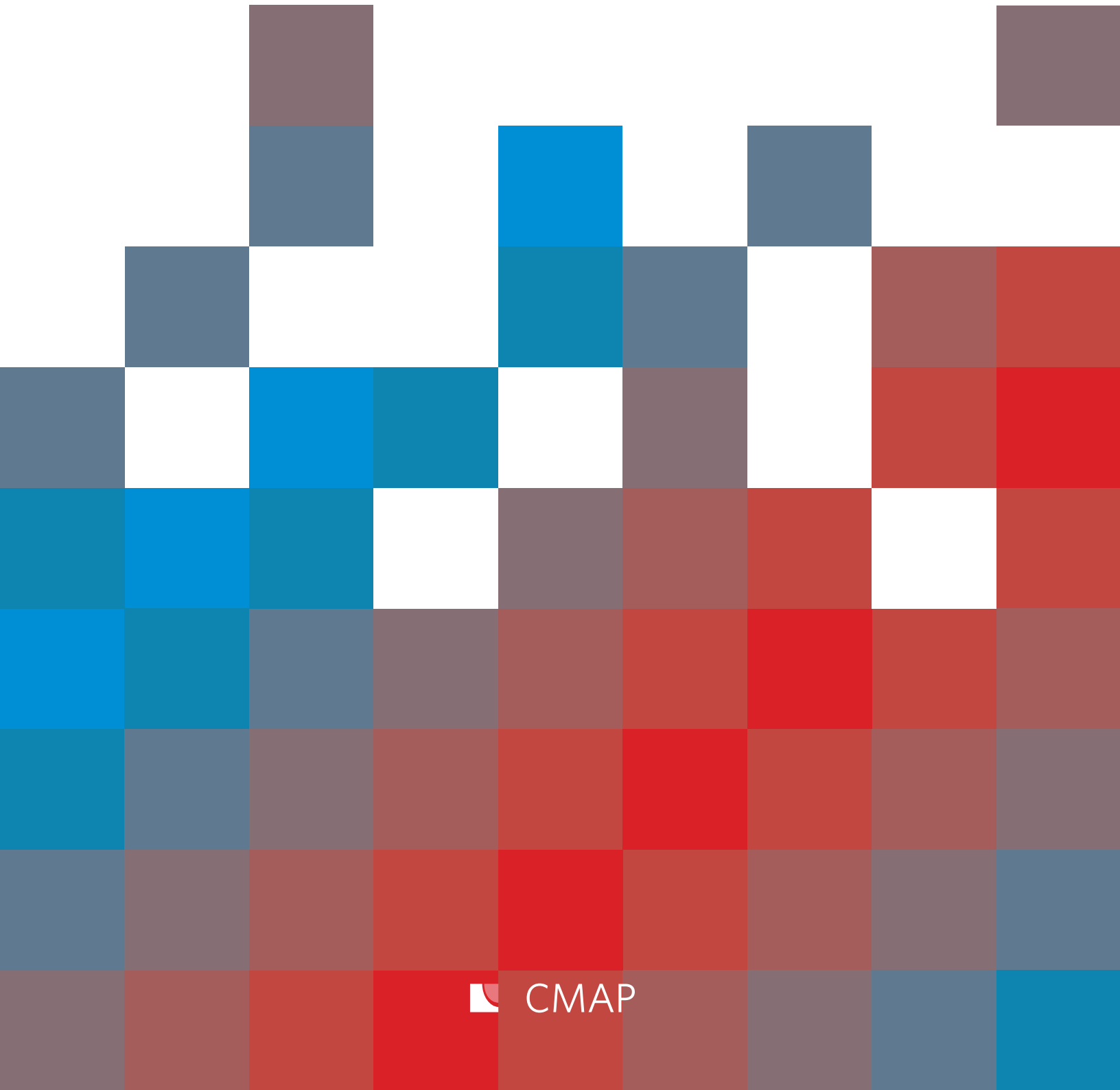


# Annual Report

Fiscal Year 2015-16



# 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

Lisa Laws, deputy chief operating officer, City of Chicago

Andrew Madigan, senior vice president, Mesirov Financial

Peter Skosey, executive vice president,  
Metropolitan Planning Council

## 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)

William Rodeghier, president, Western Springs (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)

Thomas Weisner, mayor, Aurora (Kane/Kendall)

## Non-Voting Members

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Sean McCarthy, policy advisor for economic development,  
Governor of the State of Illinois (Governor's appointee)

Brian Oszakiewski, policy advisor for infrastructure, Governor  
of the State of Illinois (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 Gottomoller, county board chairman, McHenry County

Chris Lauzen, chairman, Kane County

**\*\*Aaron Lawlor, county board chair, Lake County**

John Shaw, county board chair, Kendall 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, executive director,  
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

**\*Randy 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

Fiscal Year 2015-16

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# Introduction

The Chicago Metropolitan Agency for Planning (CMAP) completed its tenth full year of existence in fiscal year 2016. Over the past year, CMAP has continued to lead the implementation of the GO TO 2040 regional comprehensive plan while simultaneously launching development of 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 FY16, 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 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 Public Act 095-0677, in addition to the agency's by-laws.

