



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Transportation Committee

Annotated Agenda

Friday, April 28, 2017--9:30 a.m.
Cook County Conference Room
233 S. Wacker Drive, Suite 800
Chicago, Illinois

- 1.0 **Call to Order/Introductions** **9:30 a.m.**
- 2.0 **Agenda Changes and Announcements**
- 3.0 **Approval of Minutes – March 3, 2017**
ACTION REQUESTED: Approval
- 4.0 **Coordinating Committee Reports**
Reports on the Programming Committee meeting from March 8 and the Planning Committee meeting on April 12 will be provided.
ACTION REQUESTED: Information
- 5.0 **FFY 14-19 Transportation Improvement Program (TIP)**
- 5.1 **TIP Amendments and Administrative Modifications**
TIP Amendment 17-05 was published to the [eTIP web site](#) on April 21, 2017 for committee review and public comment. A memo summarizing the formal TIP amendment 17-05 and administrative amendments 17-05.1 and 17-05.2 is included in the meeting materials.
ACTION REQUESTED: Approval
- 5.2 **Special Conformity Amendment – I-290**
IDOT is completing the environmental impact for the I-290 project and is seeking a Record of Decision by June 30, 2017. The appropriate treatment of this project in the Plan and TIP was discussed at a consultation meeting on April 20. It was determined that a conformity amendment is required. Release of the conformity analysis and TIP amendment for a 30-day public comment period ending May 30, 2017 is requested.
ACTION REQUESTED: Approval
- 5.3 **Self-certification**
The MPO and the State are required to certify that the metropolitan transportation planning process complies with certain federal

requirements at least every four years. Staff requests the Transportation Committee recommend to the MPO Policy Committee approval of the self-certification at the June 8, 2017 MPO Policy Committee meeting.
ACTION REQUESTED: Approval

6.0 2018 Unified Work Program (UWP)

Staff will present the proposed FY 2018 UWP. Staff will ask the Transportation Committee to approve a recommendation to the MPO Policy Committee at its June 8, 2017 meeting.
ACTION REQUESTED: Approval

7.0 Regional Expressway Vision

The Illinois Department of Transportation and the Illinois State Toll Highway Authority requested that CMAP lead a project to develop a multi-jurisdictional vision to guide future capital investments, coordinate transportation operations, and recommend policy and management strategies for the northeastern Illinois expressway network. Staff will present an overview of the project.
ACTION REQUESTED: Discussion

8.0 Regional Strategic Freight Direction

Staff will present elements of the Regional Strategic Freight Direction, which is the near-term action agenda for freight in the region that focuses on key policy and programming issues.
ACTION REQUESTED: Discussion

9.0 ON TO 2050

9.1 Financial Plan for Transportation

As a next step in the development of the ON TO 2050 financial plan for transportation, staff will present initial policy recommendations and forecasts for five reasonably expected revenues to supplement core revenue forecasts.

ACTION REQUESTED: Discussion

9.2 Alternative Futures: Smarter Mobility

Through the ON TO 2050 Alternative Futures process, staff is assessing broad, macro-level trends that could affect the region by 2050. Staff will present the “Innovative Transportation” future, in which technologies significantly improve the mobility of people and goods. Staff requests feedback on strategies to prepare for this future.

ACTION REQUESTED: Discussion

10.0 Regional Transit Asset Condition Targets for 2017

Recent Federal Transit Administration rules require MPOs to establish annual targets for transit asset condition. Staff will present proposed

regional targets for transit asset condition for the end of calendar year 2017 based on the four performance measures in the Federal Transit Administration's final asset management rule and ask the Transportation Committee to recommend approval to the MPO Policy Committee at its June 8 meeting.
ACTION REQUESTED: Approval

11.0 State Legislative Update

Staff will present information and an update about on-going state legislative issues.
ACTION REQUESTED: Information

12.0 Status of the Local Technical Assistance Program

The status report on the LTA program is included in the meeting materials.
ACTION REQUESTED: Information

13.0 Other Business

14.0 Public Comment

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion. It should be noted that the time for the public comment period will immediately follow the last item on the agenda.

15.0 Next meeting

The next Transportation Committee meeting will be June 16, 2017.

16.0 Adjournment

Committee Members

_____ Gabrielle Biciunas	_____ Robert Hann	_____ Mark Pitstick
_____ Darwin Burkhart	_____ Scott Hennings	_____ Anthony Quigley
_____ Lynnette Ciavarella	_____ Emily Karry	_____ Tom Rickert
_____ Michael Connelly	_____ Tom Kelso	_____ Leon Rockingham
_____ John Donovan***	_____ Jennifer (Sis) Killen*	_____ Joe Schofer
_____ Doug Ferguson	_____ Fran Klaas	_____ Lorraine Snorden
_____ Tony Greep***	_____ Christina Kupkowski	_____ Chris Snyder
_____ Jacky Grimshaw	_____ Beth McCluskey	_____ P.S. Sriraj
_____ Adrian Guerrero	_____ Kevin Muhs	_____ Audrey Wennink
_____ Luann Hamilton	_____ Randy Neufeld	_____ Rocco Zucchero**

