CMAP

ANNUAL REPORT FISCAL YEAR 2014-15

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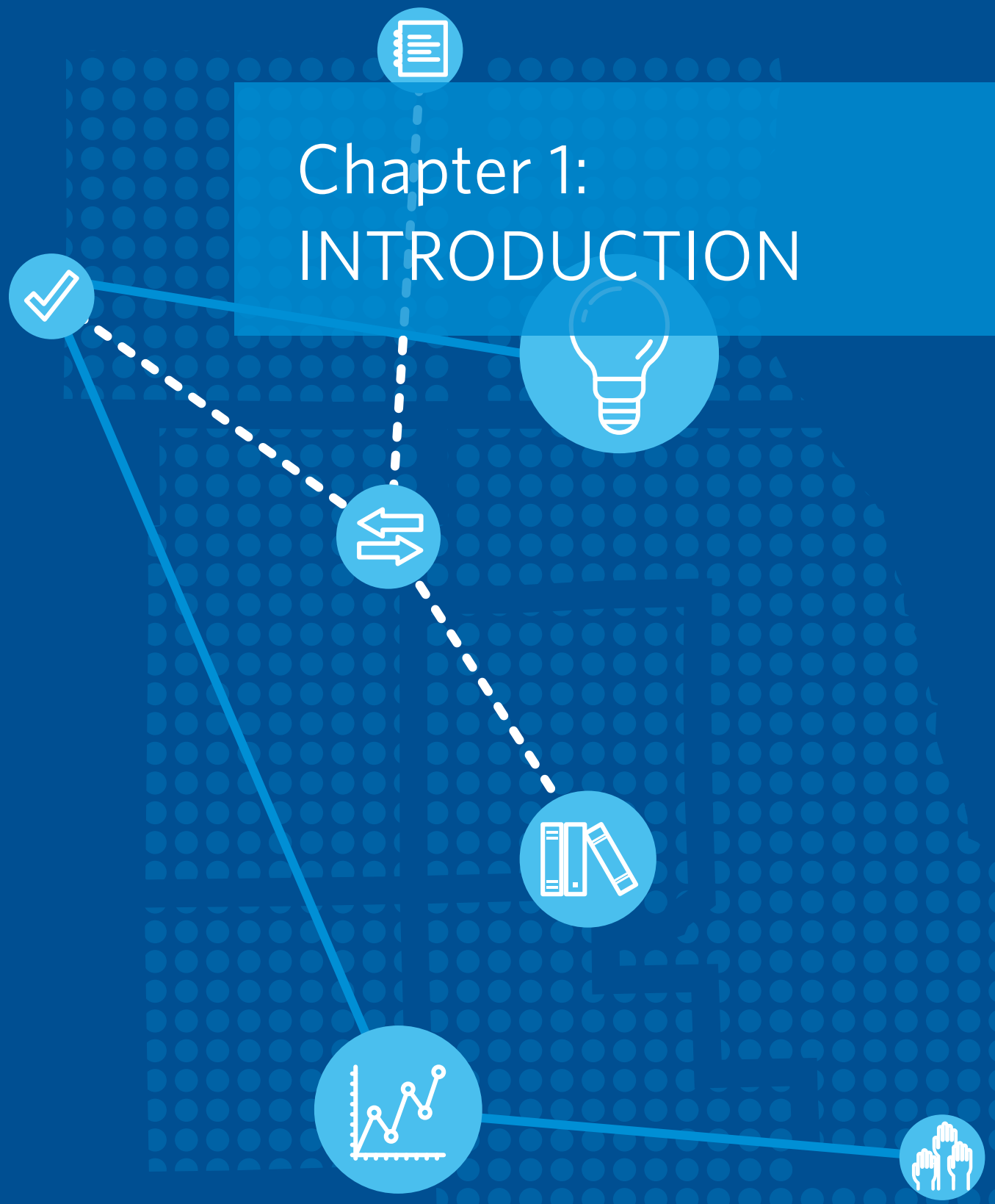
Chapter 1: INTRODUCTION



Having completed its ninth full year of existence in fiscal year 2015, the Chicago Metropolitan Agency for Planning (CMAP) is a mature organization and continues to lead the aggressive implementation of GO TO 2040, the comprehensive plan for the seven counties and 284 municipalities that make up our region. The agency collaborates with stakeholder organizations and individuals on a wide range of planning strategies set forth in the region's comprehensive plan. This annual report summarizes such efforts.

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.

The Resurrection Project's Raul Raymundo, an original Board member representing the City of Chicago, stepped down in spring 2015 and was replaced by Peter Skosey of the Metropolitan Planning Council. Romeoville mayor John Noak joined the CMAP Board in January 2015, replacing Mayor Roger Claar of Bolingbrook (Will). After taking office that same month, Governor Rauner subsequently appointed his policy advisors for economic development and for infrastructure — Sean McCarthy and Brian Oszakiewski, respectively — as non-voting members of the CMAP Board.

Also in January, the Governor appointed CMAP executive director Randy Blankenhorn as Illinois Secretary of Transportation. Chief of staff Jill Leary served as interim executive director until June 15, when the CMAP Board completed a national search by appointing Joseph C. Szabo as the permanent executive director.

Section 2, Important Milestones, describes some of the agency's primary accomplishments in FY15. Highlights from the fourth full year of implementing GO TO 2040 include the federally required plan update, activities of the Local Technical Assistance (LTA) program, analysis of regional economic indicators, data visualizations of the regional transportation system, and more.

Section 3, State and Federal Legislative Priorities, describes CMAP-related issues such as an updated federal agenda, support for increased infrastructure funding through regional coalitions, and analysis of federal transportation reauthorization.

Section 4, Other FY15 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 in Sections 2 and 3, the projects in Section 4 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.