Only one change to the CMAP Board occurred during FY16. Rae Rupp Srch, an original Board member and former mayor of Villa Park, stepped down in fall 2015 and was replaced by Franco Coladipietro, President of Bloomingdale, representing DuPage County. 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 FY16 Milestones** describes some of the agency's primary accomplishments in FY16. Highlights from the transition to ON TO 2050 include initial board direction regarding the ON TO 2050 plan's priorities, development of the plan process, public launch event, summary of workshops and outreach, and plan products released to date. 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 new federal surface transportation bill passed in December 2015.

**Other FY16 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.

**FY16 Budget** has a short summary of the agency's finances during the past fiscal year.

**Conclusion: The Outlook for FY17 and Beyond** briefly lays out some of the anticipated milestones and challenges in FY17 as CMAP continues the development of ON TO 2050.

And finally, the **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 FY16 Milestones

## ON TO 2050

Throughout FY16, CMAP's work has focused on the initial phases of developing ON TO 2050, the region's next comprehensive plan and the successor to GO TO 2040. The new plan was publicly launched on February 23, 2016, with a significant segment on the WTTW Chicago Tonight television program at <http://cmap.is/wttw-onto2050>, which previewed the well-attended open house that took place on March 2, 2016.

Since GO TO 2040 was adopted in October 2010, our region has seen many significant changes. Collaborative efforts at local, state, and federal levels have helped to implement GO TO 2040 recommendations, yet difficult realities persist even as new challenges continue to emerge. In FY15, CMAP staff received direction from the CMAP Board that ON TO 2050 should build on the previous plan's vision and major policy objectives. The Board also directed staff to explore pertinent new topic areas and provide greater detail on policies to catalyze implementation by both CMAP and its partners. To execute this directive, executive staff began the fiscal year with a planning charrette in which the following priorities for ON TO 2050 were solidified:



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Advance the benefits of one thriving region.



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Emphasize reinvestment and leverage the region's existing assets.



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Present specific strategies for making our region more livable and resilient.



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Promote inclusive economic growth region wide.



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Clarify funding needs by clearly stating costs and funding availability.



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Provide clear, focused recommendations.



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Establish measurable objectives.

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During fall 2015, agency staff, in coordination with the agency's partners and stakeholders, began to develop snapshot reports and strategy papers on the plan's key topics. In the spring of 2016, a series of public events were launched to spur debate, build awareness, and solicit feedback on ON TO 2050's broad priorities.

## **ON TO 2050 Snapshot and Strategy Reports**

From now until the publication of ON TO 2050 in 2018, CMAP staff will engage in an iterative research and development process and will release multiple reports and deliverables as a result.

ON TO 2050 snapshot reports will offer data-driven summaries of regional trends and current conditions. Topics researched in FY16 include:

- Economic Clusters
- Infill and Transit Oriented Development
- Demographics
- Transportation Behavior
- Highway System
- Transit Network
- Freight System

ON TO 2050 strategy papers will develop agency direction on new topics or explore refinements to existing GO TO 2040 recommendations. Topics researched in FY16 include:

- Tax Policies and Land Use Trends
- Reinvestment and Infill
- Green Infrastructure
- Climate Resilience
- Lands in Transition
- Transportation System Funding
- Highway Operations
- Inclusive Growth
- Asset Management
- Transit Modernization
- Housing Supply and Affordability



## **ON TO 2050 Engagement**

CMAP welcomed more than 300 people including residents, members of local government and partner organizations, private employers, and other stakeholders on March 2, 2016, to launch ON TO 2050 at CMAP's office. The launch event began substantial outreach efforts in which CMAP staff conducted more than 100 workshops and related events about ON TO 2050 across all seven counties, engaging over 240 organizations and reaching more than 7,000 residents.

In addition to workshops, CMAP staff kicked off the ON TO 2050 Big Ideas forum series on June 20, 2016, to engage partners and residents in discussion about the plan's core topics. Nearly 150 attendees gathered at Stony Island Arts Bank for "Reimagine Our Region," moderated by President and CEO Terry Mazany of The Chicago Community Trust — which co-sponsored the event with CMAP. With panelists Gia Biagi, Senior Director of Urbanism and Civic Impact at Studio Gang; Charlie Catlett, Senior Computer Scientist at Argonne National Laboratory; and Theaster Gates, artist, professor, and founder of the Rebuild Foundation, the forum covered a wide range of issues that could shape the region for decades to come. It was aired several times by CAN-TV public television at <http://cantv.org/watch-now/reimagine-our-region-for-2050/>.

Feedback from these engagement efforts was collected in the draft Emerging Priorities for ON TO 2050 report, which was released for public comment on June 29, 2016.

## **ON TO 2050 Reports Released**

The first Snapshot Reports and Strategy Papers were released in June 2016. Integrating Green Infrastructure, an ON TO 2050 strategy paper, explores how green infrastructure should be used and integrated at the regional, community, and site scales. Regional Economy and Clusters: Building on our strengths, an ON TO 2050 snapshot report, describes where our region's economy stands today, how it is performing in relation to our peers, and why our industry clusters matter. All snapshots and strategy reports will be available at [www.cmap.illinois.gov/onto2050](http://www.cmap.illinois.gov/onto2050).

## Funding Challenges

Throughout most of FY16, CMAP operated despite the lack of a state budget. While a long-term funding solution to make CMAP less dependent on State funds has been sought since the agency was created, the State's fiscal situation in FY16 necessitated a variety of actions to secure funds to match the agency's federal transportation planning dollars. See the FY16 CMAP Budget and Work Plan at <http://www.cmap.illinois.gov/about/budget-and-work-plan/FY16> for additional details. Ultimately in April 2016, the CMAP Board unanimously approved a structure of dues to help reduce the agency's reliance on the State to match its federal funding.