*Chair

**Vice-Chair

***Non-voting



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Chicago Metropolitan Agency for Planning (CMAP) Transportation Committee

Draft Minutes

March 3, 2017

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

Committee Members Present: Michael Connelly – CTA, John Donovan – FHWA, Doug Ferguson – CMAP, Jackie Forbes – Kane County, Tony Greep – FTA, Scott Hennings – McHenry County, Emily Karry – Lake County, Tom Kelso – IDOT Central Office, Patrick Knapp – Kendall County, David Kralik – Metra, Christina Kupkowski – Will County, John Loper – DuPage County, Beth McCluskey – IDOT OIPI, Randy Neufeld – Bicycle and Pedestrian Task Force, Mark Pitstick – RTA, Chad Riddle – IDOT District 1, Dave Seglin – CDOT, Lorraine Snorden – Pace, Audrey Wennink – MPC, Eugene Williams – Council of Mayors, Rocco Zucchero – Illinois Tollway

Absent: Gabrielle Biciunas – NIRPC, Darwin Burkhart – IEPA, Jacky Grimshaw – CNT, Adrian Guerrero – Class 1 Railroads, Robert Hann – Private Providers, Jennifer Killen – Cook County, Kevin Muhs – SEWRPC, Joe Schofer – Academic and Research, P.S. Sriraj – Academic and Research

Others Present: Mike Albin, Garland Armstrong, Heather Armstrong, Jennifer Becker, Susan Borucki, Elaine Bottomley, Mitch Bright, Len Cannata, Bruce Christensen, Lauren Fine, Michael Fitzsimons, Michael Fricano, Jessica Hector-Hsu, Tatiana Jane, Janell Jensen, Mike Klemens, Tom Kelso, Janet Kuhn, Dennis Latto, Tara O'Malley, Jie Pan, Brian Pigeon, David Spacek, Moses Timlin, Mike Walczak, Holly Waters

Staff Present: Noah Boggess, Anthony Cefali, Teri Dixon, Kama Dobbs, Austin Edwards, Jesse Elam, Lindsay Hollander, Leroy Kos, Tom Kotarac, Jen Maddux, Martin Menninger, Tom Murtha, Liz Oo, Ross Patronskey,

Jarrold Patton, Todd Schmidt, Liz Schuh, Aseal Tineh, Alvaro Villagran
Simone Weil, Barbara Zubek

1.0 Call to Order/Introductions

Vice Chairman Zucchero called the meeting to order at 9:37

2.0 Agenda Changes and Announcements

Mr. Riddle announced that effective February 1, the new District Engineer is Anthony Quigley. Mr. Zucchero welcomed Audrey Wennink as the new Metropolitan Planning Council committee member.

3.0 Approval of Minutes – January 20, 2017

A motion to approve the minutes made by Mr. Seglin, seconded by Mr. Loper, carried.

4.0 Coordinating Committee Reports

Mr. Zucchero reported that the Planning Coordinating Committee met on February 8. It was the initial meeting of the Planning Coordinating Committee and upcoming priorities and the status of ON TO 2050 Plan development were discussed. The Programming Coordinating Committee is scheduled to meet March 8.

5.0 FFY 14-19 Transportation Improvement Program (TIP)

5.1 TIP Amendments and Administrative Modifications

Mr. Kos stated that reports for formal amendment 17-03 and administrative modifications 17-03.1 and 1703.2 are included in the packet. Formal amendment 17-03 was published to the eTIP website on February 24 for committee review and public comment. A memo summarizing the changes is included in the packet. A motion to approve formal amendment 17-03 made by Mr. Connelly, seconded by Mr. Seglin, carried.

5.2 Semi-Annual GO TO 2040/TIP Conformity Analysis and TIP Amendment

Mr. Kos reported that the public comment period of the semi-annual GO TO 2040/TIP conformity analysis & TIP amendment 17-04 ended on February 20, 2017.

No comments were received during the 30-day period. A motion to recommend approval of GO TO 2040/TIP Conformity Analysis and TIP amendment 17-04 to the Programming Committee and MPO Policy Committee, made by Mr. Loper, seconded by Mr. Riddle, carried.

5.3 FY 2017 FTA Subarea Allocation between Indiana-Illinois and Wisconsin –Illinois of Section 5307/5340 Capital and Planning Funds, 5337 State of Good Repair Funds and 5339 Bus Funds

Mr. Kos reported that the January 19, 2017 Federal Register included partial-year allocations for FY 2017 §5307/§5310, §5337, and §5339 funds. Based on these allocations, RTA staff has negotiated percentage splits of all funding with northwestern Indiana and southeastern Wisconsin. He stated that the actual splits are included in the packet. The RTA Board is expected to approve the splits on March 16, 2017. A motion to

recommend approval of the subarea allocations between Northwestern Indiana-Northeastern Illinois and Southeastern Wisconsin-Northeastern Illinois and concurrence with the financial calculations for CTA, Pace, and Metra to the MPO Policy Committee, contingent on RTA Board approval on March 16, 2017 made by Ms. McCluskey, seconded by Mr. Connelly, carried. Mr. Connelly thanked the RTA, service boards, CMAP, and the FTA for facilitating making the funding available for projects through this process.