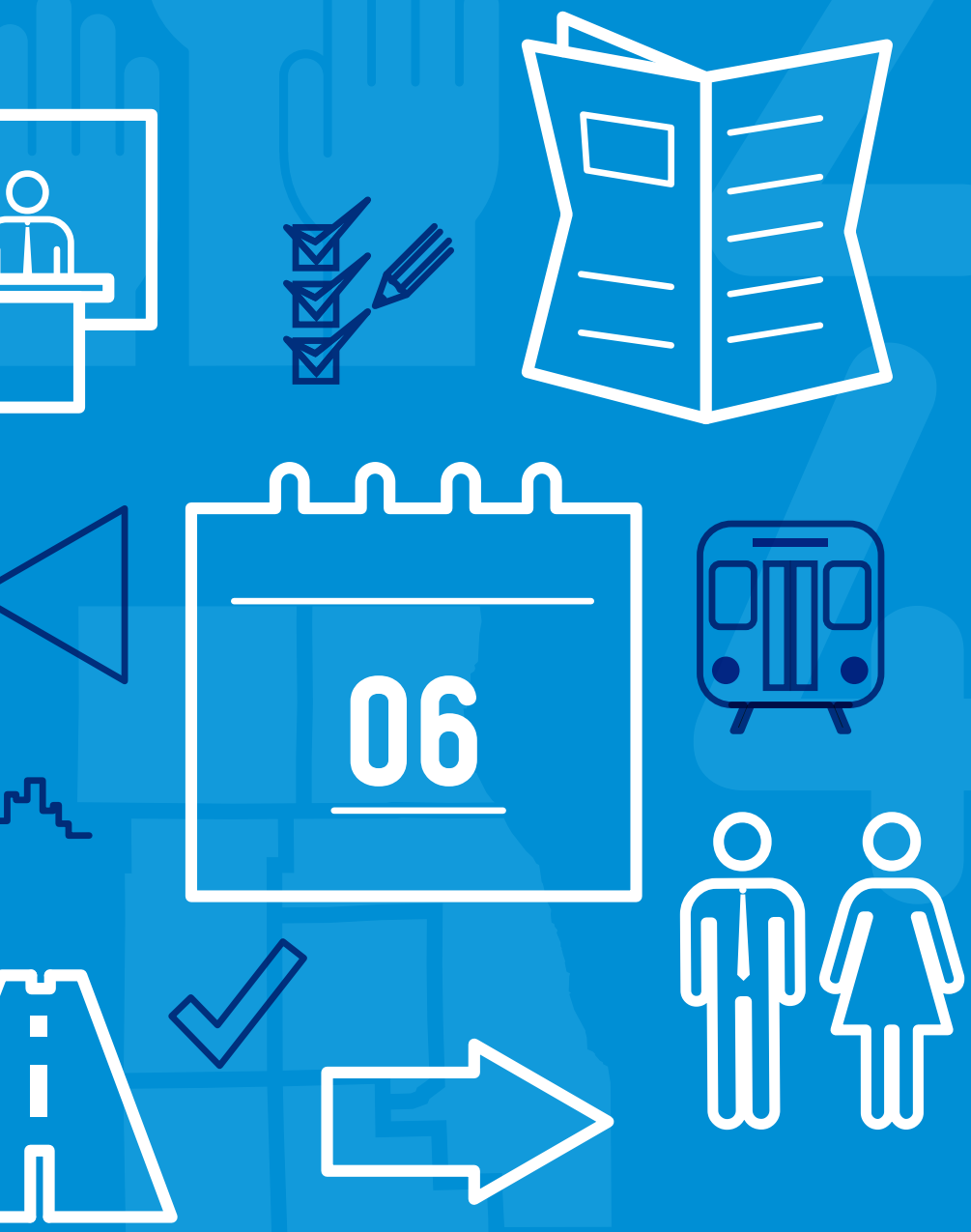
Section 5, FY15 Budget, has a short summary of the agency's finances during the past fiscal year.

Section 6, Conclusion: The Outlook for FY16 and Beyond, briefly lays out some of the anticipated milestones and challenges in FY16 as CMAP continues to implement GO TO 2040 in additional program areas and continues work on the region's next long-range comprehensive plan.

And finally, **Section 7, List of Acronyms,** is a simple roadmap for the inevitable 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.

Chapter 2: IMPORTANT FY15 MILESTONES



Change of Executive Director

On January 10, 2015, Governor Bruce Rauner nominated CMAP executive director Randy Blankenhorn to serve as the Illinois Secretary of Transportation. Upon his departure, the CMAP Board selected current CMAP chief of staff Jill Leary to assume the position of interim executive director effective February 1.

After a national search by the Board, Joseph C. Szabo was selected unanimously on June 10. Prior to joining CMAP as a senior fellow in January, Szabo had served 2009-15 as the twelfth Administrator of the Federal Railroad Administration (FRA) within the U.S. Department of Transportation (U.S. DOT). He led a staff of over 900 professionals located in Washington, DC, and at field offices across the nation responsible for the safe, reliable and efficient movement of people and goods by rail. Szabo previously has served more than twenty years in municipal government in the Village of Riverdale. He assumed the position of CMAP executive director on June 15.

Regional Economic Indicators

Over the last three years CMAP has worked to improve data and information systems related to human capital — a key recommendation of GO TO 2040. In early FY15, CMAP launched a microsite that analyzes varying sets of metrics on the region's economic trends, especially as they relate to major industry clusters and the workforce and innovation recommendations of GO TO 2040. Indicator data was updated throughout FY15 and Policy Updates provided further analysis on such topics as examining challenges facing the freight system, intermodalism in the region and the economic advantages it provides to the regional economy, and evidence of a skills gap in Chicago's manufacturing cluster.

GO TO 2040 Comprehensive Regional Plan Update and Development

CMAP completed an update of GO TO 2040 in FY15 as required by the Moving Ahead for Progress in the 21st Century Act (MAP-21), which calls for regional plans such as this to be revised every four years.

The plan update summarizes what has been accomplished since 2010 and where the region should concentrate its efforts moving forward to achieve the GO TO 2040 vision for metropolitan Chicago. Organized by the plan's four themes — Regional Mobility, Livable Communities, Human Capital, and Efficient Governance — the update highlights successes and challenges related to plan implementation.

While the region's priorities remain consistent, the update process allowed CMAP to:

- Consider the region's preferred transportation investments in light of updated, rigorous financial analysis regarding anticipated revenues to support the systematic enhancement, maintenance, and modernization of the region's system while pursuing limited new major capital projects over the coming decades.
- Revisit actions that must be taken — and by whom — to implement GO TO 2040 recommendations, reflecting progress made since the plan's adoption and providing clarification where necessary. Recent developments affecting plan implementation include the passage of federal and state legislation, the restructuring of federal programs, and revised financial transportation forecasts.
- Reevaluate the indicators and associated aspirational targets used to measure progress on plan implementation.

The plan update continues to emphasize the importance of investing in maintenance and modernization of the transportation network first, followed by strategic enhancements and limited expansions of the transportation network. The plan devotes 97 percent of its resources to maintaining and modernizing the existing system. It is essential that the region pursue new sources of revenue to invest in the transportation system. These include a state motor fuel tax increase and replacement; congestion pricing on new capacity and the existing system, reflecting an expansion of CMAP's policy; performance-based funding; and variable parking pricing.

