



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MPO Policy Committee

Annotated Agenda

Thursday, January 12, 2017

9:30 a.m.

Cook County Conference Room

233 S. Wacker Drive, Suite 800

Chicago, Illinois

- 1.0 Call to Order and Introductions** 9:30 a.m.
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes—October 12, 2016**
ACTION REQUESTED: Approval
- 4.0 Agency Reports**
 - 4.1 Executive Director's Report
 - 4.2 CMAP Board Report
 - 4.3 Council of Mayors' Report
- 5.0 Unified Work Program (UWP)**

Staff will provide an update on the process for developing the SFY 2018 UWP. Several recommendations and the proposed timeline for the process are included in the attached memo.

ACTION REQUESTED: Information
- 6.0 Updates on Federal Rulemakings Affecting MPOs**
 - 6.1 The Moving Ahead for Progress in the 21st Century Act (MAP-21) instituted a system for setting state, MPO, and transit agency performance targets for a number of performance measures. The U.S. Department of Transportation has finalized the rules dealing with safety and transit asset condition, while the remaining rules covering highway system performance and bridge and pavement condition are still in draft form. Staff will provide an overview of these rules' requirements.
 - 6.2 Staff will also provide an update on the Metropolitan Planning Organization Coordination and Planning Area Reform rule and potential next steps.
ACTION REQUESTED: Discussion

7.0 State Legislative Update

Staff will update the Policy Committee on relevant legislative activities and bills monitored based on the State Legislative Framework and Agenda.

ACTION REQUESTED: Information

8.0 ON TO 2050 Alternative Futures Engagement

From April through August 2017, agency staff will work with partners to conduct a variety of activities to promote broad public participation in the rollout of five "alternative futures" for the region. As part of this effort, a number of iPad-based kiosks will be placed at high-traffic locations across the region, with a series of brief multimedia applications to highlight each of the futures. CMAP will also deploy its MetroQuest survey tool for more-detailed feedback from stakeholders.

ACTION REQUESTED: Information

9.0 Transportation Innovation Roundtable Discussion

The Policy Committee will hear two presentations. CTA will present on the \$2.1 billion Red-Purple Modernization's Phase 1 Project and their use of innovative financing methods to secure a local match for \$1 billion in federal funds. Uber will present on their vision of the future of transportation and their work on shared trips for both people and goods.

ACTION REQUESTED: Discussion

10.0 Other Business

11.0 Public Comment

12.0 Next Meeting – March 9, 2017

13.0 Adjournment

MPO Policy Committee Members:

___ Randy Blankenhorn, Chair	___ Scott Gryder	___ Leanne Redden
___ Kay Batey	___ Elliott Hartstein	___ Rebekah Scheinfeld
___ Frank Beal	___ R.A. Kwasneski	___ Jeffery Schielke
___ Greg Bedalov	___ Christopher J. Lauzen	___ Marisol Simon
___ Dorval Carter	___ Aaron Lawlor	___ Liisa Lawson Stark
___ Tom Cuculich	___ John McCarthy	___ Larry Walsh
___ Jack Franks	___ Don Orseno	___ John Yonan



Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Joint Meeting Chicago Metropolitan Agency for Planning (CMAP) Board and MPO Policy Committee Minutes

October 12, 2016

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

Board and MPO Policy Committee Members Present:

Gerald Bennett, CMAP Board Chair-representing southwest Cook County, Randy Blankenhorn, MPO Policy Committee Chair, Rita Athas-representing the City of Chicago, Matt Brolley-representing Kane and Kendall Counties, Franco Coladipietro-representing DuPage County (via teleconference), Mike Connelly-representing the CTA, Tom Cuculich-representing DuPage County, Janel Forde-representing the City of Chicago, Luann Hamilton-representing CDOT, Richard Kwasneski-representing PACE, Al Larson-representing northwest Cook County (via teleconference), Andrew Madigan-representing the City of Chicago, John McCarthy-representing Private Providers, John Noak-representing Will County (via teleconference), Don Orseno-representing Metra, Leanne Redden-representing the RTA and a non-voting member of the CMAP Board, Rick Reinbold-representing south suburban Cook County, Tom Rickert-representing Kane County, William Rodeghier-representing west Cook County, Jeffery Schielke-representing the Council of Mayors, Carolyn Schofield-representing McHenry County, Peter Silvestri-representing Cook County, Peter Skosey-representing the City of Chicago, Paula Trigg-representing Lake County, Lawrence Walsh-representing Will County, John Yonan-representing Cook County, Rocco Zuccherro-representing Illinois Toll Highway Authority, and non-voting members Brian Oszakiewski-representing the Governor's office (via teleconference) and Catherine (Kay) Batey-representing FHWA.

Staff Present:

Joe Szabo, Melissa Porter, Angela Manning-Hardimon, Bob Dean, Tom Garritano, Tom Kotarac, Elizabeth Schuh, Ross Patronskey, and Sherry Kane

Others Present:

Lisa Laws-IDOT, Garland & Heather Armstrong-Access Living, Kevin Brubaker-ELPC, Len Cannata-WCMC, Lynnette Ciavarella-Metra,

Laurie Cohen-Civic Federation, Roger Driskell-IDOT, Jackie Forbes-Kane Kendall Council, Mike Fricano-WCMC, Joe Guthridge-HERE, Janell Jensen-McHenry County Council, Jennifer (Sis) Killen-Cook County Department of Transportation, Patrick Knapp-Kane/Kendall Council, Dennis Latto-SSMMA, Jill Leary-RTA, Steven Mannella-Metra, Kelsey Mulhausen-Southwest Conference, Ed Paesel-SSMMA, Brian Pigeon-NWMC, Jim Reilly-MPC, Chris Schmidt-IDOT, David Seglin-CDOT, Madeline Shepherd-MPC, Steve Simmons-Sierra Club, Jordan Smith-HERE, Vicky Smith-Southwest Council, Maria Choca-Urban-Cook County Department of Transportation, Mike Walczak-NWMC, Tammy Wierciak-WCMC, and Laura Wilkison-Metro Strategies,

1.0 Call to Order and Introductions

CMAQ Board Chair, Mayor Gerald Bennett, called the meeting to order at 9:34 a.m., and asked that Board and MPO Policy Committee members introduce themselves.

2.0 Agenda Changes and Announcements

The CMAQ Board welcomed new member President Matthew Brolley-President, Village of Montgomery, who represents Kane and Kendall Counties. The Board also recognized Lisa Laws for her service to the Board. Mayor Jeffrey Schielke read a statement prepared by Mayor Tom Weisner-City of Aurora as he ended his service to the CMAQ Board.

3.0 Approval of CMAQ Board Meeting Minutes

A motion to approve the minutes of the September 14, 2016, meeting of the CMAQ Board as presented was made by Commissioner Pete Silvestri and seconded by Carolyn Schofield. All in favor, the motion carried.

4.0 Approval of MPO Policy Committee Meeting Minutes

A motion to approve the minutes of the June 9, 2016, meeting of the MPO Policy Committee as presented was made by John Yonan and seconded by Tom Cuculich. All in favor, the motion carried.