6.0 Service Boards – Chicago Transit Authority (CTA), Metra, and Pace Capital Program Development

Ms. Waters of Metra, Mr. Fitzsimons of CTA, and Ms. Kuhn of Pace presented their 2017 annual programs and 2017-2021 capital programs. Included in the presentations were capital program funding sources, capital fund uses, and general highlights of the five-year programs, including continuing and upcoming initiatives.

Ms. McCluskey asked if Metra plans to issue their own bonds to make up for the short falls. Ms. Waters responded that it is still under discussion. Mr. Zucchero congratulated the CTA for their work getting the TIF district for transit legislation enacted. Ms. McCluskey asked if Pace is planning to use any of their bond capacity in their five-year program. Ms. Kuhn replied saying that it is indicated in the program that in 2020 and 2021 bonds will be issued for the Northwest Cook garage.

7.0 MAP-21 Performance Measures Update

Mr. Murtha gave an overview of the final rule makings for the National Performance Management measures required under MAP-21. He explained that the state DOTs and MPOs will establish highway performance targets and transit agencies and MPOs will set target for transit asset condition. He stated that over the next year, CMAP will be working on background calculations to figure out what the basic performance targets will be. He added that CMAP is working on a highway safety strategy paper that will support targets that are in development.

Mr. Seglin asked if crashes with no injuries were counted anywhere. Mr. Murtha said that non-injury crashes are often viewed as a system reliability measure. He added that expanding the extensive list of safety measures could be discussed but is probably not desirable. Mr. Seglin asked if there is a definition for serious injury. Mr. Murtha replied that typically CMAP has been using category A crashes, which means incapacitated. Mr. Connelly asked about the goals for CMAQ and the specific measures included in the memo. He stated these are not the same measures used for the current CMAQ program and asked if this would open up the program for changes. Mr. Murtha said it has not been discussed but it will be something to consider as the program is developed in the next cycle. Mr. Neufeld said there should be a regional discussion about highway safety measures. Mr. Murtha said CMAP staff is developing a safety strategy paper that will

discuss measures, targets, and actions. Mr. Neufeld suggested a forum and Mr. Elam agreed that an ad hoc forum may make sense.

8.0 ON TO 2050

8.1 Financial Plan expenditure forecasts

Ms. Hollander presented an update to the ON TO 2050 financial plan development process. Forecasts of operations, administration, and maintenance expenditures have been drafted. In order to keep the transportation system in its current state of repair across the 2019-50 planning period, \$505 billion will be required to maintain and operate the region's transportation system. This draft forecast is \$45 billion more than the core revenue forecast. While adding in reasonably expected revenues would likely cover this full amount of this forecast, little would be left for enhancing and expanding the system within the plan's fiscal constraint. Ms. Hollander asked for thoughts on what approach the region should take to prioritizing investments in the system.

Mr. Zucchero stated that there a legislative limitation on where toll revenues can go and it always has been a concern of the Tollway because toll revenues are such a large amount of the revenues. Mr. Connelly noted that the rate of deterioration of assets on the transit side is included and asked if that is provided for highways. Ms. Hollander said that it is more difficult to determine current investment practices for roadways. Mr. Connelly added that it is a good idea to have a discussion on the forecasts. Mr. Seglin suggested putting the implementation date for new revenue sources further in the future.

8.2 Alternative Futures – Smarter Mobility

Mr. Menninger explained that the snapshot will provide an overview of existing conditions and trends in transit performance in the region. Some of the major points to be included in the report were shared. Indicators from GO TO 2040 such as ridership and transit access will receive updates. New indicators of transit access to jobs will be used to understand transit needs. The density of transit riders and capacity constraints will help to create a full picture of the system.

Mr. Kralik asked if this future was looking at more of a shared model or an ownership model. Mr. Menninger replied that the model represents everyone who can afford their own vehicles similar to who can own a car today. Mr. Zucchero stated that the Tollway plans to do a connected vehicle pilot program on I-90. They are using some of their own fleet vehicle to see what kind of data they can collect. Mr. Zucchero added that it is surprising how many freight carriers who are using antiquated technologies to get their data. He stated that it is important to see where the industry is driving technology and to put the onus for research and development on the private sector. Mr. Connelly stated that one of the issues is the shift in how the region raises revenue based on

transportation. He added that an issue that will come up will be the affordability of transportation since not all people will be able to afford a tax on VMT.