Throughout FY16, CMAP continued to advocate for reinstating the statewide Comprehensive Regional Planning Fund (CRPF). The Board and staff traveled extensively to Springfield in search of support for the CRPF and CMAP itself. In March 2016, CMAP worked with state legislators to introduce HB6286 and SB2966, legislation that would reinstate the fund, index it to inflation, and appropriate the fund on a continuing basis.

## Local Technical Assistance

Since CMAP's LTA program began operations in March 2011, a total of 188 local projects have been initiated and 132 projects completed — all of which implement GO TO 2040 recommendations. In FY16 alone, 25 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/lta](http://www.cmap.illinois.gov/programs-and-resources/lta).

In most years, CMAP and the Regional Transportation Authority (RTA) issue a joint call for new projects in May to solicit project ideas for the following year. Due to state budget issues, neither agency issued a call for projects in FY16. In addition, several CMAP LTA projects were put on hold in FY16 due to budget constraints. CMAP and the RTA intend to continue these programs and resume the call for projects in FY17.

Despite budget constraints, local planning staff completed several long-term and significant plans during the fiscal year. The Lower Fox Partnering Initiative Shared Services Study was passed by joint resolution by the Village of Oswego, Village of Montgomery, and United City of Yorkville in August 2015. The plan outlines opportunities for the communities to increase efficiency while maintaining a high standard of service. Meanwhile the Fox River Corridor Plan for the Villages of Algonquin and Carpentersville, adopted in February 2016, provides recommendations for how to improve water quality and addresses land uses that line the waterway, including enhancing the downtown area of each community.

## Major Capital Projects

### *Illinois 53/120 Corridor Plan*

In November 2015, CMAP, the Illinois Tollway, Lake County, and the Land Use Committee concluded their work on the Illinois Route 53/120 Corridor Land Use Strategy, which can be found at [www.lakecorridorplan.org](http://www.lakecorridorplan.org). The Land Use Committee (staffed by CMAP and populated by corridor municipalities and other stakeholders) developed a corridor plan to integrate land use and transportation for improved mobility, quality of life, natural resource protection, and sustainable economic development. A motion to finalize and accept the Illinois Route 53/120 Corridor Land Use Strategy was passed by a vote of 15-5. The Illinois Tollway is anticipated to proceed with an Environmental Impact Study for the facility beginning in 2016.

### *Elgin O'Hare Western Access*

In FY16, 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 and at the end of the fiscal year began tolling on Route 390. The new roadway between Rohlwing Road and Illinois Route 83 is scheduled to be complete by the end of 2017. In addition, the Federal Fiscal Year (FFY) 2016-20 Congestion Mitigation and Air Quality Improvement (CMAQ) funding programmed in 2016 included \$29.5 million for ramps at I-294 and North Avenue to supplement the \$68 million award for Elgin O'Hare Access-related intersection improvements in the previous CMAQ cycle.

### *I-55 Managed Lane*

GO TO 2040 recommended the addition of a managed expressed lane to mitigate congestion on the Stevenson Expressway between I-355 and I-90/94. At the end of FY16, the Illinois Department of Transportation (IDOT) completed and released an environmental assessment of proposed improvements, which include the addition of one managed express toll lane in each direction within the existing median of I-55, drainage improvements, and noise walls. The Illinois General Assembly introduced a resolution allowing the IDOT to begin the procurement process for public-private partnerships to deliver the project.


### *Red and Purple Modernization*

The approved FFY 2016-20 CMAQ program included \$125 million for the Chicago Transit Authority's (CTA) Red and Purple Modernization project. In addition, federal funding through the Core Capacity program of \$156 million was secured during the fiscal year. At the end of FY16, the General Assembly passed legislation enabling the use of value capture to fund this and other transit improvement projects. The CTA expects construction on this project to begin in 2017.


# State and Federal Legislative Priorities



CMAP's priorities regarding Illinois legislative issues are described in two documents: the CMAP State Legislative Principles and Agenda. Additional updates on the progress of various legislation are available in the Board meeting materials. At the national level, CMAP published its updated federal agenda in January 2016. A Legislative and Policy Statements web page links to these materials at [www.cmap.illinois.gov/about/legislative-policy-statements](http://www.cmap.illinois.gov/about/legislative-policy-statements).




As described in the previous section, Important FY16 Milestones, CMAP expended considerable energy dealing with impacts of the state budget impasse in Springfield, which ended for the moment with a six-month deal on June 30. As part of that agreement, the Illinois General Assembly approved a modified form of tax-increment financing (TIF) to raise local revenues to fund four major transit improvements in Chicago and adjacent municipalities: Red and Purple Line Modernization, Union Station improvements, the Red Line South Extension, and the Blue Line West Modernization project. The new districts are called Transit Facility Improvement Areas (TFIA) and would use incremental property tax revenue to fund improvements. The legislation limits the scope and revenue compared to a typical TIF, requiring that all revenues be spent on transit facilities and identifying revenue set-asides for the Chicago Board of Education and other jurisdictions receiving property taxes. The TFIA's would support development of high-priority infrastructure investments recommended by GO TO 2040.