5.0 Executive Director's Report

CMAQ Executive Director Joe Szabo reported that CMAQ has returned to a normal payment cycle and very nearly caught up on vendor payments. The collection of dues has helped significantly and Szabo thanked those had paid. The Local Technical Assistance (LTA) program update had been included in the Joint Meeting materials, Szabo continued, and reported on CMAQ's last (Have We Reached Peak Driving) forum held at Northwestern University on September 22, 2016 and next (Aging in Place) to be held at UIUC on October 27, 2016. Reporting on a recent visit to D.C., Szabo suggested there is little to no support regarding the recent rulemaking related to MPO Consolidation, and CMAQ hosted a local legislative briefing recently that was used as an opportunity to gain input for ON TO 2050.

6.0 Committee Reports

Local Coordinating Committee Chair Rita Athas reported that the Committee had met earlier in the morning, had considered a change to the Coordinating Committee structure,

a Local Technical Assistance (LTA) program example related to Home Glen's Plan Commissioner Training (which provided a good example of a successful training program and may become a model for the future) was given, advancing the implementation of completed LTA projects was discussed (with staff describing current practices and committee giving direction for the future), and the next LTA Call for Projects is tentatively scheduled for May 2017 with project selected occurring in October. Of importance with this call will be how the projects fit into ON TO 2050.

On behalf of the Regional Coordinating Committee, Ed Paesel reported that the committee had also met earlier in the morning, had considered matters that would be explained later at this meeting, and as part of ON TO 2050, a presentation was made related to a total socioeconomic forecast for the region and a sub-allocation forecast at the local level.

An announcement was also made that Ed Paesel, Executive Director of South Suburban Mayors and Managers Association would retire soon and the Board and Policy Committee offered sincere appreciation for his service to CMAP and the region.

7.0 Council of Mayors Report

Mayor Jeffery Schielke reported that the Council of Mayors is scheduled to meet next on October 25, and regional planning marks will be considered at that meeting. Recently, Schielke continued, through a coordinated effort, the councils [of Mayors and Governments] as well as individual mayors had voice opinions regarding the U.S. DOT's MPO Coordination to local representatives and the chairman, on behalf of the Councils of Mayors, crafted a letter outlining the concerns of the Council was added to the comments submitted to the federal docket.

8.0 Election of MPO Policy Committee Vice Chair

Nominating Committee Chair Tom Cuculich reported that the nominating committee, consisting of himself (representing county government), Dorval Carter (representing a public transportation agency), Frank Beal (representing regional planning), Greg Bedalov (representing road administration), and Rebekah Scheinfeld (representing municipal government), recommended that Leanne Redden, ED-Regional Transportation Authority (RTA) serve as Vice Chair (replacing Lake County Board Chair Aaron Lawlor, who had served for three years) of the MPO Policy Committee for calendar year 2017. A motion by Tom Cuculich was seconded by Don Orseno to approve the recommendation of the nominating committee. All in favor, the motion carried.

Policy Committee Chairman Secretary Randy Blankenhorn named Tom Kotarac, Deputy Executive Director of Policy and Programming as Secretary to the MPO Policy Committee.

9.0 Approval of GO TO 2040/TIP Conformity Analysis and TIP Amendments

CMAP staff Ross Patronskey explained the concept of conformity and "non-exempt" projects, review of which is conducted twice annually, highlighted project changes and reported that the analysis (results of which indicate the region meets air quality requirements), released for public comment (none were received). The project changes were typical, Patronskey continued, and both CMAP's Transportation and Regional

Coordinating committees had considered and recommended approval of the analysis and amendments as presented.

On behalf of the CMAP Board, a motion by Commissioner Pete Silvestri was seconded by President Rick Reinbold to make a finding of Conformity and adopt the TIP Amendments as presented. All in favor, the motion carried. For the MPO Policy Committee, a similar motion made by Richard Kwasneski was seconded by Paula Trigg and with all in favor, the motion carried.

10.0 Coordinating Committee Structure

Deputy Executive Director for Planning Bob Dean reported that staff recommends a change to the coordinating committee structure, with a Planning Coordinating Committee overseeing the development of ON TO 2050 and a Programming Coordinating Committee that would oversee programming related to transportation, Local Technical Assistance (LTA) project selection and other relevant matters. The recommended structure, Dean continued, was similar to that used during the development of GO TO 2040.

For the CMAP Board, a motion by Peter Skosey was seconded by President William Rodeghier to approve the programs as presented. All in favor the motion carried. Likewise, for the MPO Policy Committee, a motion by Don Orseno was seconded by County Executive Lawrence Walsh and with all in favor, the motion carried.

11.0 Approval of the Emerging Priorities for ON TO 2050 Report

CMAP staff, Elizabeth Schuh, briefly reminded the Board and Policy Committee that the purpose of the Emerging Priorities for ON TO 2050 report was to summarize feedback heard through our summer of public engagement on regional opportunities and challenges and begin to identify some of the key themes to be addressed in ON TO 2050. The report, released for public comment on June 29, had been reviewed by all CMAP working committees and by the CMAP Board at its September meeting. Public feedback collected over the summer consisted primarily of mostly supportive comments. Comments on regionally significant projects were also received, but the planning process is not yet evaluating those projects for inclusion in the plan, Schuh concluded. It is hoped that the plan will dedicate a focus to “last mile, first mile” in the collar counties.

On behalf of the CMAP Board, a motion by Commissioner Peter Silvestri was seconded by Peter Skosey to adopt the Emerging Priorities for ON TO 2050 Report as was presented. Similarly, a motion by Luann Hamilton was seconded by Paula Trigg to adopt the report as had been presented. All in favor, the motion carried.

12.0 Unified Work Program (UWP) Update

Deputy Executive Director for Finance and Administration Angela Manning-Hardimon reported that with the passing and approval of the State’s stop gap budget, IDOT allocated a full-year of state local match. With the match, Manning-Hardimon continued, CMAP could reallocate approximately \$1.4 million to the Unified Work Program (UWP) competitive applications that had been submitted in January and that the projects funded with the award of \$1.4 million to the UWP competitive program. The revised budget of

\$21.5 million includes \$17.1 in federal funding, \$3.2 million in state local match, and \$1.2 in local match. For FY 2017 CMAP is now recommending that the following [additional] projects be awarded: CTA/Pace-\$640,000; CMAP/RTA-\$400,000; Lake County-\$200,000; and, CDOT-\$197,000. The changes had been presented and approval recommended by both the UWP Committee, and CMAP's Transportation Committee to the CMAP Board, Hardimon concluded. On behalf of the counties, Paula Trigg asked that the record reflect the programming is considered part of the Core projects, since it is an amendment to the 2030 transportation and not a competitive proposal as is indicated by staff. A motion by Mike Connelly was seconded by Tom Rickert to adopt the revised FY 2017 budget as had been presented. All in favor, the motion carried.