The plan summary and additional technical analysis related to the GO TO 2040 update are available at www.cmap.illinois.gov/about/2040/update.

Local Technical Assistance

A day after the adoption of GO TO 2040, a $4.25 million three-year federal grant from the U.S. Department of Housing and Urban Development (HUD) enabled CMAP to begin the LTA program, which helps communities put the regional plan to work locally. CMAP committed to continuing the program upon the HUD grant's expiration in December 2013, and the agency's LTA activities continue to be funded through the Unified Work Program (UWP), the U.S. Department of Commerce Economic Development Administration, the Illinois Attorney General, the Illinois Department of Natural Resources, the Illinois Environmental Protection Agency, the Chicago Community Trust, the MacArthur Foundation, and other sources. CMAP is currently seeking additional funding sources to support non-transportation LTA activities.

Since the program's launch in March 2011 and as of July 2015, CMAP has completed over 100 local projects that implement GO TO 2040 recommendations. In FY15, completed projects included a community vision plan for the City of Chicago's Chinatown neighborhood, a consolidated plan and comprehensive economic development strategy for Cook County, a parking study for the Village of Hinsdale, Homes for a Changing Region plans for two groups of communities in Kane County, and more. Information on the status of all projects is at www.cmap.illinois.gov/programs-and-resources/lta.

Starting in early FY15, the Local Planning staff undertook an evaluation of the LTA program and developed key recommendations for the program's future. Applying GO TO 2040 principles to the local level will continue to be a major part of the LTA program as well as increasing the program's focus on plan implementation, restructuring the project process to increase local commitment, and broadening the focus of the program to focus on economic development and reinvestment; stormwater, flooding, and disaster resilience; and freight.

CMAP issued its year five call for projects in May 2015, with a deadline of June 2015. The call for projects was again held in conjunction with the Regional Transportation Authority (RTA) Community Planning Program, a competitive grant program that provides funds for northeastern Illinois municipalities in the region to plan for local transportation, transit, and transit-related development. New this year, the Cook County Department of Public Health's (CCDPH) Healthy HotSpot initiative partnered with CMAP and the RTA on this joint application to solicit proposals for developing pedestrian and bicycle active transportation plans in suburban Cook County. While the RTA, CMAP, and CCDPH's Healthy HotSpot all have separate technical assistance programs, applicants were able to apply for all three programs via a single application, with the shared goals of offering planning and implementation assistance to an expanded base of eligible applicants, aligning efforts with GO TO 2040, and providing interagency expertise, technical assistance, and capacity.

Chinatown Community Vision Plan

Major Capital Projects

Illinois 53/120 Corridor Plan

CMAP, the Illinois Tollway, and Lake County continue to make progress in their partnership to move forward with plans for the IL 53/120 Tollway north extension. A land use committee (staffed by CMAP) is developing a corridor plan to integrate land use and transportation for improved mobility, quality of life, natural resource protection, and sustainable economic development. The draft plan is being developed in collaboration with affected communities, who will have the opportunity for public comment in fall 2015 before it is submitted to the committee for approval. See www.lakecorridorplan.org.

Elgin O'Hare Western Access

In 2015, the Tollway finished roadway improvements on the western end of the new Illinois Route 390 roadway, formerly known as the Elgin O'Hare Expressway, between Lake Street (U.S. Route 20) and Rohlwing Road. Construction continues on the new I-290 Interchange on Illinois Route 390 and at Elmhurst Road on I-90 and includes completion of the new Rohlwing Road Bridge and beginning construction on eastern segment of Illinois Route 390 from Rohlwing Road to Illinois Route 83. A Congestion Mitigation and Air Quality Improvement (CMAQ) grant and a right-of-way donation by DuPage County closed the funding gap and allowed reconstruction of the existing expressway to begin in FY14.

Illiana

At its October 2014 meeting, the CMAP Board took votes on two separate motions, neither of which received the 12-vote super majority required to pass. The first motion, to exclude the Illiana Expressway project from the draft GO TO 2040 plan update, was 10 in favor and 4 opposed (with one absence). A second motion to adopt the draft plan update including the Illiana failed, with 4 in favor and 10 opposed. The MPO Policy Committee on October 9 ultimately approved the GO TO 2040 plan update with a simple majority vote of 12 to 6 (with one abstention), after an earlier motion had failed with 8 in favor of excluding Illiana and 10 opposed (with one abstention). The result is that federal requirements regarding the four-year update have been met, and the project remains a part of GO TO 2040. In December 2014 the Federal Highway Administration issued its official Tier Two Record of Decision approving completion of environmental planning for the Illiana Expressway. Upon taking office, Governor Rauner suspended all major interstate construction pending "careful review of the project and its potential costs and benefits." In June, the Governor took a further step by suspending all Illiana-related contracts and procurements.

Mobility Visualizations

On January 26, 2015, CMAP released a set of interactive maps depicting various aspects of the regional transportation system of roads, transit, and freight. The visualizations garnered broad media coverage regarding the need for infrastructure investments to reduce congestion, improve service, create economic opportunities, and enhance quality of life. The site also shows how CMAP tracks progress toward goals of the GO TO 2040 comprehensive plan across the following categories:

- **Roads**
  - Congestion
  - Ride Quality
  - Bridge Condition
- **Transit**
  - Access
  - Ridership
  - Maintenance
- **Freight**
  - Crossings
  - CREATE

A series of related Policy Updates included focus on potential new revenue sources to address maintenance, modernization, and expansion needs; the economic impacts of freight congestion; and a status check of the Chicago Region Environmental and Transportation Efficiency (CREATE) program.

News coverage of the site included the Chicago Tribune, Daily Herald, WGN, WTTW, Fox 32 evening and morning news, WBEZ, CBS radio, the Architects Newspaper, and Informed Infrastructure. Partners such as Metropolitan Planning Council shared the content in a blog post, an example of how fellow advocates for transportation used the site as a resource.

Moving Forward 2014

Our fourth annual GO TO 2040 implementation poster-brochure, Moving Forward 2014, was issued in January 2014 and describes progress on regional challenges addressed by the plan. The poster-brochure includes snapshots of the Regional Economic indicators microsite, highlights selected implementation activities, and describes some of the GO TO 2040 update's revised indicators.

Chapter 3: 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 February 2015. A Legislative and Policy Positions web page centralizes CMAP's adopted policy positions and documents.