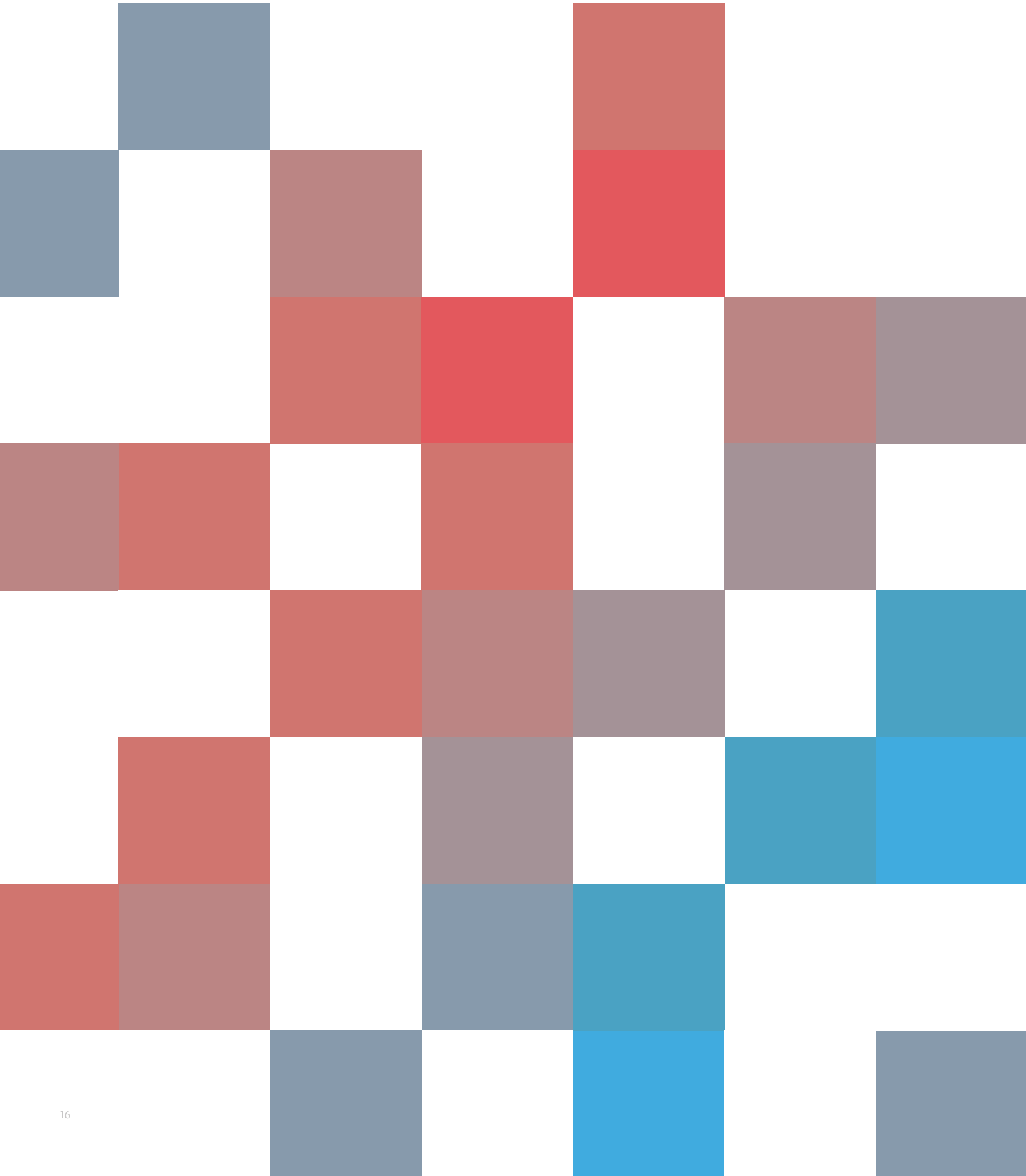


Our principles for a State of Illinois capital program — which have remained steadfast since the Board adopted them in 2013 — are the basis of CMAP's approach to advocating for infrastructure investments. Given the lack of stable funding, the continuation of the arbitrary "55/45 split" that directs only 45 percent of highway funds to the Chicago region, and the lack of transparent project selection, CMAP believes that any new capital program must be coupled with reform.

In December 2015, Congress passed and the President signed into law the Fixing America's Surface Transportation (FAST) Act, a five-year, \$300 billion surface transportation reauthorization bill. FAST sets the tone for the next five years of the federal transportation program, making meaningful progress on the reauthorization principles approved by the CMAP Board in June 2014, particularly in the area of freight policy. However, FAST falls short in implementing some of CMAP's principles such as sustainable, adequate funding for surface transportation, including both highways and transit; and implementation of performance-based funding across programs.



# Other FY16 Work Plan Highlights





This section describes some of the more significant FY16 work plan activities and is not a comprehensive summary. For more detail, see the CMAP quarterly reports for current and prior years at <http://www.cmap.illinois.gov/about/budget-and-work-plan>.

The CMAP FY16 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. In CMAP's matrix organizational structure, 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 FY16, Local Planning staff worked on integrating stormwater management into comprehensive land use planning projects to help communities articulate flooding problem areas and causes while identifying discrete, on-the-ground opportunities for improvements to reduce flooding. In this approach, special attention has been given to better understanding urban flooding. This work is being integrated with other research to help provide stormwater solutions for the region through the development of ON TO 2050. Stormwater assessment is part of the direct, community-specific technical assistance Local Planning staff provide to local governments along with various model planning approaches and language that communities can adapt and use.