13.0 MPO Consolidation Rule Update

Deputy Executive Director Tom Kotarac gave an overview of the MPO Consolidation Rule by the U.S. DOT that would affect the MPOs that exist in a census urbanized area. Kotarac referred to a map showing the MPOs in the region, and reported that the Notice of Proposed Rulemaking (NPRM) is essentially changing the definition of the Metropolitan Planning Area and forcing CMAP to merge with the Northwest Indiana Regional Planning Commission (NIRPC) and likely over time with the Southeastern Wisconsin Regional Planning Commission (SEWRPC). Kotarac thanked members of the Board and MPO Policy Committee for their efforts in generating comments to the NPRM docket and the Illinois Congressional Delegation. There were over 50 comments from the region, including a letter signed by the County Board Chairs & City of Chicago, Board Members, individual municipalities, and the CoGs. Kotarac also thanked Will County for their visit to Washington, D.C. and their efforts in generating a letter from the Congressional Delegation to the U.S. DOT. Kotarac went on to say that the NPRM comment period was reopened by DOT and new comments are now due October 24. U.S. DOT is hosting a series of workshops, MPOwerment, with MPOs to discuss planning work across the country, Kotarac added, the first of which is scheduled in Texas later in the month. What will be clear in CMAP's additional comments with the Indiana and Wisconsin MPOs is that there should be a roundtable discussion here—maybe not just Chicago, but also in Wisconsin and Indiana.

14.0 Constitutional Lockbox

Deputy Executive Director for Policy and Programming Tom Kotarac discussed the findings that had been obtained from additional staff analysis of the constitutional lockbox amendment and conversations with stakeholders, including the proponents of the amendment and the municipal finance community. Kotarac briefly described the mechanics of the amendment, including what revenues will be impacted by the amendment and the questions the analysis raises about activities like planning, ancillary infrastructure related to transportation projects, public-private partnerships, and other items. Soliciting specific feedback from the Board and MPO Policy Committee concerning implementation of the amendment, Kotarac also explained the amendment allows for the General Assembly and IDOT to clarify certain eligibilities for transportation revenue and that CMAP should be ready with specific issues to address if the General Assembly or others act quickly with legislation or guidance on the amendment. Kotarac went on to say that the memo spells out the issues we should concentrate our efforts:

eligibility for broad comprehensive planning activities, broad eligibility for projects related to transportation projects (e.g. stormwater mitigation and commercial development), eligibility for administrative functions related to all transportation modes, and matching all federal transportation dollars, not just highway dollars.

The Board and Policy Committee thanked CMAP for its work and members as well as local stakeholders were encouraged to be unified in their approach to implementing any amendment and to continue to work with CMAP in developing trailer legislation, advocacy, etc., if the amendment passes. A suggestion was also made that CMAP reach out to the other MPOs in the state, local elected officials and others to refine and prioritize the issues CMAP needs to address.

15.0 Transportation Innovation Roundtable Discussion

Continuing the Innovation Roundtable Discussion series, Policy Committee Chairman Secretary Randy Blankenhorn introduced Cook County Department of Transportation & Highways Superintendent John Yonan. Connecting Cook County, as it is known, Yonan presented the county's long-range, comprehensive transportation plan. Yonan covered background and history, spoke of county roads in relation to the full network, described the following policy priorities—transit, freight, equal access, maintenance/modernization, and investment—and gave examples of implementing the priorities.

A second presentation, Making Sense of a Connected World in Motion, was given by Joe Guthridge and Jordan Stark of HERE, the Open Location Platform company. Guthridge and Stark provided perspectives on how the public sector can solve real world mobility challenges by harnessing data from the Internet of Things (IOT) ecosystem, described the company's innovative location-based technologies and their work with automakers and public sector agencies focused on real-time traffic management, transportation network analytics and laying the foundation for smart cities and automated driving.

16.0 Other Business

There was no other business before the CMAP Board or the MPO Policy Committee.

17.0 Public Comment

Garland Armstrong offered thanks for the completion of construction at the south door at Union Station, questioned completion of O'Hare's kiss-and-fly, Rosemont ADA improvements target dates, and announced that he and Heather Armstrong had been asked to join the membership of CMAP's Housing Committee.

Heather Armstrong asked if better transportation options would come as a result of the [proposed] MPO consolidation with Indiana and/or Wisconsin, to which Executive Director Joe Szabo responded "probably not".

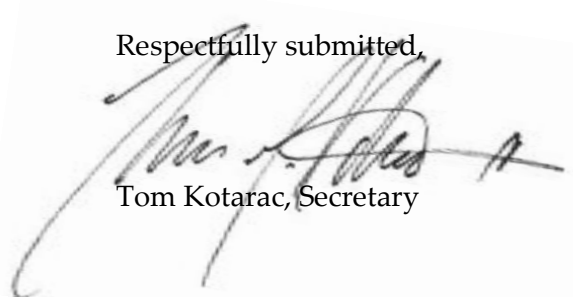
18.0 Next Meeting

The CMAP Board meets next on November 9, 2016; the MPO Policy Committee is scheduled to meet next on January 12, 2017.

19.0 Adjournment

At 11:17 a.m., a motion to adjourn by Luann Hamilton was seconded by Don Orseno. All in favor, the motion carried.

Respectfully submitted,


Tom Kotarac, Secretary

10-25-2016

/stk



Chicago Metropolitan Agency for Planning

Agenda Item No. 4.1

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: CMAP Board and Committees

From: CMAP Staff

Date: January 5, 2017

Re: Local Technical Assistance Program Update

The CMAP Board and committees receive regular updates on the projects being undertaken through the Local Technical Assistance (LTA) program, including those receiving staff assistance and grants. To date, 188 local projects have been initiated. Of these, 141 projects have been completed, and the remainder are underway.