Funding

During FY15 CMAP staff worked to develop a sustainable funding plan to diversify agency resources for operating revenues that would match federal funds and allow some expansion of non-transportation activities, enhance the LTA program, and provide capital funding for infrastructure projects that have regional benefits. To pursue this and based on direction from the CMAP Board, staff developed a proposal for "FUND 2040" to support prioritized infrastructure investments that contribute to implementation of GO TO 2040.

As part of this effort to create a regional infrastructure fund, in the first and second quarters of the fiscal year staff developed a work plan and campaign, hired a lobbyist, met with key regional partners, launched a campaign microsite, and drafted appropriate legislation. While this effort was slowed by the departure of executive director Randy Blankenhorn, staff worked with consultants and other partners to build the issue's visibility in Springfield, so that the proposal is positioned to be part of any possible State of Illinois capital bill.

Additionally, in the third quarter, the CMAP Board unanimously agreed to join and support Accelerate Illinois, a statewide campaign to prioritize transportation investment. The campaign urges the General Assembly to consider multiple options as revenue sources for future transportation investments, including raising the gas tax as GO TO 2040 recommends, as well as imposing or raising user fees, tolls, and vehicle registration fees.

On June 22, 2015, Accelerate Illinois partners sent a letter to the House and Senate leaders as well as Governor Rauner calling on them to make the state's transportation network a priority in the yet unfinished state budget.

State Capital Program Principles

As mentioned in Section 2, in January 2015, CMAP launched mobility data visualizations to bring attention to the fact that adequate funding is not available to properly maintain or improve metropolitan Chicago's regional system of roads, transit, and freight. The website is part of CMAP's ongoing call for the General Assembly to prioritize dependable funding of the state's transportation system.

In the short term, GO TO 2040 recommends increasing the state motor fuel tax by 8 cents and indexing the rate to an inflationary measure, followed by a long-term replacement for the motor fuel tax.

In the spring of 2015 CMAP called for adequate transportation funding that included reforming the motor fuel tax and completed an analysis of alternatives to the state motor fuel tax and released an issue brief and summary of the findings. CMAP also continued to call for the General Assembly to institute a more transparent, performance-based approach that ensures limited resources are steered toward the most critical projects.

Federal Transportation Reauthorization

Throughout FY15, CMAP's Policy Updates analyzed efforts to replace the federal surface transportation bill, Moving Ahead for Progress in the 21st Century (MAP-21) Act, which expired in 2014 and was extended multiple times using short-term "patches" throughout the fiscal year. Policy Updates monitored both the details of the various extensions and two of the bills offered as a replacement: the Obama administration's Grow America Act, and the U.S. Senate Environment and Public Works Committee's proposed DRIVE act. In addition, CMAP held conference calls with reporters to describe how the proposed replacement bills would specifically impact the seven-county region. CMAP continues to assert its principles for reauthorization, as adopted by the Board in June 2014.

Regional and National Freight Policy

CMAP monitored regional freight policy and the status of regional freight performance and impact throughout FY15 via a series of Policy Updates, including analyses of the region's freight assets and challenges as well as the flows of freight through the region. In addition, Policy Updates looked at the status of rail crossing delays and noted the progress of the CREATE program, which aims to untangle the knot of Chicago's freight infrastructure and alleviate congestion for passenger and freight rail as well as drivers.

CMAP continues to call for dedicated freight funding to be part of a next federal long-term transportation bill. In support of the creation of a National Strategic Freight Plan, the funding to complete remaining CREATE projects, and a call for dedicated freight funding to be included in the next federal transportation bill, CMAP staff:

- Contributed op-eds to multiple national media outlets to call for national policies and investments to benefit freight, including in the Chicago region.
- Sent a letter written by CMAP Board chairman Mayor Gerald Bennett and signed by the region's county board chairs and the commissioner of the Chicago Department of Transportation in June 2015 to the U.S. Senate Committee on Environment and Public Works (EPW) to emphasize the region's unified position on the need for a national freight plan. Crain's Chicago Business described the letter as a strong display of regional unity on freight.
- Upon release of the EPW's proposed replacement to MAP-21, known as the DRIVE Act, published a Policy Update examining the bill's proposed freight plan, which for the first time would fund a federal freight program, including $2 billion annually in dedicated freight funding as called for by CMAP and other metropolitan planning organizations.

In FY16, CMAP will continue to monitor efforts to draft and pass a multi-year federal transportation authorization bill.

Chapter 4: OTHER FY15 WORK PLAN HIGHLIGHTS

This section describes some of the more significant FY15 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.

With its work plan for FY15, CMAP tightly controlled how projects were managed internally. 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, work breakdown structure, 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.

In outline form, the FY15 work plan consisted of the following ten programs and their associated projects:

Local Planning Program

Area 1: Regional Technical Assistance

- Online Case Study Library
- Municipal Survey
- Model Plans, Ordinances, and Codes
- Planning Commissioner Workshops

Area 2: Local Technical Assistance

- Program Administration and Monitoring
- Project Development and Scoping
- Management and Review of Staff-Led Projects
- Management and Review of Consultant-Led Projects
- Project Implementation
- Outreach and Communications
- Data and Mapping Support
- Research and Analysis Technique Development
- Partner Coordination
- External Resource Development
- Program Coordination and Evaluation

Policy and Analysis Development Program

Area 1: Regional Mobility

- Federal and State Transportation Policy Analysis
- Regional Freight Policy and Capital Prioritization
- Major Capital Projects Implementation
- Green Infrastructure Vision

Area 2: Regional Economy

- Challenges and Opportunities in State and Regional Economic Development Policy
- Regional Housing and Development Analysis
- Regional Tax Policy Analysis
- Freight and Manufacturing Clusters: Regional Policy Analysis
- Regional Economic Indicators Analysis
- Regional Equity Analysis

Area 3: CMAP/MPO Committee Support and Legislative Strategy

- CMAP and MPO Committee Support
- State Legislative Strategy
- Federal Legislative Strategy

Comprehensive Regional Plan Update and Plan Development GO TO 2040 Comprehensive Regional Plan Update Program

- Major Capital Projects
- Plan Preparation
- Public Stakeholder and Committee Engagement
- Plan Development Program

Area 1: Process and Tools Development Communication Strategy

- Review of National Best Practices
- Analytical Tools and Methods
- Data Resources
- Outreach Tools and Methods
- Process Development
- Targeting Infrastructure Investment for Plan Implementation

Area 2: Topical Planning and Policy Analysis Transportation Strategy Development

- Land Use Strategy Development
- Housing Strategy Development
- Economic Strategy Development
- Environmental Strategy Development
- Human and Community Development Strategy Development