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. The responses, which will be analyzed and distributed in FY17, help CMAP staff to identify the types of technical assistance projects that should be provided through the LTA program, inform policy analysis about regional needs in transportation funding and management, and help inform the development of ON TO 2050 recommendations.

# Comprehensive Regional Plan Development

The development of the region's next comprehensive plan — ON TO 2050 — was the focus of the agency's work in FY17 and will continue to be through its 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 FY16 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 Board's direction to build upon the foundation of GO TO 2040 but create more specific policies and recommendations that can be translated into local solutions in ON TO 2050, staff embarked on developing a place-based approach for the new plan. The result of this work was to adopt an approach that will employ a system of layers that uses both data and mapping to provide targeted and more localized recommendations for key policy areas.

Additionally in FY16, staff evaluated and made changes to the process for identifying prioritized capital projects, a primary purpose of any regional plan. GO TO 2040 defined its major capital projects narrowly as capacity additions to the region's expressway or transit system, which meant a small universe of candidates could be considered. To identify such projects by their regional impact instead of scope, throughout the year staff worked with transportation partners to develop guidelines for identifying regionally significant projects. Additional project types include reconstruction of major infrastructure, such as the Circle Interchange, and arterial roadway projects that meet cost minimums. This expanded set will better reflect improvements that have the potential to affect the region's economy and quality of life.

## Communications and Outreach Program

In FY16, CMAP's primary communications goal transitioned from broad implementation of GO TO 2040 to supporting development of ON TO 2050. In August 2015, the communications department was expanded to include outreach. This coincided with a five-day charrette that the Communications staff envisioned and organized to help executive staff and leaders of the new regional plan to establish directions that would fundamentally shape what would come to be known as ON TO 2050.

To build broad support for ON TO 2050, agency communications and outreach efforts to launch the plan's development targeted elected officials and local governments, business community, nonprofits, philanthropic stakeholders, and residents of the region. Communications staff worked with project managers to prepare 15 topical handouts to facilitate feedback about the numerous snapshot reports and strategy papers in development. An ON TO 2050 poster helped stakeholders understand the plan's developmental timeline, including significant opportunities for public input. A major social media push began at the same time, using the hashtag #2050BigIdeas. See a video of the launch event at <http://cmap.is/1RhbmGD>.

In June 2016, communications and outreach staff helped to kick off the first of the ON TO 2050 Big Ideas forums. The forums are meant to share knowledge and provoke debate about many of the topics that will be covered in the new plan. Forums will continue through FY17.

The agency website at [www.cmap.illinois.gov](http://www.cmap.illinois.gov) got a design overhaul in FY16 as part of ON TO 2050's development phase. Specific changes included a revamped homepage that allows for more focused promotion of the agency's work and a new section that highlights biographies of the CMAP Board. Extensive work was accomplished to make the website easier to read and navigate on mobile devices.

The ON TO 2050 launch was featured in a prominent segment on Chicago public television station WTTW's news program Chicago Tonight. Other media coverage included stories in both the Chicago Tribune and Crain's about CMAP analysis of regional population change based on embargoed U.S. Census data. Crain's covered CMAP analysis of the prevalence of the use of tax rebates regionally. This and other news coverage is archived at <http://www.cmap.illinois.gov/about/for-media/news-coverage-archive>.

As the fiscal year ended, CMAP executive director Joe Szabo spoke to the City Club of Chicago on June 29, 2016, about the importance of regional cooperation and the emerging directions for ON TO 2050. Video and audio of the speech are available at <http://cmap.is/city-club>.

## **Water Resources Planning**

The Water Resources Planning program houses activities not already included within the Local Planning program related to water quality, water supply, and wastewater. These activities are guided by CMAP's role as the delegated authority for Areawide Water Quality Planning, GO TO 2040, and Water 2050 and are funded by the Illinois Environmental Protection Agency (IEPA).

Projects completed in FY16 included providing general watershed organization assistance, development of a watershed plan for Boone and Dutch Creeks in eastern McHenry County, and lake management activities. Also in FY16, a plan for the Lower Salt Creek Watershed began development. Staff continued to work with project partners DuPage County Stormwater Management and DuPage River Salt Creek Workgroup, as well as the Metropolitan Water Reclamation District of Greater Chicago, to obtain GIS datasets in support of resource inventory mapping.

CMAP also reviewed and notified partners of pending National Pollution Discharge Elimination System permits and State Revolving Fund applications.

## Policy Analysis and Development Program

In FY16, CMAP's Policy Analysis and Development group continued work on a broad range of topics related to both implementation of GO TO 2040 and development of ON TO 2050. This work included regularly producing Policy Updates, Regional Economic Indicators, legislative analysis, and beginning development of a regional freight plan.

The CMAP website features regularly published Policy Updates on a variety of topics. In FY16, staff wrote and published more than 30 Updates, including analysis of regional rail, water, and air freight activity; multiple Updates looking at relationships between local tax policy and land use; several Updates analyzing data from the U.S. Census Bureau's most recent American Community Survey; and economic analysis on regional exports, labor market size, and regional industry clusters.

Staff also published multiple Policy Updates related to recently passed federal transportation legislation. These Updates analyze and monitor implementation of the FAST Act and its related federal rules and requirements with a particular focus on regional impact.

A fundamental role of Policy Analysis and Development staff is to collect and analyze data on regional economic indicators to keep our partners and the general public aware of the region's broad economic trends, especially those related to our major industry clusters and the workforce and innovation recommendations of GO TO 2040. Regional economic indicators can be found on the CMAP website at <http://www.cmap.illinois.gov/economy/regional-economic-indicators>.