8.3 Transit snapshot

Mr. Menninger discussed the ON TO 2050 Alternative Futures process and more details on the “Innovative Transportation” future. Key drivers of this potential future include more information, connected infrastructure, new transit modes, autonomous vehicles, and alternative fuels. These key drivers could have both positive and negative impacts such as increased VMT and less need for parking. CMAP is working to understand what these impacts are and who would be most impacted. Ultimately, strategies to respond to these trends will help inform the next plan.

8.4 ON TO 2050 Development Update

Mr. Zucchero stated that the report is on the website.

9.0 State Legislative Update

Mr. Cefali reported that the CMAP Board approved the 2017 state legislative principles and agenda, as well as federal legislative principles at the last Board meeting. He explained that the priorities remained largely unchanged from 2016’s priorities. CMAP is tracking the following legislation: HB662 – EV and Hybrid Vehicle fee increase, HB 3136 – Gas tax increase, HB 2802 – Transit benefits program, SJR7 and HJR12 – I-55 Managed lanes, and HB3004 – RTA working cash notes. He also noted a bill was introduced to require live streaming of CMAP Board meetings.

10.0 Status of Local Technical Assistance Program

Mr. Zucchero stated that there is an update in the packet.

11.0 Other Business

There was no other business

12.0 Public Comment

There were no public comments.

13.0 Next Meeting

The next Transportation Committee meeting is scheduled for April 28, 2017.

14.0 Adjournment

On a motion by Ms. Karry, seconded by Mr. Kelso, the meeting adjourned at 11:23.



MEMORANDUM

To: CMAP Transportation Committee

From: CMAP Staff

Date: April 21, 2017

Re: Transportation Improvement Program (TIP) Amendments

Since the March committee meeting, project programmers submitted 68 Formal Amendments for Transportation Committee consideration. Additionally, 286 Administrative Amendments were submitted, reviewed, and accepted by staff. Summary information is presented below. A list of projects and report of the full change details for each amendment are available on the Amendments tab of the [eTIP public web page](#).

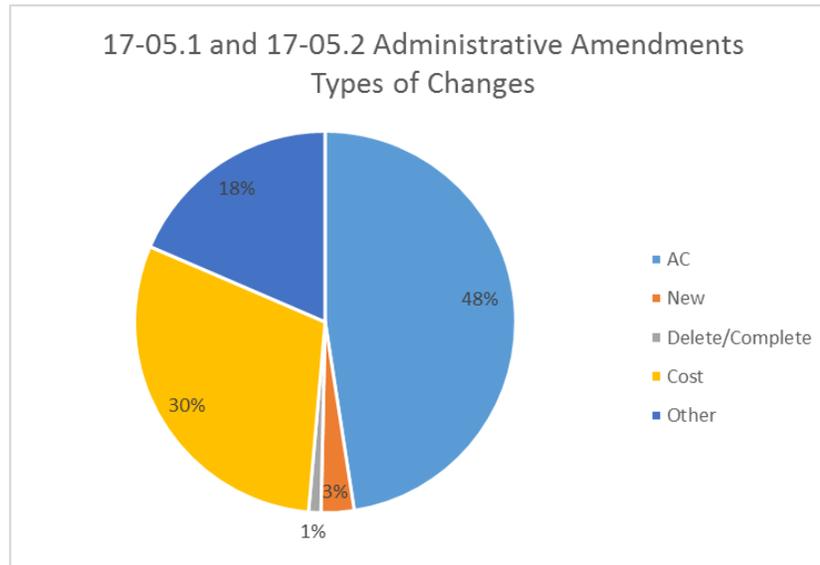
Formal Amendment 17-05

A total of 68 **Formal Amendments** were submitted for Transportation Committee approval. Ten new projects added a total cost (all fund sources, in all prior, current, and future years) of \$38.2 million to the TIP. Two projects were deleted, removing a total cost of \$2.9 million from the TIP. Cost changes exceeding amendment thresholds on 36 projects added over \$850 million in total cost to the TIP. Four existing projects were split to better define their scope and budget, resulting in 10 projects with a net reduction of \$91.6 million in total cost. The overall change in total project cost within all prior, current, and future years resulted in \$795 million being added to the TIP, as summarized below.

Type of Change	# of Projects	Change in Total Cost	Total Cost Before	Total Cost After
Cost Change	36	\$850,874,645	\$2,415,089,972	\$3,265,964,617
Delete project	2	-\$2,890,000	\$2,890,000	\$0
New Project	10	\$38,191,507	\$0	\$38,191,507
Phase Change	1	-\$85,000	\$185,000	\$100,000
Schedule	8	\$0	\$3,517,200,762	\$3,517,200,762
Scope	1	\$305,000	\$687,000	\$992,000
Split Project	10	-\$91,604,290	\$1,698,329,719	\$1,606,725,429
Grand Total	68	\$794,791,862	\$7,634,382,453	\$8,429,174,315

Administrative Amendments 17-05.1 and 17-05.2

286 Administrative Amendments were submitted, reviewed, and accepted by staff on amendments [17-05.1](#) and [17-05.2](#). Administrative amendments include new projects that are not federally funded or have all federal funds in future years, conversion of project phases to or from Advance Construction (AC), cost changes that are below CMAP's amendment thresholds, changes to project schedules within the years of the TIP, changes to fund sources, and other miscellaneous changes that do not affect the scope, schedule, or funding of projects in a way that requires committee approval.