Communications Program

- Local Planning Communications and Outreach Support
- Policy Communications and Outreach Support
- Outreach and Communications Strategy Development and Implementation
- External Talks and Partnerships
- Media Relations
- Moving Forward, 2014: Implementation Report
- Graphic Design and Publication Management
- Web Content Management
- Web Development and Administration
- Public Data Systems Support
- Future Leaders in Planning

Performance-Based Programming Program

- CMAQ and TAP Program Development
- Local Surface Transportation Program: A Summary of Programming Methods
- Summary of Transportation Agency Programming Methods
- Sketch Model Development for Programming Analysis
- Performance Monitoring
- Highway Needs Analysis and Improvement of Project Evaluation Methods
- Transit Needs and Improvement of Project Evaluation Methods
- Linking Roadway and Transit Asset Condition to Expenditures

Research and Analysis Program

Area 1: Regional Information and Data Development

- Regional Inventories
- Data Library Management
- Data Sharing Hub
- External Data Requests

Area 2: Regional Forecasting and Modeling

- Advanced Urban Model Development
- Survey Research
- Travel and Emissions Modeling
- Transportation Data Analysis
- GO TO 2040 Indicator Tracking

Transportation Improvement Program

- Transportation Improvement Program Development and Management
- Conformity of Plans and Program
- CMAQ and TAP-L Active Program Development
- Local STP Active Program Management and Council of Mayors Support
- TIP Database Management
- Integrated Transportation Planning, Programming, and Tracking Database Development

Water Resource Planning Program

- Facilities Planning Area (FPA) Review Process
- Watershed Planning
- Watershed Management Coordination
- Volunteer Lake Monitoring Program (VLMP)
- Thorn Creek Total Maximum Daily Loads (TMDL) Implementation Plan and Watershed Plan Update
- Water Supply Planning

Information Technology Management Program

- Internal Hardware and Software Management
- Web Infrastructure Management
- Information Security
- Office Systems Management
- User Support

Please note that **Section 2** of this annual report includes various important milestones that were important outcomes of the CMAP work plan. **Section 4** describes additional noteworthy activities and accomplishments from FY15.

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 work area is meant to provide support to local governments to plan in a way that supports the principles of GO TO 2040, while recognizing that the interpretation of these principles will vary by community.

In FY15, 177 municipalities out of the region's 284 communities responded to the CMAP biennial municipal survey — a response rate of 62.3 percent — and CMAP completed its analysis of the results in September 2014. The survey showed that the types of projects currently undertaken by CMAP staff through the LTA program continue to be in high demand, and that significant demand exists for projects that would support local governments in plan implementation. CMAP staff continues to explore other methods best suited in meeting the demands identified by the municipal survey, including direct technical assistance, workshops, or other methods.

In addition to providing direct, community-specific technical assistance to local governments, CMAP also creates model planning approaches and language that communities can adapt and use, as described at our Local Ordinances and Toolkits web page. In FY15, CMAP produced toolkits on the Homes for a Changing Region program, sustainability planning, and Complete Streets policy. CMAP uses the guides (which are available at http://www.cmap.illinois.gov/programs-and-resources/local-ordinances-toolkits) in conjunction with its LTA program.

CMAP also relaunched its online case study library and map in an interactive, user-friendly, format that highlights dozens of implementation activities for completed Local Technical Assistance projects alongside numerous examples of work that support recommendations from GO TO 2040. The library allows users to view case studies by location, to search by topic, and for most projects to download additional information in a PDF.

Communications Program

CMAP's primary communications goal is to promote the broad implementation of GO TO 2040. The agency's primary audiences are the local, regional, state, and federal implementers of GO TO 2040. When reaching out to a broader audience, it is generally for the purpose of raising awareness about the plan's implementation through local and regional examples of effective planning and policies. This includes reaching out to targeted audiences via external media, web, printed materials, infographics, and public talks. In addition to helping the executive director prepare his many public presentations, communications staff work with other CMAP staff and partners to produce needed print materials, including reports, promotional documents, posters, and more. CMAP's communication group also has primary responsibility for the agency's website at www.cmap.illinois.gov.

The Communications group oversees the development and enhancement of the CMAP website to capitalize on the latest technologies for presenting information across a wide range of devices, including desktop computers, tablets, and smartphones. The website features a newly improved site map, which is a useful adjunct to our system of menus and search tools. CMAP continues to leverage other web-based resources, including social media like Twitter and Facebook, to increase awareness of CMAP activities around GO TO 2040 implementation and planning topics.

In terms of media coverage, the most visible issue involving CMAP in FY15 was again the Illiana expressway. Other media relations in this fiscal year included conducting outreach in support of Joseph C. Szabo's selection as Executive Director, facilitating discussions with reporters regarding local ramifications of new federal transportation legislation, and driving coverage of the mobility data visualizations website. Throughout the year, the agency managed media inquiries for the Regional Economic Indicators site, the openings of The 606 and Cal-Sag trails, both projects through the CMAP CMAQ program, and a wide range of LTA projects, as captured in the CMAP news coverage archive.

Policy Analysis and Development Program

In FY15, CMAP's Policy Analysis and Development group continued work on an extremely broad range of topics related to implementation of the regional plan. The Policy Updates area of the website features in-depth analyses of topics from the GO TO 2040 plan. In FY15, CMAP produced Policy Updates around topics such as regional population trends, state revenue reforms, housing stock diversity, and the GO TO 2040 update. Two Policy Updates addressed the issue of local revenue streams, which are key to several areas of GO TO 2040 implementation. These included updates on municipal reliance on local revenue sources and their stability as well as the effect of local tax classification on property tax burden. Additionally, the group conducted analyses and wrote updates that informed CMAP's federal and state legislative priorities on freight, transportation, and tax policies.

The State of Illinois and metropolitan Chicago face challenges similar to other U.S. states and regions seeking to compete in the global economy. In December 2014, CMAP published the final installment of its two-part series examining policy and practices impacting economic development. Reorienting State and Regional Economic Development: Challenges and Opportunities for Metropolitan Chicago uses case studies to explore how the State of Illinois and Chicago region are moving forward in efforts to improve upon current economic development practices.

Since 2010, CMAP and the Chicago Wilderness have partnered with The Conservation Fund to refine and update regional green infrastructure data. In May 2015 the Policy Analysis and Development group, with consultant support, released an update to its Green Infrastructure Vision (GIV) in partnership with Chicago Wilderness and The Conservation Fund. One of the report's key findings was that natural areas identified in the GIV provide an estimated value of $6.4 billion of dollars to the regional economy via flood control, water filtration, groundwater recharge, carbon storage, and recreation. This report for the first time quantifies the economic value of protecting the landscapes identified in the GIV. Two studies that classify ecosystems by landscape characteristics and estimate the value of ecosystem services provided by the GIV accompany this update. Together, the GIV data and studies support conservation and restoration decisions in the region. Following its completion, CMAP staff conducted outreach about these findings and posted the GIS data on the CMAP Data Sharing Hub, along with a variety of spatial information about the type and quality of ecosystems that comprise the regional green infrastructure network.