To further add to understanding of the regional economy, Policy staff published a report on regional supply chains in December 2015. The report assesses the flow of goods into and out of metropolitan Chicago and explores the decisions that drive logistics choices in the region's manufacturing cluster.

In FY17, CMAP will produce a freight plan for the region, which is scheduled to coincide with publication of the State of Illinois Freight plan. Work in FY16 on the regional freight plan included the collection and analysis of new data sets on railroad and trucking movement, identification of clusters of freight supportive land uses, and assessment of local truck routing disconnects. 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

In FY16, 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. The proposed multi-year FFY 2016-20 CMAQ and FFY 2015-17 TAP for northeastern Illinois were approved by the Board and the MPO Policy Committee on October 14, 2015.

Projects programmed 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.

This past year, staff updated the Regional Greenways and Trails Plan, which had last been revised in 2009. Completing the regional trail network is a key recommendation of GO TO 2040 and evaluation measure for TAP projects. CMAP staff met extensively with the counties, forest preserve and conservation districts, the Councils of Mayors in the region, and the City of Chicago, to discuss priorities for multi-use trail development. Once the regional trails map is complete, it will be used to help apply funds in the FFY17 call for TAP projects.



FY16 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. To improve the ability to compare pavement condition at various levels of investment in resurfacing and reconstruction, CMAP implemented the Federal Highway Administration (FHWA) Highway Economic Requirements System model for the region. For bridges, CMAP developed a sketch tool to forecast condition ratings based on historical deterioration rates and estimate the investment needed to meet bridge condition goals.

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. While travel demand modeling at CMAP has long been able to estimate performance impacts for the “typical day,” conditions vary considerably from day to day, which manifests itself in unreliable travel times. Staff implemented a sketch tool to estimate changes in reliability for different projects. Staff also continued work to improve estimates of the economic impacts from transportation projects.

# 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. Projects accomplishments in the TIP were documented in the FFY 2014 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.

Active program management by CMAP staff reduced the region's unobligated CMAQ balance to near zero. CMAQ projects obligated this year included Metra station improvements and new parking in Romeoville, Metra station improvements in Maywood, traffic signal modernization on Waukegan Road and Greenleaf Avenue in Waukegan, intersection improvements on Eola Road in Aurora, intersection improvements on Dundee Road (IL 68) in Cook County, and the Weber Spur Trail and Skokie Valley Trail in Lincolnwood.

Notable CMAQ projects completed in FY16 included the 7.5 mile extension of the Thorn Creek Trail, connecting it with Old Plank Road Trail. The extension offers more than 16 miles of a continuous paved trail in the south suburbs and completes a portion of the Grand Illinois Trail and the Southland Century trail routes. FY16 also saw the completion of the Clark/Division Red Line Station renovation project and the dedication of new Norfolk Southern "Eco" locomotives at their 47th Street intermodal facility.

In FY16, management of Transportation Alternatives Program- Locally Programmed was adjusted to advance project completion by mirroring the simplicity of the CMAQ programming process and managing the two funding sources jointly.

On November 10, 2015, the Council of Mayors Executive Committee approved the updated FFY 2016-20 Surface Transportation Program-Local (STP-L) marks, which are used to program locally selected projects in each subregional council. To help advance performance-based programming in the region, CMAP staff met with planning liaisons to review the various Councils' methods for selecting STP-locally programmed projects and to discuss options for improving these methods.

In FY16, an Integrated Transportation Planning, Programming, and Tracking Database and Visualizations Solution, named eTIP, was developed and launched. eTIP serves as the official record of federal transportation funding and regionally significant state or locally funded projects. The database allows for more direct data exchange with partner agencies, providing increased consistency and transparency, more reporting and analysis tools, and enhanced GIS capabilities. Performance measures of the region's transportation network will be integrated into eTIP to enhance performance-based programming and inform analyses of regional spending trends and the implementation of GO TO 2040. The public can view and search for projects at <https://etip.cmap.illinois.gov>.

In FY16, staff improved daily and monthly vehicle miles traveled profiles and the summary of registered vehicles in the region. These improved the accuracy of the region's conformity analysis, which evaluates the impact of proposed transportation activities on the region's air quality. This 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.

CMAP staff also tracked changes in air quality standards and designations. Notably, the northeastern Illinois region failed to achieve the 2008 ozone standard. This will require the state to adopt additional controls to reduce ozone levels, potentially including tighter standards for mobile source emissions.

## Research and Analysis Program

Improved access to information and development of advanced modeling and forecasting tools were prescribed in GO TO 2040 and will also 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.

The CMAP Data Hub provides online access to dozens of agency datasets on land use, green infrastructure, population forecasts, and more. The 2013 version of the Land Use Inventory GIS database was completed in June 2016, and a public version will be available on the CMAP Data Hub in early FY17. The second version of the 2010 Land Use Inventory, incorporating numerous corrections to the original release was also made available on the CMAP Data Hub in FY16. A Highway Traffic Signal Inventory database is currently in development and will be made available in late FY17 to support CMAP and partner agencies in transportation planning. The CMAP Data Hub also contains dozens of historic plans and reports from CMAP's predecessors, the Chicago Area Transportation Study (CATS) and the Northeastern Illinois Planning Commission (NIPC).