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

ACTION REQUESTED: Information

Projects Currently Underway

Project	CMAP lead	Timeline	Assistance type	Status and notes
Arlington Heights bicycle-pedestrian plan (see website)	John O'Neal	May 2014-Feb. 2017	Staff assistance	Steering Committee (BPAC) meeting held on December 15 on draft plan and incorporation of Village/BPAC comments. Minor edits proposed (draft language to be provided by BPAC chair). "First pass" InDesign layout of draft plan 95% complete.
Aurora downtown plan (see website)	Lindsay Bayley	May 2015-Apr. 2017	Staff assistance	Draft downtown plan is being revised after internal review. The draft plan will be sent to the Steering Committee in January. CMAP staff have developed a PAO for professional illustrations and will be meeting with City of Aurora staff and Bruce Bondy in early January.
Beach Park planning priorities report (see website)	Ricardo Lopez	Jan. 2016-Feb. 2017	Staff assistance	Draft planning priorities report under internal review. The draft report will be sent to Village Staff in mid-late January for review.
Bensenville zoning update (see website)	Jake Seid	Oct. 2015-Dec. 2017	Staff assistance	The project team has prepared a Recommendations Memo and expects to meet with the Steering Committee to discuss these recommendations in January.
Berwyn stormwater management plan	Nora Beck	Jan.-Dec. 2017	Consultant assistance	CMAP moved the start date of this project to January given existing staff capacity and funding constraints. Staff to schedule first steering committee in January.
Berwyn zoning revisions (see website)	Kristin Ihnchak	Jan. 2013-June 2017	Staff and consultant assistance	Final edits to draft underway. Adoption on hold until after municipal elections in April.
Brookfield comprehensive plan	Heidy Persaud	Oct. 2016-Oct. 2017	Consultant assistance	Consultants undertaking existing conditions analysis. Stakeholder interviews and focus group meetings scheduled for January 30.
Calumet Park planning priorities report (website)	Sam Shenbaga	May 2015-Dec. 2016	Staff assistance	<i>Newly completed. Final report submitted to Village in mid-December.</i>
Campton Hills zoning and subdivision regulations	Kristin Ihnchak	Jul. 2014-Apr. 2017	Consultant assistance	A draft zoning ordinance was submitted by the consultant and is being reviewed by the Village and CMAP.
Chicago Heights zoning update	Maggie Jarr	Nov. 2016-Sept. 2017	Consultant assistance	Consultant will meet with City staff and CMAP on January 12 to discuss scheduling and steering committee makeup.
Chicago North River Communities neighborhood plan (see website)	Brian Daly	Nov. 2015-Sept. 2017	Staff assistance	CMAP staff has received feedback from the community partner on the draft Existing Conditions Report. The steering committee will meet this month to discuss the findings.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Chicago Pilsen-Little Village neighborhood plan (see website)	Evy Zwiebach	Dec. 2013-Feb. 2017	Staff assistance	DPD is completing revisions to the draft plan. In the next month, staff will provide comments on the new draft, as well as provide a summary of community outreach and engagement activities.
Chicago Pullman National Historic Park transportation plan (https://pullmantransportation.com/)	Lindsay Bayley	June 2015-Mar. 2017	Consultant assistance	The Technical Advisory and Citizen Advisory committees provided comments on the draft recommendations in early December. The draft recommendations were shared with CDOT as part of an application for a Federal Lands Access Program grant.
Chicago Riverdale area transportation plan	Tony Manno	Nov. 2016-Oct. 2017	Consultant assistance	An internal kick-off meeting was held on December 13 to discuss process, scheduling, and steering committee makeup. Outreach to various community organizations and partner agencies to create a steering committee is underway. The steering committee kick-off is planned for February.
Cicero comprehensive plan (see website)	Jonathan Burch	Apr. 2014-Feb. 2017	Consultant assistance	The Town and the contractor are finalizing changes associated with one illustrative plan.
Cook County subregional growth plan	Jonathan Burch	May 2016-Jan. 2017	Staff assistance	Major summary findings were presented to the Sounding Board at an early November meeting. Staff is working on a few mapping, data, and outreach requests needed to wrap up phase 1 work.
Cook County (Maine-Northfield) unincorporated area plan (see website)	John Carlisle	July 2016-Dec. 2017	Staff assistance	A residential focus group aimed at the many HOAs and neighbor groups in the area is scheduled for mid-January. Key stakeholder interviews are nearly complete, and focus groups and take-home workshop materials are being developed. CMAP staff attention will soon turn to existing conditions report.
Crystal Lake transportation plan (see website)	Nora Beck	Mar. 2014-Feb. 2017	Staff assistance	CMAP staff to responding to City comments and sending an updated draft to the steering committee for review in January.
Des Plaines comprehensive plan	Heidy Persaud	Nov. 2016-Feb. 2018	Staff assistance	First Steering Committee meeting held on November 30 at Des Plaines City Hall. CMAP team developing general survey, Metroquest website, and beginning Existing Conditions Report.
DuPage County / Hanover Park Homes for a Changing Region (see website)	Jonathan Burch	Nov. 2014-Mar. 2017	Consultant assistance	Following a December meeting with Hanover Park, the contractor is developing a recommendations memo for the community.

Project	CMAP lead	Timeline	Assistance type	Status and notes
DuPage County Elgin-O'Hare Corridor Bicycle and Pedestrian Plan (see website)	John O'Neal	May 2015-Apr. 2017	Consultant assistance	Interim/key recommendations memo finalized. Preparation/organization underway for revived stakeholder outreach in the form of an advisory group(s) webinar. New contacts being provided by DuPage DOT.
Franklin Park comprehensive plan (see website)	John Carlisle	Apr. 2015-Apr. 2017	Staff assistance	CMAP staff is still revising the draft plan to incorporate the final work of engineering consultant T.Y. Lin, which made bicycle and pedestrian recommendations and tested them for feasibility. Other small revisions to the draft are being made based on Village comment. Partner agency review of the draft will begin after a follow-up meeting with Village staff in January. Steering Committee will have its review period and meeting in February.
Governors State University green infrastructure plan	Holly Hudson	June 2015-Apr. 2017	Consultant assistance	The consultant team continued to finalize the stormwater management plan. An amendment was executed to extend the consultant's contract through April 2017.
Hampshire planning priorities report (see website)	Tony Manno	Mar. 2016-Feb. 2017	Staff assistance	The draft community profile is complete and the previous plans and key opportunities/issues sections are being drafted. These sections will be ready for Village review in in early January.
Harvard zoning update	Jake Seid	Jan. 2017-June 2018	Consultant assistance	Consultant selection to be considered at the January Board meeting.
Homer Glen plan commissioner training	Patrick Day	Feb. 2016-Jan. 2017	Staff assistance	CMAP staff are currently completing the final phase of this pilot project (Phase 4: Project Assessment).
Huntley zoning update	Patrick Day	May 2015-Mar. 2017	Consultant assistance	Village and CMAP staff are currently reviewing the completed draft ordinance.
Impact DuPage affordable housing strategy	Jonathan Burch	Mar. 2016-Feb. 2017	Staff assistance	Staff is finalizing a recommendations memo that will likely be discussed with the steering committee at a late January meeting.
Joliet Chicago Street plan	Stephen Ostrander	Dec. 2016-Dec. 2017	Consultant assistance	Contract signed with consultant (Ginkgo Planning and Design). In January, consultant will meet with City and CMAP in preparation for kickoff meeting with project steering committee.
Lisle downtown parking plan (see website)	Lindsay Bayley	Mar. 2016-June 2017	Staff assistance	CMAP staff met with Houseal Lavigne Associates to discuss the Downtown Master Plan for Lisle and how to continue to work with their process for the parking plan. Staff continues to develop the Existing Conditions Report.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Lower Salt Creek Watershed-based Plan	Holly Hudson	Jan. 2016-Dec. 2017	Staff assistance	CMAP staff and project partners DuPage County Stormwater Management and DuPage River Salt Creek Workgroup continued on revisions and additions to the watershed resource inventory, of which a final draft is due to Illinois EPA in mid-January. CMAP staff also made final preparations for and hosted a successful pollutant load modeling workshop on December 12 for project and regional partners and Illinois EPA staff.
McHenry County Fox River corridor study	Kate Evasic	Sept. 2016-Dec. 2017	Staff assistance	Staff conducted interviews with key stakeholders on December 7, 8, and 14.
Metropolitan Planning Council Great Rivers project	Evy Zwiebach	Dec. 2015-Mar. 2017	Staff assistance	Per feedback from the Cal-Sag Coalition, staff has been researching alignment between previous plans and the <i>Our Great Rivers</i> vision, and opportunities for the <i>Our Great Rivers</i> planning initiative to assist with implementation of previous plans. Staff is also discussing the possibility of holding a design charrette for a site along the Cal-Sag Channel with stakeholders.
Midlothian 147 th Street corridor improvements (see website)	Tony Manno	Apr. 2016-Apr. 2017	Staff and consultant assistance	The consulting engineer continues to perform flooding analysis along the corridor as well as an examination of the MWRD Natalie Creek project and how it may indirectly improve the corridor's flooding issues. Upon completion of this analysis, the project team will begin outlining recommended improvements for three key locations along the corridor. The next steering committee meeting will take place in March and will focus on the key locations and recommended improvements. CMAP staff is also working with the Village on a business outreach plan to ensure that any improvements recommended will be complementary and not obstructive.
North Lawndale community plan (see website)	Brandon Nolin	Feb. 2016-Sept. 2017	Staff assistance	Existing conditions report available for public review on project website. CMAP presented at NLCCC Volunteer Appreciation Event on December 15. LISC Quality of Life coordination and outreach schedule is being created with workshops anticipated in early 2017.
O'Hare area truck route coordination	Alex Beata	July 2016-June 2017	Consultant assistance	Received revised draft existing conditions report; provided comments to consultant. The Steering Committee will meet January 6 to review technical progress and discuss a project vision.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Palos Park bikeways and trails plan	John O'Neal	Apr.-Dec. 2017	Consultant assistance	Team meeting to coordinate new project schedule held on December 2. Project start-date delayed – due to Village staff leave-of-absence – to April.
Park Forest zoning revisions (see website)	Kristin Ihnchak	June 2013-Mar. 2017	Staff and consultant assistance	Comments from Terra Engineering are being incorporated into the draft subdivision regulations.
Richton Park capital improvement plan (see website)	Brandon Nolin	June 2015-Mar. 2017	Staff assistance	Draft CIP due to staff in February to ensure adoption by end of Village's fiscal year. Village staff are in the process of scoring projects. The CIP will include available results of the stormwater management plan (described below) with MWRD collaboration.
Richton Park stormwater management plan (see website)	Kate Evasic	Apr. 2016-Mar. 2017	Consultant assistance	Project is on hold until a separate floodway study that will inform the plan is complete. CMAP staff continues to check in with consultant performing floodway study. CMAP shared final retail market study with the Village and is scheduling a presentation by the consultant for January.
Romeoville comprehensive plan (see website)	Brandon Nolin	Apr. 2016-June 2017	Consultant assistance	Sub-area Design Charrette hosted by consultant and Key Recommendations Memo presented to Steering Committee in December. Draft Plan (incl. Sub-area Plan) anticipated in March. Project website is https://bigpictureromeoville.com .
South Elgin zoning update (see website)	Patrick Day	Oct. 2014-June 2017	Staff assistance	CMAP staff have completed a draft Module 1 (of 3) of the UDO, currently undergoing internal review, and have begun drafting Module 2.
South Holland comprehensive plan (see website)	Stephen Ostrander	Apr. 2015-Apr. 2017	Staff assistance	CMAP staff and the Village held community-wide open house event on December 13, in which CMAP staff presented findings and identified issues and opportunities for community feedback. Consultants SB Friedman continued in-depth office and hotel market analysis for major site in Village's Interstate Zoning District.
SSMMA Complete Streets plan (see website)	John O'Neal	July 2014-Feb. 2017	Staff assistance	Draft plan narrative finalized and awaiting final internal review.
Sugar Run Creek area plan (see website)	Brandon Nolin	May 2015-Feb. 2017	Staff assistance	Steering Committee approved plan will be presented to the Will County Land Use and Development Committee in January. Presentation to Will County Board anticipated in February.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Villa Park zoning ordinance	Patrick Day	July 2015-Mar. 2017	Consultant assistance	Village and CMAP staff are currently reviewing the completed draft ordinance.
Westchester zoning ordinance	Kristin Ihnchak	Nov. 2014-Mar. 2017	Consultant assistance	No update.
Wilmington downtown plan	Maggie Jarr	Jan. 2017-Mar. 2018	Staff assistance	CMAP staff met with the Interim City Administrator and Mayor on December 20 to discuss process, scheduling, and steering committee makeup. Outreach to create a steering committee is underway and the steering committee kick-off is being planned for late January. CMAP staff held an internal kick-off meeting on December 22 and began work on the Existing Conditions Report. Public kick-off meeting will likely take place in February.