Performance-Based Programming

Performance-based funding is a major transportation policy priority of GO TO 2040 — its "Invest Strategically in Transportation" chapter devotes an implementation action area section to "Finding Cost and Investment Efficiencies." While the plan also recommends new or innovative revenue sources, the larger emphasis is on making more cooperative, transparent, and prioritized decisions using the best evaluation criteria possible. The recommendation is targeted toward multiple transportation implementers, but most specifically toward CMAP, which should make the best investment decisions possible with the dollars available. In FY15, this core program sought to coordinate staff efforts to optimize MPO programming functions — specifically the Congestion Mitigation and Air Quality Improvement Program (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 intention is to target these process and evaluation improvements to achieve adopted regional mobility goals. The prioritization and development of transportation performance measures, including data acquisition, is fundamental to supporting CMAQ and TAP projects.

In January, 2015 CMAP issued a call for projects for the FFY 2016-20 Congestion Mitigation and Air Quality Improvement Program (CMAQ) and the FFY 2015-16 Transportation Alternatives Program (TAP) and received 118 applications requesting $631 million. CMAP staff evaluated the applications and developed project rankings based on air quality cost benefits and transportation impact criteria, with input from the Bicycle and Pedestrian Task Force and Regional Transportation Operations Coalition CMAP staff developed recommended proposed programs for Project Selection Committee and Transportation Committee consideration and in early FY16, the projects will be made available for public comment.

Notable CMAQ projects completed in FY15 included The 606 elevated trail and park system, and a portion of the Cal-Sag Trail, which will ultimately be the region's longest trail. The two multi-use paths create park and recreation areas that further the GO TO 2040 plan's vision of expanding the region's system of parks and open space. FY15 also saw the continued expansion of the City of Chicago's Divvy bike share system, another CMAQ project.

In FY15 CMAP also published a 2014 update to the CMAP Expressway Atlas, which provides link-by-link and ramp-by-ramp annual average daily traffic estimates for IDOT expressways using highly detailed corridor-level drawings. The data is a useful baseline for traffic planning, an input to traffic simulation models, and other expressway system studies such as safety analysis and pavement design, and is a valuable extension of the more-detailed 2012 Atlas published in FY14.

As part of CMAP's Congestion Management Process, CMAP compiled crash scans showing the rate of total highway crashes per 100 million vehicle-miles traveled VMT for 1/10 mile segments. Understanding where crashes are concentrated can help planners and engineers focus on improving those locations with the worst performance.

Also, CMAP has drafted a process for scoring the road network performance so as to identify locations in the region where network improvements are needed most. Using ArcGIS and observed data, the process scores the region's transportation network based on mobility, reliability, condition, and safety performance and may be adapted to score potential projects also.

Transportation Improvement Program

CMAP develops the Transportation Improvement Program (TIP), metropolitan Chicago's short-term agenda of surface transportation projects, an implementation tool of GO TO 2040. The TIP includes all federally funded projects and regionally significant, non-federally funded projects anticipated to be accomplished in the next five years. It is also a process for regional partners to create and implement a short-term transportation program reflecting the long-range goals identified in GO TO 2040. Federal, state, and local projects are analyzed to assure CMAP's TIP addresses regional priorities identified through GO TO 2040 and satisfies federal regulations. In addition to the regional priorities, the TIP must also address fiscal issues, air quality considerations, public involvement and other regulatory elements. CMAP works with partners at many levels of government to assure regional priorities are identified and that available funding is used efficiently.

In FY15, CMAP continued to maintain and enhance its TIP products, including the TIP database, reports, analyses, and visualization tools, which are used by local elected officials, service implementers, transportation professionals, planning organizations, and the public. A comprehensive update of the TIP document was completed and the FFY 2014-2019 TIP was adopted by the CMAP Board and MPO Policy Committee in October 2014. CMAP completed the 2013 Regional Project Award and Obligation Report for Northeastern Illinois, which describes expenditures of federal and significant non-federal capital funds. The report illustrates that the region is implementing GO TO 2040, which prioritizes maintenance and modernization of the existing system. The report's data is also available for download.

CMAP is required to make a determination that the TIP, together with the GO TO 2040 plan, will not impede the region's ability to meet air quality standards. The determination and supporting conformity analysis is reviewed by the Illinois Environmental Protection Agency and the U.S. EPA and approved by U.S. DOT.

Throughout FY15, CMAP completed these analyses, along with analyses of air quality issues for regional decision-makers, and estimated mobile sources and greenhouse gas emissions to support other agency work. CMAP's analyses showed that the GO TO 2040 plan update and FFY 2014-19 TIP meet all applicable requirements for conformity.

Part of the conformity analysis requirement is to maintain up-to-date planning data used in estimating emissions. In FY15, CMAP collaborated with the consultation team of federal, state and regional partners to update emissions budgets to reflect changes in vehicle ownership during the recent recession. The change resulted in an older fleet, which results in higher emissions. The revised budgets allowed CMAP to stay in conformity while the state was able to demonstrate that air quality would be maintained.

Programming staff aggressively monitored and actively managed the accomplishment of projects using federal Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding, following CMAQ Programming and Management Policies adopted by the CMAP Board and MPO Policy Committee in October 2014.

The region's unobligated balance was reduced significantly, with several major projects obligating federal funds, including a grade separation on Washington St. at the CN/Metra crossing in Lake County, improvements to accommodate the Elgin-O'Hare Expressway at the I-290/Thorndale interchange in DuPage County (an element of the Elgin-O'Hare Expressway Improvements Major Capital Project),and the Union Station Transportation Center (an element of the West Loop Transportation Center Major Capital Project). Projects completed during the year include the 606, which celebrated its grand opening in June, and the Higgins Road Overpass in Busse Woods, which received an award from the American Public Works Association.

Programming staff also maintained ongoing communication with stakeholders including local, state, and federal agencies to ensure an understanding of regional programming priorities as identified in GO TO 2040. Locally sponsored Surface Transportation Program projects were closely monitored and staff provided assistance to sponsors to encourage project accomplishment.