In FY16, CMAP staff responded to over 300 data requests and 28 Freedom of Information Act (FOIA) requests. CMAP conducted four half-day Census Products for Urban Planners workshops and five two-day GIS workshops. These workshops are attended by planners, consultants, engineers, and community organizers.

To maintain a sizeable in-house data library, 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 100 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 FY16, CMAP staff continued development of a freight model which simulates the business decisions made by purchasing agents at individual firms to provide a picture of the national freight economy and the region's role in it. The agent-based economic approach used by the model is at the forefront of freight modeling practice.

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 addition to incorporating procedural improvements into the trip-based model, a series of validation analyses were conducted to show that the model's results are reasonable. A number of model code improvements and data updates were also introduced into the activity-based model, a more sophisticated travel demand model capable of providing more robust answers to policy questions.

A bicycle usage survey was conducted to collect data to help improve the bicycle demand analysis tool used for evaluating bicycle infrastructure projects. Staff engaged in survey development, execution, and analysis; completed a survey training course, concluded a pilot study using a GPS smart phone app to passively collect travel information; and tested methods to infer travel activities from the data. These activities will help the agency as it prepares for the next regional household travel and activity survey. 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 the collection of additional intersection traffic counts and bicycle and pedestrian counts at trails. Approximately 200 small-area traffic forecasts were completed to support the transportation planning work of municipalities and our partner agencies.

## Human Resources

In FY16, the HR team partnered with a staff working group on Diversity and Inclusion, which is being formalized in FY17 to provide more meaningful structure to address the issues regarding staff equity, satisfaction, and retention. The Diversity and Inclusion group seeks to ensure that every employee is valued and respected for what each contributes to the agency. It also promotes equal opportunity advancement for all employees. In FY16, HR also conducted an employee satisfaction survey and used focused groups to gather more information from employees about their thoughts on the agency. HR will use the results and feedback from the employee survey and focus groups to develop a Diversity and Inclusion Program, followed by training and solicitation of additional staff to join the working group.

## 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 and Imagery Explorer and will continue to add new features to both sites in the future.

In FY16, CMAP continued embracing cloud technology with the introduction of the Hyrell Applicant Tracking System (ATS). The ATS enables the HR department to provide timely, interactive, and targeted communication to prospective employees. CMAP IT also began a migration to the Microsoft Office365 services and has plans to migrate additional services to the cloud environment.

CMAP IT continually explores opportunities to enhance technology infrastructure within the agency. FY16 saw upgrades to the modeling environment and remote data center. Additionally, an antiquated audio-visual system in the agency's main conference room was upgraded to meet emerging industry standards.

## Future Leaders in Planning

Future Leaders in Planning (FLIP) is a leadership development opportunity for northeastern Illinois high school students to learn about planning and contribute to a better future for our region. Completing its ninth year, the program has evolved into a six-day summer format. In early FY17, a cohort of 29 students from communities 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 the City of Chicago's South Loop. The FLIP session culminated with an ON TO 2050 Big Ideas Forum in which past and current FLIP participants shared their thoughts on the region's future.