Selected Projects with Active Implementation*

* This list only includes projects with significant recent implementation actions. A full list of completed projects is available at www.cmap.illinois.gov/lta.

Project	CMAP lead	Status and notes
Algonquin-Carpentersville Fox River corridor plan	Brian Daly	The Village of Algonquin is exploring the creation of a formal Main Street organization. They have convened an 8-member committee of downtown property owners to develop plans for an organization, and are researching how establishing an SSA could help fund it. The Village is also completing engineering/design plans for a rebuild of streetscaping and underground infrastructure downtown. The Village also presented the Fox River corridor plan to the Algonquin Economic Development Commission and has met with the private owner of riverfront property to discuss potential use of dormant boat slips for increased public access to the river.
Carol Stream comprehensive plan	John Carlisle	In addition to development proposals that are supported by the Comprehensive Plan's land use recommendations, the Village is investing resources in studying a multiuse path recommended in the Plan . The trail would connect the regionally important Great Western Trail with the Village's southeast side, a somewhat underserved area that is also its densest cluster of housing and commercial development.
Chicago Heights comprehensive plan	Maggie Jarr	<p>Following completion of the Comprehensive Plan, the City applied for additional assistance through the LTA program to create a downtown subarea zoning code update. CMAP contracted with a consultant in 2016 and the project kick-off activities are being planned for mid-January 2017. The City has undertaken additional efforts to implement recommendations in the Plan:</p> <ul style="list-style-type: none"> • The City hired an in-house engineer to help implement the Plan's recommendations and expand its staff capacity overall. • The City created the Chicago Heights Economic Development Corporation to help support economic development efforts. • The City formed a Flood Committee to help increase awareness of initiatives and programs to address flooding. • The City is pursuing coordination efforts with the Cook County Land Bank Authority, South Suburban Land Bank and Development Authority, Housing Authority of Cook County, and Illinois Housing Development Authority. The City applied to IHDA's

Project	CMAP lead	Status and notes
		<p>Abandoned Property and Blight Reduction Programs for additional resources to target blighted, vacant residential properties on the City's east side.</p> <ul style="list-style-type: none"> The City is also engaging Franciscan St. James Health and Mercy Housing on the redevelopment of St. James Hospital in downtown Chicago Heights (closing in 2018). The City is focusing its efforts on supporting senior and veteran housing on this site, in line with its goal to achieve higher residential density and a greater mix of housing types in the downtown. The City is creating a Capital Improvement Plan.
Chinatown neighborhood plan	Stephen Ostrander	<p>The community continued to work with Alderman Daniel Solis on implementation of plan recommendations, including community input on CDOT's realignment of Wentworth Avenue (and phased implementation of new Wells-Wentworth Connector), community gardening regulations, and improving options for neighborhood high school students. Community partner received a \$1,000 grant to implement a community-led walkability study in early 2017; CDOT will be advising community partner to tailor walkability study to complement anticipated traffic study related to improving Cermak Road/Archer Ave/Princeton Ave intersection.</p>
Crete comprehensive plan	Brandon Nolin	<p>Crete continues to see expansion in its business parks including two businesses that have located along a newly extended Old Monee Road. Balmoral Park, a key economic engine for the Village, is under new ownership and undergoing renovations with a 14-week schedule of shows planned for 2017. There is also continued interest in the development of large properties to the north and south of the downtown, including the large property owned by CenterPoint. The Village is also improving its infrastructure, including the passage of a half-cent sales tax increase to be dedicated to roadway improvements, receiving STP funding to reconstruct Crete Road (a key north-south route in the community), and low-cost EPA loan to install iron removal systems at Village wells.</p>
DuPage County sustainability plan	Kate Evasic	<p>The County continues to implement strategies to increase the sustainability of its operations. Ongoing activities by the Division of Transportation include:</p> <ul style="list-style-type: none"> The CNG conversion grant from IEPA has been approved and bids open on December 29th. The County will be converting 4 trucks to bi-fuel. The County has continued working with the DuPage Salt Creek Workgroup hosting chloride reduction workshops. The fall events were extremely well attended. Topics were targeted for both the public roads as well as parking lots & sidewalks.