Finally, CMAP executed a contract for development of a new Integrated Transportation Planning, Programming, and Tracking Database and Visualizations Solution. The integrated database will include more direct data exchange with partner agencies, providing increased consistency and transparency, more robust reporting and analysis tools, and enhanced GIS capabilities. More robust project data will be collected to enhance Performance-Based Programming and inform analyses of regional spending trends and the implementation of GO TO 2040. The integrated database will be developed and deployed in FY16 to provide an additional tool for analyses and to replace the current TIP database.

Research and Analysis Program

GO TO 2040 calls for improved access to information and development of advanced modeling and forecasting tools. This core program's primary mission is to ensure that CMAP staff and planning partners have access to quality data resources and state-of-the-art analysis tools supported by a well-trained research team that is fully engaged in the technical implementation challenges of the plan.

Regional Information and Data Development serves as a primary data resource for regional land use and transportation planning in our region and supports CMAP's ongoing data exchange and dissemination activities. It provides data and technical support to several ongoing regional planning and policy initiatives including implementation of GO TO 2040. The program benefits CMAP staff and partners who rely on current and reliable data resources to conduct planning analyses.

In late March the CMAP Data Hub was launched providing easy, online access to dozens of agency datasets such as land use, green infrastructure, population forecasts, and other frequently-requested data. The GIS database of land use for 2010 was finalized and published in late 2014; the database has been redesigned to conform with county assessment data to allow for faster updates. A 2013 update is currently underway and is expected to be completed by late 2016. Increased efforts to collect data on local bike plans has resulted in an updated Bikeways Inventory dataset that assists state, regional, and local planners in developing more coordinated bicycle facility planning efforts. Both the land use and bikeways databases are publicly available on the CMAP Data Hub. The effort to archive the library of historical aerial photography continues — in June the CMAP Imagery Explorer website was launched, allowing the public to preview and download imagery from 1970 and 1995 through an intuitive web map interface. Plans are to have the 1980 set available before the end of 2015.

CMAP staff is always happy to help partners and public find the data they need. In FY15 CMAP staff responded to over 600 individual requests for a wide variety of data items. CMAP offered six half-day Census Products for Urban Planners workshops and nine two-day GIS workshops. These workshops are attended by planners, consultants, engineers, and community organizers.

CMAP collects data on an annual basis from several federal and state agencies, the seven counties, and numerous commercial vendors to maintain a sizeable in-house data library. This "Data Depot" 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 preparing regional forecasts and modeling analyses to support transportation, land use and environmental planning. In addition to maintaining and updating standard modeling procedures essential to regional program and plan evaluations, this program implements CMAP's strategic plan for advanced model development to provide more robust sensitivity to the policy objectives of GO TO 2040 in our forecasting, evaluation and analysis tools. CMAP is completing its final year of a project to integrate its activity-based model with a dynamic traffic assignment model, which provides a more realistic view of traffic flow by including effects such as queueing and congestion spillback. This project places CMAP at the forefront of modeling research and practice by attempting to integrate these models at the regional level. The agency is also in the final year of a project to develop a model to evaluate our region's freight economy, which is based on the business decisions made by purchasing agents at individual firms. The use of this agent-based economic approach to reflect the freight economy is also cutting-edge.

A bicycle demand analysis tool was developed to estimate the usage of bicycle infrastructure improvements, to be used as an evaluation tool in helping to determine priority projects to receive funding. CMAP continued its transportation data collection program, adding to its repository of intersection traffic counts, bicycle and pedestrian account at trails, and the Regional Transportation Data Archive of information collected by roadway sensors. Staff continued building professional capacity in the area of survey research by, among other tasks, testing a GPS smart phone application to passively collect travel information. Such efforts will improve staff's ability to support the next large-scale regional travel survey. Additionally, approximately 150 small-area traffic forecasts were completed to support the transportation planning work of municipalities and our partner agencies.

Water Resources Planning

CMAP's FY15 work plan included a number of important activities to conserve and restore the region's water resources, as guided by the agency's role as the delegated authority for Areawide Water Quality Planning. Funding from Illinois Department of Natural Resources (IDNR) to support water supply planning work of the Northwest Water Planning Alliance and users of Lake Michigan water to assist them as they respond to new rules and regulations was suspended by IDNR due to "insufficient appropriation of funds" on March 16. No work was completed subsequent to that time (essentially all of FY15Q4) on water supply issues, other than notification of partners of the status of the grant.

CMAP provides the water quality review service for northeastern Illinois Facility Planning Area (FPA) amendment requests. An FPA is a centralized sewer service area that can also include undeveloped land that will be served within a 20-year planning horizon. This year, CMAP continued to examine its role in the FPA process and drafted further revisions to the FPA Procedures Manual to better align the process with GO TO 2040. The manual also seeks to simplify and streamline the review process and avoid duplication of efforts between the Illinois Environmental Protection Agency, CMAP, and other agencies. Facility Planning Area boundary maps can now be browsed by county on the CMAP website. Each map is depicted on a corresponding U.S. Geological Survey topographic map and includes the FPA boundary, surface waters, roads, townships, political subdivisions, and range and section lines.

CMAP also continued its watershed planning work in the region. A watershed-wide summary of best management practices within the Thorn Creek Watershed was developed to update and supplement the recommendations of the Thorn Creek Watershed Based Plan and the Thorn Creek TMDL Implementation Plan. CMAP staff is providing guidance and technical assistance to the Tower Lake Drain Partnership to implement recommendations of the Nine Lakes Watershed Based Plan, a plan for three adjoining subwatersheds of the Fox River collectively termed the Nine Lakes Planning Area (Cotton-Mutton Creek, Slocum Lake Drain-Fiddle Creek, and Tower Lakes Drain) in southwestern Lake and southeastern McHenry Counties. Development began on the Boone-Dutch Creek Watershed Plan as staff completed a draft watershed resource inventory and held stakeholder meetings. In FY15, CMAP participated in the Calumet Stormwater Collaborative and received new Cook County grant for stormwater management. The grant has enabled planning staff to incorporate more stormwater elements in local plans.

Prior to the suspension of IDNR funding, CMAP, in partnership with the Metropolitan Planning Council, convened a series of Water 2050 Regional Forum discussions on January 15. CMAP also provided support for the Northwest Planning Alliance in strategic planning and assisted the Villages of Campton Hills and Pingree Grove and the City of Harvard with developing existing conditions reports. Staff coordinated with the IDNR Lake Michigan Water Allocation Program office to assist with water loss auditing and control and provide water-use data analysis.