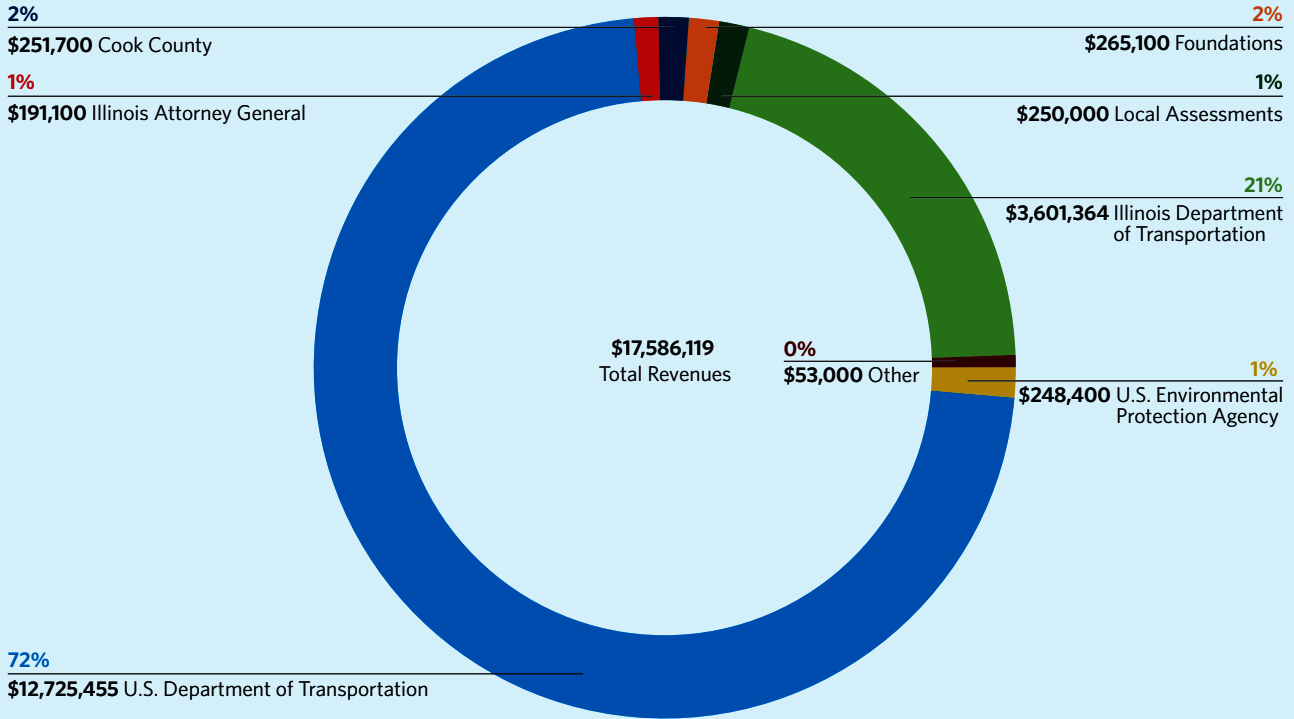
# FY16 Budget

The FY16 budget was developed with grants awarded to CMAP to support its core programs. CMAP receives most of its funding from federal and state grants. Primary funding for CMAP is from the Unified Work Program (UWP) for transportation planning for northeastern Illinois programs with metropolitan planning funds from the Federal Transit Administration (FTA), FHWA, and state and local sources. The revenues identified for the FY16 UWP were approved by the UWP Committee, Transportation Committee, MPO Policy Committee, and CMAP Board. CMAP's FY16 budget included \$3.6 million in state transportation funds, which provided matching funds for federal transportation dollars and supported other planning activities. The following charts show CMAP's FY16 budget, including anticipated revenues and expenditures as approved by the CMAP Board on June 10, 2015. See <http://www.cmap.illinois.gov/about/budget-and-work-plan/fy16> for more budget details.



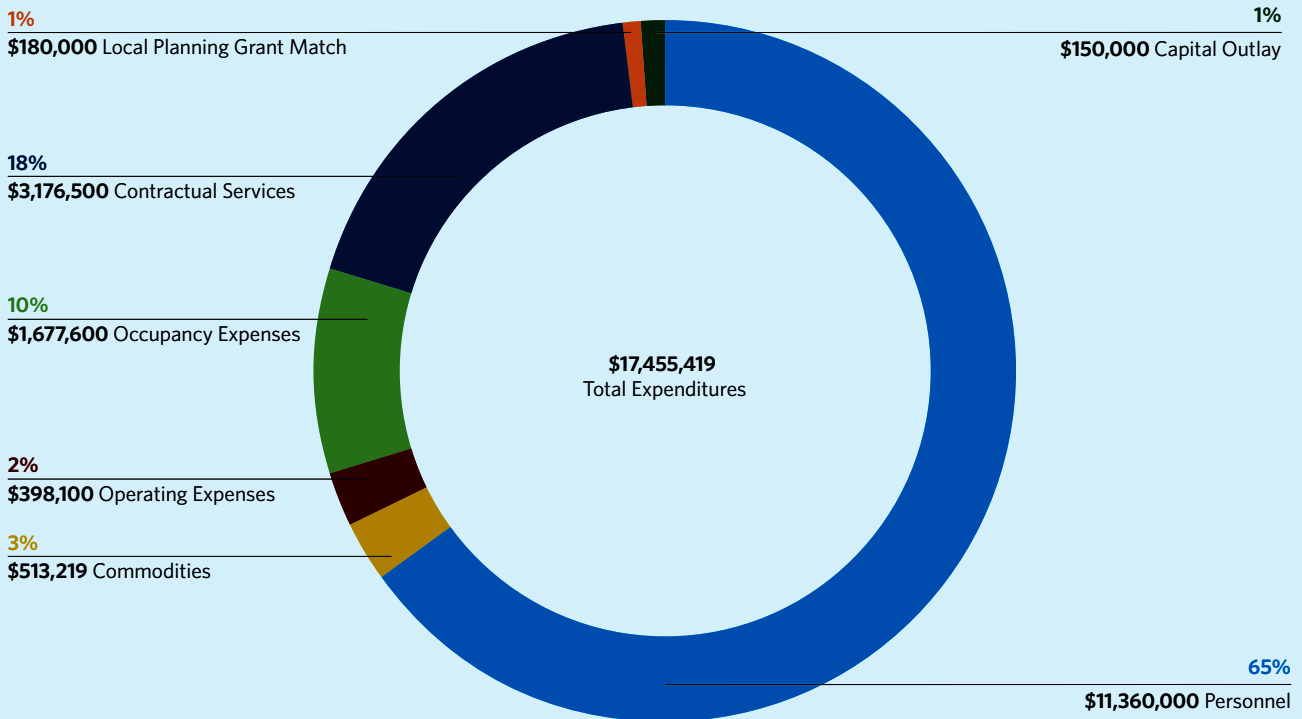
**CMAP revenues, FY16**

Source: Chicago Metropolitan Agency for Planning.



**CMAP expenditures, FY16**

Source: Chicago Metropolitan Agency for Planning.



# Conclusion: The Outlook for FY17 and Beyond

Again in FY17, CMAP has undertaken an ambitious work plan that continues implementation of GO TO 2040 while beginning development of ON TO 2050, the region's next comprehensive plan. As mentioned above, the work on Local Planning projects will continue and a call for projects will resume during the fiscal year. In addition, multiple ON TO 2050 snapshot and strategy reports on key topics will be released, and we will publish the Emerging Priorities for ON TO 2050 report describing the results of our public engagement efforts during the first phase of plan development. Also in FY17, 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 continue to 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. FY17 will see further engagement of partners, stakeholders, and the public through forums and scenario planning exercises and, as always, feedback from the public will be an essential component of the planning process.

# List of 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.