Project	CMAP lead	Status and notes
		<ul style="list-style-type: none"> Completed another 15 intersections to convert from incandescent to LED traffic signal indications in 2016. First phase of Central Signal System is operational which includes 70 intersections and approximately 20 PTZ cameras which will help improve traffic signal coordination and incident response. Next round of Incandescent to LED traffic signal conversion plans are nearly complete and will be let in the first quarter of 2017. Conversion will be made to approximately 30 traffic signals dependent upon the pricing. LED street light replacement program has been included in the budget and plans are being prepared to be let in first quarter of 2017. Approximately 100 street lights will be converted depending upon the pricing.
Franklin Park industrial areas plan	Sam Shenbaga / John Carlisle	CMAP staff is continuing work with the Village on a comprehensive plan , which is in its final stages, and is beginning work on a O'Hare subregional truck routing study in collaboration with other communities. In addition to fostering an active local industrial development market, the Village is also prioritizing workforce development objectives. Coordination is occurring with Triton College, Leyden High School District 212, Chicago Cook Workforce Partnership, Illinois Manufacturing Excellence Center, Alliance for Illinois Manufacturing, the Illinois Manufacturing Association, and the German American Chamber of Commerce. For example, to celebrate Manufacturers' Day in the Fall, Village staff and local industrial businesses hosted East Leyden High School students to learn about careers in advanced manufacturing, mechanical engineering, and other trades.
Hanover Park Irving Park Road corridor study	Tony Manno	CMAP staff and the Active Transportation Alliance conducted a pedestrian workshop in the Village in late October. Village staff, local business owners and elected officials participated in the workshop and provided input on priority areas in need of improvement. CMAP staff, Active Trans and the Village are currently working on prioritizing the draft recommendations in order to develop a plan for implementation. CMAP, Active Trans and the Village will meet in January to discuss next steps.
Harvard comprehensive plan	Nora Beck	CMAP is working with the City to update their zoning ordinance. The City is focusing on updating its wastewater treatment plant and is now providing City Council minutes in Spanish as well as English.
Kane County / Geneva Homes for a Changing Region project	Tony Manno	CMAP and various partners began meeting regularly in August to discuss ways to create an ad hoc Community Acceptance group to advocate for and provide information on the benefits of market-rate and subsidized development. CMAP continues to facilitate these meetings and

Project	CMAP lead	Status and notes
		provide data and support as needed. Various partners are working to create an entity and identify a funding source for targeted advocacy. This work is ongoing and the next meeting will be held at CMAP in late January.
Lake County Homes for a Changing Region study	Stephen Ostrander	CMAP and the Metropolitan Mayors Caucus staff held a workshop on October 13 with the five project municipalities to jointly discuss options for improving local rental regulation programs (as recommended in the <i>Homes</i> report). They were joined by experts from the Center for Community Progress and law firm of Ancel Glink, who have worked closely recently with the Mayors Caucus to develop best practice policy recommendations in this area for Illinois municipalities (both home rule and non-home rule). At end, five communities and partners agreed to form a task force to tackle rental regulation improvement, with initial help from MMC and CMAP staff; the first meeting of the new task force is anticipated in first quarter 2017.
Lemont development review analysis	Jake Seid	The Village is in the process of undertaking a major reorganization of departments related to development and permitting, which will provide the structure necessary to implement significant portions of the development review analysis. The reorganization has delayed implementation of the recommendations in the document, but the Village intends to develop a formal implementation schedule by March 2017.
Lincolnwood corridor study	Tony Manno	CMAP staff created marketing sheets for 3300 W. Devon and 3420 W. Devon to help the Village visualize how they can market these sites in a regional context. Recently the Village issued a permit for a bakery at 3300 W. Devon site. The 3420 W. Devon site remains a priority. Additionally, the Devon Avenue streetscape improvement project continues to move forward in collaboration with the City of Chicago with a 2018 completion goal.
Lyons comprehensive plan	Brian Daly	The village has implemented a number of infrastructure projects, including replacing 32 full streets and 9 alleys, completing renovations on Smith Park and Emil Schieve Park, and continuing to install new water meters. Lyons is also pursuing intergovernmental agreements to install tot lots at public schools. The Village continues to plan for the completion of the quarry project and have retained consultants to plan for future land use and engineering of the quarry site.
North Chicago comprehensive plan	Jake Seid	Since the plan was adopted in September, the City has begun working closely with the Affordable Housing Corporation of Lake County on a housing rehabilitation program. City staff has also reengaged the Lake County Council of Mayors to discuss how projects are submitted to CMAP's Transportation Improvement Program (TIP). The City will be working with CMAP staff to develop a community outreach and engagement plan in early 2017.

Project	CMAP lead	Status and notes
Park Forest sustainability plan and bicycle-pedestrian plan	Kristin Ihnchak / Lindsay Bayley	<p>The Village is developing a brochure on bicycle and pedestrian improvements and bicycle safety. Park Forest has awarded a repaving project for several Village roads and has included bicycle route signage as part of the project, on routes recommended in the Bicycle and Pedestrian Plan. This should start in March. Plans continue to develop for pedestrian cut-through improvements that will widen existing paths, add lighting, install ADA ramps, paint crosswalks, and signage. This work will be completed in 2017. Additional bike route signage has been proposed on all routes recommended in the plan and is going to bid in early January.</p> <p>Recent implementation actions for the sustainability plan include incorporating native plantings, edible fruit trees, and public art into the new Village Green plaza and festival space; working with the Urban Sustainability Directors Network and International Economic Development Council to develop stronger ties between sustainability and economic development professionals; replacing four miles of water mains, funded by a \$5 million low interest loan from the Illinois EPA; and coordinating a Growing Green Recycle Fest, which took place in July 2016.</p>
Pingree Grove comprehensive plan	Brandon Nolin	The Village PZC has formed an Action Committee and has developed a list of over 30 priority implementation tasks identified in the Comprehensive Plan. CMAP staff have been coordinating with the Village engineer to provide guidance on how best to pursue funding for priority implementation projects and help coordinate with partner agencies.
Richton Park comprehensive plan and zoning ordinance	Kate Evasic / Brandon Nolin	The Village is continuing to work with CMAP on developing a Capital Improvement Plan and a consultant-led project to address stormwater management on the west side of the community (I-57 Corridor). As part of the stormwater work, CMAP contracted a consultant to conduct an independent market analysis to determine commercial potential within the corridor.
Steger planning priorities report	Jonathan Burch	The village hired engineering firms to do both a comprehensive flooding study and a complete streets study, both of which are now proceeding to implementation. State issues in regards to parkland have been almost addressed via joint projects with the Crete Park District.
UIC multimodal transportation plan	Tony Manno	The Office of Sustainability is working with Illinois Medical District to coordinate pedestrian and transit access improvements and identify potential funding sources (locally and otherwise). CMAP staff is providing guidance and coordination assistance as UIC works with other agencies to identify improvements that will benefit the campus, the IMD and the City.
Waukegan Washington Street corridor plan	Stephen Ostrander	The City Council formally adopted the corridor plan on November 7. TownSquare consultancy continued its work to implement key recommendations in the plan, including: submitting a