As Advance Construction (AC) continues to be used by IDOT as a cash flow technique, AC changes are likely to continue to represent the largest number of administrative changes within the TIP. Since March, 60 project phases were placed in AC, and 76 project phases were converted from AC to a federal fund source; minor cost adjustments from these actions removed a net \$11.7 million from the TIP. Eight new projects with all funding in future years, or using non-federal funds added \$10.2 million to the TIP. Two projects were deleted; however their funding had been zeroed out in prior changes. Two changes were submitted to correct data entry errors (\$20 million entered as \$200 million and \$4.7 million entered as \$4.7 billion) in illustrative line items. Less those data corrections, cost changes to non-federal fund sources, changes in illustrative years, and changes to federal funds that are below the formal amendment thresholds removed \$82.7 million from the TIP. There were 45 other changes, made, most of which were to add project identifiers for tracking federal obligations. The type of change, number of projects affected, and total project cost information is shown below. Total project cost includes all fund sources and all project phases in prior, current, and future years.

Type of Change	# of Projects	Change in Total Cost	Total Cost Before	Total Cost After
Phase(s) converted from Advance Construction status	76	-\$11,681,215	\$1,300,892,821	\$1,289,211,606
Phase(s) placed in Advance Construction status	60	\$1,146,472	\$163,691,107	\$164,837,579
New Project	8	\$10,166,598	\$0	\$10,166,598
Delete project	2	\$0	\$0	\$0
Complete project	1	-\$101,077	\$571,000	\$469,923
Cost changes below amendment thresholds or in future years	86	-\$5,675,992,756	\$11,300,563,239	\$5,624,570,483
Schedule change within TIP years	8	\$0	\$30,956,243	\$30,956,243
Other	45	\$140,139	\$1,079,770,083	\$1,079,910,222
Grand Total	286	-\$5,676,321,839	\$13,876,444,493	\$8,200,122,654

Staff Contact

Kama Dobbs, Senior Planner, kdobbs@cmap.illinois.gov, 312-386-8710

ACTION REQUESTED: Approval

###



Chicago Metropolitan Agency for Planning

Agenda Item No. 5.2

233 South Wacker Drive
Suite 800
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MEMORANDUM

To: CMAP Transportation Committee

From: CMAP Staff

Date: April 21, 2017

Re: GO TO 2040/TIP Conformity Analysis & TIP Amendment

At the request of the Illinois Department of Transportation, CMAP has prepared a conformity analysis for public comment and consideration by the CMAP Board and MPO Policy Committee in June.

The sole project in the amendment is:

TIP ID **04-00-0023**: I-290 Eisenhower Expy from US 12/45/20 Mannheim Rd to Austin Ave (I-290 Eisenhower Express Toll Lanes) (I-290 Multimodal Corridor).

The project is being amended to reflect the preferred alternative – high occupancy toll lanes (HOT 3+) in the draft Environmental Impact Statement. Additionally, work types have been added to more accurately reflect the project, and funding past phase 1 engineering has been added.

The regional travel demand model was run using the updated networks. The resultant vehicle miles traveled by vehicle class, speed, time of day, and facility type were entered into the US Environmental Protection Agency's MOVES model. The model generated on-road emission estimates for each precursor or direct pollutant in each analysis year.

For ozone precursors volatile organic compounds (VOC) and nitrogen oxides (NO_x), the resulting emissions inventories estimates fell below the applicable budgets for the ozone maintenance State Implementation Plan (SIP).

VOC and NOx Emissions in Tons per Summer Day for Ozone Conformity

Year	Volatile Organic Compounds		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2020	75.66	117.23	101.06	373.52
2025	59.23	60.13	65.54	150.27
2030	46.83	60.13	49.50	150.27
2040	39.52	60.13	40.28	150.27

conformity is demonstrated by comparison of analysis year emissions to the SIP budgets

Notes:

Off-model benefits are not included in the total emissions estimates

Results updated as of April 19, 2017

ACTION REQUESTED: Approval

###



MEMORANDUM

To: Transportation Committee

From: CMAP Staff

Date: April 21, 2017

Re: Self-Certification

The MPO Policy Committee is charged with implementing the metropolitan planning process in accordance with applicable federal requirements, including the Fixing America's Surface Transportation Act (FAST Act), the Clean Air Act, the Civil Rights Act and the Americans with Disabilities Act. By federal law, agencies providing transportation services and/or receiving federal money must comply with the requirements described below. The MPO Policy Committee will approve the self certification this June. Attached at the end of this memo is the certification that staff is asking the Transportation Committee to recommend to the MPO Policy Committee for approval.