The Volunteer Lake Monitoring Program (VLMP) is another water quality oriented program that has been carried out by CMAP and its predecessor agency for more than 30 years. Coordinated by CMAP for the counties of Cook, DuPage, Kane, Kendall, McHenry, and Will, the VLMP typically includes more than 50 volunteer monitors at 30 to 40 lakes. CMAP provides additional lake management planning technical assistance to support the core program activities.

In early 2015, CMAP also received funding to expand stormwater planning assistance to communities experiencing urban flooding. Through technical analyses, CMAP will work with communities and partners to identify areas with stormwater challenges and develop a range of land-based solutions that may include land use planning, policy, and site-specific best management practice recommendations. This work also includes the creation of regional data sets that municipalities and other local stakeholders can use to better plan to address stormwater management challenges.

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. Heading into its eighth year, the program has transitioned to a one-week summer format rather than its prior schedule of monthly meetings throughout the school year. In early FY16, a cohort of 45 students from communities across the region learned about planning for regional resilience and took field trips to places including the Stickney Wastewater Pumping Station, the Joseph C. Szabo Amtrak Control Center, and visits to the Brookfield Zoo and the Pullman National Monument.

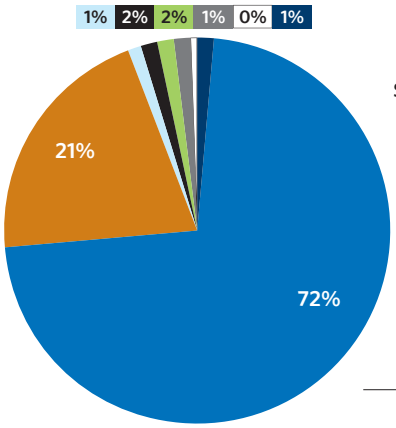
Chapter 5:
FY15 BUDGET

The FY15 budget was developed with grants awarded to CMAP to support its 11 core programs. CMAP receives most of its funding from Federal and State grants. Primary funding for CMAP is from the 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 FY15 UWP were approved by the UWP Committee, Transportation Committee, MPO Policy Committee, and CMAP Board. Public Act 095-0677 provides funding for regional comprehensive planning across the state, of which $3.5 million was to be allocated to CMAP through the Comprehensive Regional Planning Fund (CRPF). However, the CRPF was dissolved in 2011. In lieu of that CRPF funding, CMAP's FY15 budget included $3 million in state transportation funds, which provided matching funds for federal transportation dollars and supported other planning activities.

The following charts show CMAP's FY15 budget, including anticipated revenues and expenditures as approved by the CMAP Board on June 12, 2014.

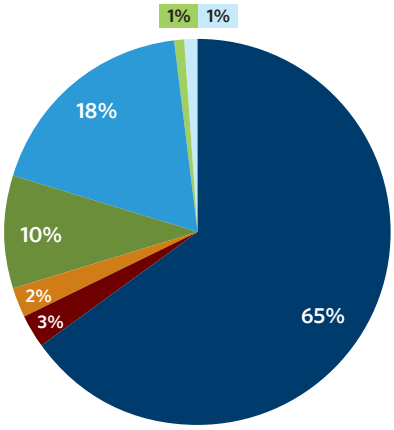
CMAP revenues, FY16



$248,400	●	U.S. ENVIRONMENTAL PROTECTION AGENCY
$12,725,455	●	U.S. DEPARTMENT OF TRANSPORTATION
$3,601,364	●	ILLINOIS DEPARTMENT OF TRANSPORTATION
$191,100	●	ILLINOIS ATTORNEY GENERAL
$251,700	●	COOK COUNTY
$265,100	●	FOUNDATIONS
$250,000	●	LOCAL ASSESSMENTS
$53,000	○	OTHER
$17,586,119		**TOTAL REVENUES**

Source: Chicago Metropolitan Agency for Planning.

CMAP expenditures, FY16



$11,360,000	●	PERSONNEL
$513,219	●	COMMODITIES
$398,100	●	OPERATING EXPENSES
$1,677,600	●	OCCUPANCY EXPENSES
$3,176,500	●	CONTRACTUAL SERVICES
$180,000	●	LOCAL PLANNING GRANT MATCH
$150,000	●	CAPITAL OUTLAY
$17,455,419		**TOTAL EXPENDITURES**

Source: Chicago Metropolitan Agency for Planning.

Chapter 6: CONCLUSION

The Outlook for FY16 and Beyond

Again in FY16, CMAP has undertaken an ambitious work plan that continues implementation of GO TO 2040 while beginning development of the region's next comprehensive plan. This work will include the fifth year of LTA projects (to be announced in October 2015), snapshot and strategy reports on key topics for the next plan, and the launch of an Integrated Transportation Planning, Programming, and Tracking Database and Visualizations Solution. Also in FY16, 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.

The next comprehensive regional plan will use GO TO 2040's broad policies as a starting point, because our region's existing vision for the future is sound. Rather than replace or restate it, the new plan will build on and significantly refine major policy objectives from the prior plan. Emphasizing CMAP's core land use and transportation planning functions, the plan's development will identify a limited number of new policy areas that are complementary to these two essential roles. As with GO TO 2040, extensive engagement of partners, stakeholders, and the public will be an essential component of the planning process.

List of Acronyms

BMP	Best Management Practice
CCDPH	Cook County Department of Public Health
CMAP	Chicago Metropolitan Agency for Planning
CMAQ	Congestion Mitigation Air Quality Improvement Program
CRFP	Comprehensive Regional Planning Fund
EPW	U.S. Senate Committee on Environment and Public Works
FHWA	Federal Highway Administration
FLIP	Future Leaders in Planning
FPA	Facilities Planning Area
FTA	Federal Transit Administration
IDNR	Illinois Department of Natural Resources
IDOT	Illinois Department of Transportation
HUD	U.S. Department of Housing and Urban Development
LTA	Local Technical Assistance
MAP-21	Moving Ahead for Progress in the 21st Century
MPO	Metropolitan Planning Organization
PFN	Primary Freight Network
RTA	Regional Transportation Authority
TAP	Transportation Alternatives Program
TIP	Transportation Improvement Program
TMDL	Total Maximum Daily Load
U.S. DOE	U.S. Department of Energy
U.S. DOT	U.S. Department of Transportation
U.S. EPA	U.S. Environmental Protection Agency
UWP	Unified Work Program
VLMP	Volunteer Lake Monitoring Program

CMAP is the region's official comprehensive planning organization. Its GO TO 2040 planning campaign is helping the region's seven counties and 284 communities to 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.

Unless otherwise specified, all photos are by CMAP staff.

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