Project	CMAP lead	Status and notes
		proposal to the RTA for Access to Transit program funds to install eight bus shelters, enhance crossings, install wayfinding, and construct covered bike parking at Waukegan's Metra Station; working with the City on a STP proposal for road and pedestrian lighting, and wayfinding; forming the new Washington Street Merchants and Neighbors Association, which meets with the Mayor to address issues and opportunities in the corridor and is currently reviewing branding concepts for the corridor. The City has formed a new City "action team" focused on the corridor, which recently held ribbon cuttings for two new businesses, including West Coast Treats, a candy and video game hangout for teenagers (which addresses a key issue highlighted in the plan).
West Pullman corridor plan	Evy Zwiebach	Far South CDC is working with the EPA to complete a Phase I study of the 26 acre-site on 119th Street. Far South is also partnering with Delta Institute and Calumet Area Industrial Commission regarding land ownership and applying for grants to clean up the site. Far South CDC also held a transportation committee meeting to discuss Metra initiatives and continues to advocate for the designation of the southeast corner of 119th Street & Halsted Street as Taylor Park. Finally, Far South CDC is working on a partnership with Habitat for Humanity to assist in implementation of elements in the plan.
West Suburban Chamber of Commerce and Industry cargo-oriented development plan	Evy Zwiebach	The Village of Willow Springs continues to work with stakeholders to support the development of vacant sites along the Sanitary and Ship Canal. Full Circle, the lessee of the sites, is conducting a new study of the sites to determine if creating two access points, as requested by the Village, is feasible. In the coming month, the Village, Full Circle, and the Forest Preserves of Cook County will meet to discuss the various possibilities for site access.
Winthrop Harbor comprehensive plan	Sam Shenbaga	Village and CMAP met with the IDNR representatives and community department staff from the Beach Park, Zion, North Chicago, and Wadsworth to discuss bicycle and pedestrian planning efforts. Communities to jointly identify their trail planning priorities and meet with IDNR to seek ways to move project forward.
Zion comprehensive plan	Nora Beck	Working together, Zion, Winthrop Harbor, and Beach Park jointly hired Retail Strategies to market the three communities to attract more retail businesses. In addition, Zion continues to pursue compensation for the impact of having spent nuclear fuel stored within the city limits.

###



Chicago Metropolitan Agency for Planning

Agenda Item No. 5.0

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: CMAP Board and MPO Policy Committee

From: Angela Manning-Hardimon
Deputy Executive Director, Finance and Administration

Date: January 5, 2017

Re: FY 2018 UWP Process

Unified Work Program (UWP) federal funding is available for transportation planning projects within a metropolitan area. IDOT has not received the allocation for the FY 2018 transportation planning projects, though it is projected that the funds will remain similar to the FY 2017 funding level. For the CMAP area, it is therefore anticipated that the federal funding will remain near \$17.1 million and that, with matching funds, the total project cost available for UWP projects will be over \$21 million.

The Metropolitan Planning Organization (MPO) has the primary responsibility for preparing the UWP for its metropolitan area. The federal guidelines state that all planning and implementing agencies must be an integral part of the planning process and participate in the development of the UWP. In the CMAP region, the UWP Committee serves as the project selection body for this process. The committee is chaired by IDOT, who votes in case of a tie. The membership is comprised of a representative from each of the transit service boards (CTA, Metra and Pace), the City of Chicago, RTA, CMAP, a representative from the counties, and a mayor representing the Council of Mayors. In addition, non-voting members are representatives from Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Illinois Environmental Protection Agency (IEPA). The UWP Committee establishes program priorities and selects core and competitive proposals. Final selections are approved by the Transportation Committee and then forwarded to the Regional Coordinating Committee, CMAP Board and the MPO Policy Committee for approval.

The UWP Committee, with concurrence of the Transportation Committee, Regional Coordinating Committee, CMAP Board and the MPO Policy Committee, has aligned the following UWP priorities with the regional priorities described in the GO TO 2040 Plan and the 2014 update.

- *Modernization of the Public Transit System.* GO TO 2040 recommends an enhanced focus on prioritizing planning work for the modernization of the existing transit system. Actions include work on coordinating services and fares, including pursuit of a universal fare payment system, work on traveler information systems, and technological improvements including transit signal priority and ART. Project proposals, especially from the transit agencies, should feature these elements as a primary component.
- *Financial Planning Including Innovative Financing Strategies.* GO TO 2040 also stresses an array of recommendations related to transportation finance, including improved financial planning. Actions include strengthening transit financial oversight, planning for efficiencies that reduce transit operating costs, the identification of funding sources for CREATE, and continued planning/policy work on other important issues of fiscal policy to improve the transportation system.
- *Improving Decision-Making Models and Evaluation Criteria for Project Selection.* GO TO 2040 also emphasizes improving decision-making processes for transportation projects, as well as the overarching importance of prioritization for making investments given constrained funding. This includes constructing improved models for answering the most pressing questions about major projects and designing appropriate and regionally-vetted evaluation criteria for judging projects.
- *Planning Work Toward Implementation of GO TO 2040 Major Capital Projects, Including Supportive Land Use.* The continuation of near-term work to further GO TO 2040's short list of fiscally constrained major capital projects is also a high priority. Potential work includes planning for the inclusion of transit components as part of major highway projects, advancing recommended transit projects through the New Starts program or other discretionary funding programs, and planning for supportive land use around transportation, including active technical assistance to local governments.
- *Local Technical Assistance and the Formation of Collaborative Planning Efforts.* A major emphasis area of GO TO 2040 is providing targeted technical assistance to local governments, information sharing, and formal planning efforts that focus on transportation and other interconnected issues of livability.

The FY 2018 UWP process will be as follows:

- The Call for Projects will be made in January and will include both the Core and the Competitive proposals.
- The Core and the Competitive proposals will be presented to the UWP Committee. The UWP Committee will score the Competitive proposals as in years past, based upon the alignment with the regional priorities listed above.
- CMAP staff will conduct an in-depth proposal review and develop a proposed program for the UWP Committee's consideration. The proposed program will incorporate the Committee's rankings of the Competitive proposals.
- The UWP Committee will consider CMAP's analysis; the Committee's ranking of Competitive proposals, and approve the FY 18 UWP program in March.