1. Highway and Public Transportation

- **23 U.S.C. 134** – Highways, Sec. 134. Metropolitan Planning
Describes the legal framework for metropolitan planning areas (MPAs) and the conduct of the metropolitan transportation planning processes, development of transportation plans, programs, and activities to encourage and promote the safe and efficient management, operation and development of transportation systems.
- **49 U.S.C. 5303** – Public Transportation, Sec. 5303. Metropolitan Transportation Planning
Provides the legal framework to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people, as well as freight and foster economic growth and development within and between States and urbanized areas. It also encourages the continued improvement of the metropolitan and statewide transportation planning processes.
- **23 CFR 450.336 (a)**, Self-certifications and Federal certifications
Regulations to ensure the State and MPAs certify at least every four years that the metropolitan planning process is being carried out in accordance with applicable requirements.

2. Clean Air Act and Related Regulations

- **Clean Air Act (CAA)**

The law that defines the Environmental Protection Agency's responsibilities for protecting and improving the nation's air quality and the stratospheric ozone layer, per the Clean Air Act Amendments of 1990.

- **40 CFR part 93 – Determining Conformity of Federal Action State or Federal Implementation Plans**

Sets forth policy, criteria, and procedures for demonstrating and assuring conformity of such activities to an applicable implementation plan developed pursuant to the CAA. This section also provide procedures for air quality nonattainment and maintenance to implement requirements with respect to the conformity of transportation plans, programs, and projects which are developed, funded, or approved by the United States Department of Transportation (USDOT), and by MPOs or other recipients of highway or transit funds.

3. Title VI of the Civil Rights Act of 1964

The law states "No person in the United States shall, on the ground of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." Title VI of the Civil Rights Act of 1964 set a standard which authoritatively outlawed discrimination in the conduct of all federal activities. Subsequent laws and Presidential Orders added handicap, sex, age, and income status to the criteria for which discrimination is prohibited.

4. 49 U.S.C. 5332

States a person may not be excluded from participating in, denied a benefit of, or discriminated against under, a project, program, or activity receiving financial assistance under this chapter because of race, color, religion, national origin, sex, disability, or age.

5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26

Provides the legal and regulatory framework regarding the involvement of disadvantaged business enterprises in USDOT funded projects.

6. 23 CFR part 230

Provides regulatory standards for the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts.

7. The American Disabilities Act (ADA) of 1990 (42 U.S.C. 12101 et seq)

Prohibits discrimination against people with disabilities in employment, transportation, public accommodation, communications, and governmental activities. It prohibits the discrimination on the basis of disability by public accommodations and in commercial facilities.

- **49 CFR part 27** specifies nondiscrimination on the basis of disability in programs or activities receiving federal assistance;
- **49 CFR part 37** covers transportation services for individuals with disabilities; and
- **49 CFR part 38** covers ADA accessibility specifications for transportation vehicles.

8. **The Older Americans Act, as amended (42 U.S.C. 6101)**
Prohibits discrimination on the basis of age in programs or activities receiving federal assistance.
9. **Section 324 of title 23 U.S.C.**
Prohibits discrimination based on gender.
10. **Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27**
Prohibits discrimination against individuals with disabilities

Staff contact:

Teri Dixon, tdixon@cmap.illinois.gov, 312-386-8754

ACTION REQUESTED: Approval

###

Chicago Metropolitan Agency for Planning (CMAP)

MPO Self-Certification

The MPO Policy Committee of CMAP is the Metropolitan Planning Organization (MPO) designated by the Governor and northeastern Illinois officials as being responsible, together with the State of Illinois and public transportation operators, for carrying out the provisions of Section 234 Title 23 U.S. Code, and Title 49 U.S. Code 5304-5306 for the seven counties in northeastern Illinois and part of Grundy and DeKalb counties. By statute, the MPO and the State are required to certify every four years that the planning process is meeting the requirements as described in Title 23, U.S. Code of Federal Regulations Section 450.336. Transportation planning work addressing major issues in the region is documented in the United Work Program (UWP), the Transportation Improvement Program (TIP) and long-range plan, the minutes and notes from CMAP committees, task forces, staff publications, and reports from all participating agencies. All work to carry out the planning process is conducted in accordance with applicable requirements of the Fixing America's Surface Transportation Act (FAST), the Clean Air Act, the Civil Rights Act, and the American with Disabilities Act. The MPO Policy Committee certifies that the transportation planning process is conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and Title 23 CFR Subpart 450(C).
2. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d) and 40 CFR part 93.
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21.
4. 49 U.S.C. 5332.
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26.
6. 23 CFR part 230.
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq) and 49 CFR parts 27, 37, and 38.
8. The Older Americans Act, as amended (42 U.S.C. 6101).
9. Section 324 of title 23 U.S.C.
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27.