The schedule for the development and approval of the FY 2018 UWP process is as follows:

Development of Program Priorities and Selection Process

UWP Meeting	October 12, 2016
--------------------	------------------

Call for Proposals

Call for Proposals	January 3, 2017
All Proposals Due (Core and Competitive)	January 30, 2017

Proposal presentations

UWP Meeting - Presentation of Proposals	February 15, 2017
UWP Committee members rank proposals	Due to CMAP February 27, 2017
CMAP prepares committee ranked proposals with funding allocation	March 3, 2017
UWP Meeting - Adopt FY 2018 Program	March 8, 2017

Committee Approval

Transportation Committee considers approval of FY 2018 UWP to MPO Policy Committee	April 2017
Programming Committee considers approval of FY 2018 UWP to CMAP Board	June 2017
CMAP Board considers approval of proposed FY 2018 UWP	June 2017
MPO Policy Committee considers approval of proposed FY 2018 UWP	June 2017
UWP Document Released	June 2017

ACTION REQUESTED: Information

###



Chicago Metropolitan Agency for Planning

Agenda Item No. 6.1

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: MPO Policy Committee

From: CMAP Staff

Date: January 5, 2017

Re: Update on MAP-21 Federal Performance Measurement Rules

One of the most significant policy changes in the Moving Ahead for Progress in the 21st Century (MAP-21) transportation bill, passed in 2012, was to institute a national performance measurement system for the highway and transit programs. This memo provides a brief overview of [final and draft regulations](#) implementing this system and how they affect planning and programming in the region. Transit agencies and state departments of transportation also have additional requirements for developing asset management plans, but they are not discussed in this memo.

Overview

In general, the performance measurement program is organized so that the federal government, through the U.S. Department of Transportation (USDOT), establishes national performance measures. Then state departments of transportation (state DOTs) and metropolitan planning organizations (MPOs) set targets for each highway measure, while transit agencies and MPOs set targets for transit asset condition. For instance, for highway safety, if a state had 800 fatalities in the last year of its reporting period, then it might set a target of 760 for the year following, or a five-percent reduction. The appropriate value for the target is generally a non-federal decision.¹

For all of the highway measures, MPOs can choose either to set quantitative targets for their metropolitan planning areas or commit to help implement the state's target by planning for and programming appropriate projects. In either case, coordination is required between the state

¹ With the exceptions under the draft pavement and bridge condition rule that minimum condition levels be met: bridges on the National Highway System (NHS) are to be no more than 10 percent structurally deficient by deck area and no more than 5 percent of the pavement centerline mileage on the Interstate system is to be in poor condition.

and MPO. For some, but not all, of the measures, this would be documented in a metropolitan planning agreement. For the transit measures, MPOs must set quantitative targets. MPOs must indicate how their transportation improvement programs (TIP) are expected to help meet the targets, a stipulation that goes into effect two years after each rule's effective date.

The timelines for reporting differ by measure and by agency type, but have either 1-, 2-, or 4-year performance periods. For the highway measures, at the conclusion of each performance period, the USDOT assesses whether "significant progress" has been made toward achieving the highway targets, which is defined differently depending on the measure. Relatively mild penalties are assessed on state DOTs that do not make significant progress, in the form of requirements to program more federal funds toward meeting the targets. No penalties are assessed on MPOs.

Highway safety (final rule released March 2016)

- **Measures:** (1) Number of fatalities, (2) number of serious injuries, (3) rate of fatalities per 100 million VMT, (4) rate of serious injuries per 100 million VMT, and (5) the number of non-motorized serious injuries, all based on a 5-year rolling average
- **Reporting:** Annual targets. DOTs set targets in August 2017, MPOs in February 2018. MPOs report targets to the state DOT.
- **Geography:** MPO targets are for "public roadways within the metropolitan planning boundary," state DOT targets are for public roadways throughout the state, but the state DOT can voluntarily establish additional targets for "any number and combination of urbanized area boundaries"
- **Significant progress:** Agency has met or made significant progress toward meeting its targets when at least four of the five performance targets are met or the measure has improved from its baseline

Transit asset condition (final rule released July 2016)

- **Measures:** (1) Rolling stock -- percent of vehicles by category that have met or exceeded their useful lives; (2) Non-revenue service vehicles such as maintenance equipment --percent of vehicles by category that have met or exceeded their useful lives; (3) Infrastructure -- percentage of track segments, signals, and systems with performance restrictions, such as slow zones; (4) Facilities -- percent of facilities within an asset class rated "marginal" or "poor" on FTA's Transit Economic Requirements Model.
- **Reporting:** Annual targets. Transit agencies set first targets in January 2017, MPOs in June 2017.
- **Significant progress:** Not assessed. No penalty or reward for target attainment. Target allows for declining conditions.

Pavement and bridge condition (proposed rule released January 2015)

- **Measures:** Condition of pavement on the Interstate system, condition of pavement on the non-Interstate NHS, and the condition of bridges on the NHS
- **Reporting:** State DOT targets are for a performance period of 4 years, with a 2-year midpoint target as well; MPOs are only required to set 4-year targets

- **Geography:** MPO targets are for NHS segments within metropolitan planning area; state DOT targets are for NHS segments throughout the state, but the state DOT can voluntarily establish additional targets for “any number and combination of urbanized area boundaries”
- **Significant progress:** Agency has either met its target, or the measure has improved from its baseline.

System performance measures (draft rule released April 2016)

- **Measures:** Performance of the interstate system (peak hour travel time and travel time reliability), performance of the non-interstate NHS (peak hour travel time and travel time reliability), freight movement on the Interstate system (truck travel time reliability and truck congestion), traffic congestion (annual delay per capita), and on-road mobile source emissions (2- and 4-year cumulative emissions reduction)
- **Reporting:** State DOT targets are for a performance period of 4 years, with a 2-year midpoint target as well. MPOs establish both 4-year and 2-year targets for peak hour travel time, traffic congestion, and on-road emissions. MPOs establish targets 180 days after state DOTs. MPOs must also document baseline condition in a system performance report for the long-range plan.
- **Geography:** State DOTs and MPOs are to set a single urbanized area target for peak hour travel time on the Interstate and non-Interstate NHS. When an urbanized area contains part of an air quality nonattainment or maintenance area, then state DOTs and MPOs shall establish a single traffic congestion target for that urbanized area. MPOs set 4-year targets for travel time reliability and freight movement that do not have to be identical to state’s. MPOs do this by either setting own quantitative target or agreeing to plan/program projects to meet state's target.
- **Significant progress:** Agency has either met its target, or the measure has improved from its baseline.

Discussion

GO TO 2040 strongly supported moving toward a performance basis for the federal transportation program. CMAP has longstanding experience in measuring the performance of the highway system in northeastern Illinois, including innovative practices such as congestion and crash scans. GO TO 2040 itself had medium- and long-range targets for several transportation-related measures as well as a number of measures and targets in other topic areas. From this standpoint, the new rules just formalize performance measurement activities CMAP has already been undertaking.

Thus, the policy direction is appropriate, although not in all the details. Among other things, the new federal performance management requirements have a weak connection to existing MPO and state DOT planning and programming functions, particularly because they have different and unsynchronized timelines. Ideally, planning, programming, and performance measurement would be part of a single process and carried out together. Thus, a critical part of ON TO 2050

will be to situate the short-term targets within a longer-term planning framework. Furthermore, the new reporting requirements are complex and, because they are on top of existing planning and programming requirements, will add significant additional work and resources.

In the upcoming year, CMAP's governing boards will need to establish targets for transit asset condition (due June 30) and highway safety (due February 27, 2018), in the latter case either by setting quantitative targets or agreeing to plan and program toward meeting the Illinois Department of Transportation's (IDOT) targets. Staff have begun coordinating with the transit agencies and IDOT and will provide analysis to help guide these decisions. In particular, staff is preparing a strategy paper on highway safety as part of ON TO 2050 development which will address the question of which targets may be most appropriate. As the remaining rules are still in draft form, it is not clear when they will be finalized or what their requirements will be when they are.

ACTION REQUESTED: Information

###