Randall S. Blankenhorn
Chairman, MPO Policy Committee

Thomas G. Kotarac
Secretary, MPO Policy Committee

Subscribed and sworn to before me, this ____ day of _____, 2017

My commission expires:



MEMORANDUM

To: Transportation Committee

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

Date: April 21, 2017

Re: FY 2018 Unified Work Program (UWP)

The Unified Work Program (UWP) lists the planning projects the Chicago Metropolitan Agency for Planning (CMAP) and other agencies plan to undertake each year to enhance transportation in northeastern Illinois and to fulfill federal planning regulations. The UWP time frame is consistent with the State of Illinois fiscal year, which starts July 1. The final UWP document includes the transportation planning activities to be carried out in the region, detailing each project's description, products, costs and source of funding.

On March 8, the UWP Committee approved a proposed FY 18 Unified Work Program budget, totaling \$21,529,195. This includes \$17,222,286 in Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) regional planning funds and \$4,513,908 in state and local match funds. It is anticipated that additional federal funding may become available to CMAP with the extension of the FY 17 Operating budget. With this extension, CMAP could potentially reduce its FY 18 Core program request, which would allow for allocation of additional federal dollars to the competitive program. The amount that could be available has not been determined at this time. Once the available federal dollars are determined, CMAP will work with the UWP committee to implement a revised budget as appropriate.

Attached is the summary of the allocation of funding and awarded projects. Staff is requesting the Transportation Committee recommend approval to the MPO Policy Committee.

ACTION REQUESTED: Approval

UNIFIED WORK PROGRAM EXECUTIVE SUMMARY

The Fiscal Year 2018 (FY 18) Unified Work Program (UWP) for transportation planning for northeastern Illinois programs a total expenditure of \$21,529,195 in metropolitan planning funds from the Federal Highway Administration, Federal Transit Administration, and state and local sources. The program is fiscally constrained, as the new budget totals are within the Illinois Department of Transportation (IDOT) estimated funding marks. The FY 18 UWP programs \$17,222,826 in FHWA/FTA funds and \$4,513,908 in state and local sources¹ to provide for the necessary matching funds.

The UWP was developed through the UWP Committee of the Chicago Metropolitan Agency for Planning. The eight voting members of the UWP committee are CMAP, City of Chicago, Chicago Transit Authority (CTA), Metra, Pace, Regional Transportation Authority (RTA), Council of Mayors (COM) and the counties. IDOT chairs the committee and votes in instances of a tie. Non-voting members include the Illinois Environment Protection Agency (IEPA), FHWA and FTA. Member agencies of the UWP Committee traditionally receive UWP funding, but any other MPO Policy Committee member agency can submit proposals or sponsor submissions from other entities.

The FY 18 UWP is a one-year program covering the State of Illinois fiscal year from July 1, 2017 through June 30, 2018. The UWP Committee developed the FY 18 program based on the FY 17 UWP funding mark for the metropolitan planning area. Project selection is typically guided by using a two-tiered process. The initial tier funds core elements, which largely address the MPO requirements for meeting federal certification of the metropolitan transportation planning process. The second tier, a competitive selection process, programs the remaining funds based upon a set of FY 18 regional planning priorities developed by the UWP Committee in concert with the Transportation Committee, MPO Policy Committee and CMAP Board. The UWP Committee also utilizes a quantitative scoring process to evaluate project submissions in the competitive round.

There continues to be some uncertainty about the upcoming FY 18 state fiscal budget, however, it is anticipated that additional federal funding may become available to CMAP with the extension of the FY 17 Operating budget. With this extension, CMAP could potentially reduce its FY 18 Core program request, which would allow for allocation of additional federal dollars to the competitive program. The amount that could be available has not been determined at this time. Once the available federal dollars are determined, CMAP will work with the UWP committee to implement a revised budget as appropriate.

The UWP is submitted to CMAP's Transportation Committee, which recommends approval of the UWP to the Programming Committee and the MPO Policy Committee. The Programming Committee also recommends approval of the UWP to the CMAP Board. Approval by the MPO

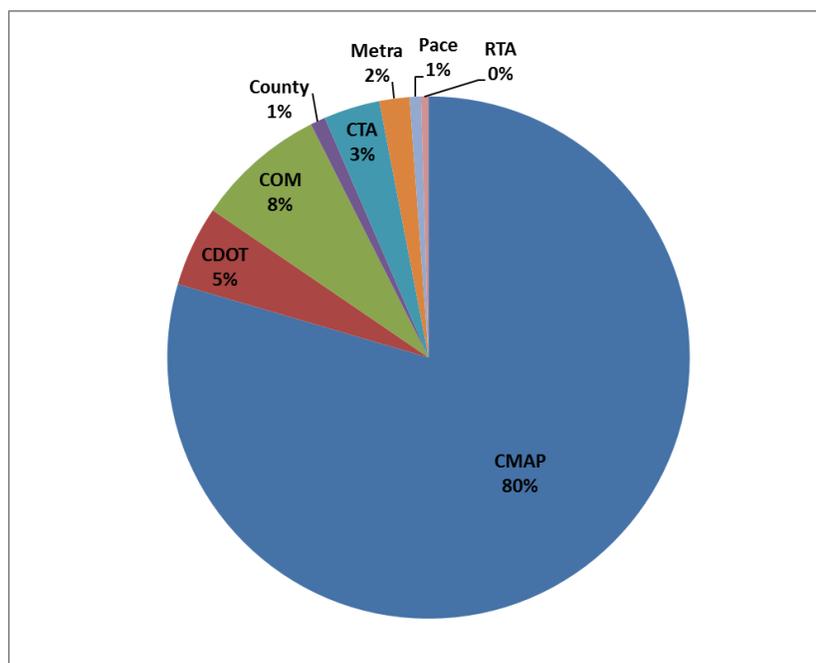
¹ Council of Mayors contributes approximately \$208,200 above the 20% match requirement. This accounts for total program costs exceeding the FY 18 UWP Mark.

Policy Committee signifies official MPO endorsement of the UWP. FY 18 UWP funds will be programmed to CMAP, the City of Chicago, CTA, Metra, Pace, RTA, COM and McHenry County. The program continues to be focused on the implementation of three major pieces of legislation: the Clean Air Act Amendments of 1990; the Americans with Disabilities Act; and the Fixing America's Surface Transportation Act (FAST ACT).

Funding by Agency

Figure 1 shows the share of FY 18 UWP funds programmed to each agency.

FIGURE 1
Share of FY 2018 UWP Funds by Agency



CMAP is receiving 80% of the FHWA PL and FTA section 5303 funds to implement the region's long range plan *GO TO 2040*, continue planning for the next regional plan *ON TO 2050*, support local planning efforts, collect, analyze, and disseminate transportation data, support required MPO activities such as the TIP and Congestion Management Process, perform a range of transportation studies, provide technical assistance, and engage in coordinated regional outreach.

The CTA, Metra, and Pace are receiving 3%, 2%, and 1% of the funds, respectively, for program development, participation in the regional planning process, and to perform studies and analytical work related to their systems.

The City of Chicago is receiving 5% of the funds for transportation planning and programming activities. The RTA is receiving less than 1% of the funds for the 2018 Regional Transit Strategic Plan Support effort.

The Regional Councils of Mayors are receiving 8% of the funds. The Council of Mayors Planning Liaison (PL) program is responsible for serving as a general liaison between CMAP and local elected officials. PL's also facilitates the local Surface Transportation Program (STP) process and monitors other transportation projects from various funding sources. McHenry County is funded for their Transit Plan Update.

Summary of UWP Projects and Budgets by Recipient Agency

Agency	Project Title	FTA	FHWA	Local Match	Total
CMAP	MPO Activities	1,637,027	11,783,129	3,355,039	16,775,195
CMAP	LTA / Community Planning Program (RTA)	278,400		69,600	348,000
CMAP Total		1,915,427	11,783,129	3,424,639	17,123,195
CTA		400,000		100,000	500,000
CTA Total		400,000	-	100,000	500,000
City of Chicago	Transportation and Programming	660,000		165,000	825,000
City of Chicago	CREATE Program Planning Support - Passenger and Commuter Rail	200,000		50,000	250,000
City of Chicago Total		860,000	-	215,000	1,075,000
Council of Mayors	Subregional Transportation Planning, Programming and Management		1,384,270	554,269	1,938,539
Council of Mayors Total		-	1,384,270	554,269	1,938,539
McHenry County	Transit Plan Update	160,000		40,000	200,000
County Total		160,000	-	40,000	200,000
Metra	Program Development	320,000		80,000	400,000
Metra Total		320,000	-	80,000	400,000
Pace	TIP Development and Modeling	60,000		15,000	75,000
Pace	Rideshare Services Program	60,000		15,000	75,000

Agency	Project Title	FTA	FHWA	Local Match	Total
Pace	Pace 2040 Comprehensive Plan Update	200,000		50,000	250,000
Pace Total		320,000	-	80,000	400,000
RTA	2018 Regional Transit Strategic Plan Support	80,000		20,000	100,000
RTA Total		80,000	-	20,000	100,000
FY 18 UWP Total		4,055,427	13,167,399	4,513,908	21,736,734

Brief Synopses of FY 18 Recommended UWP Projects

<p>MPO Activities</p> <p>Purpose: CMAP is responsible for the implementation of the region's long range plan GO TO 2040; developing the region's next long range plan, <i>ON TO 2050</i>, supporting local planning efforts; collecting, analyzing and disseminating transportation data; supporting required MPO activities such as the TIP and Congestion Management Process; performing a range of transportation studies; providing technical assistance; and engaging in coordinated regional outreach. Some of the major areas to be addressed in this program include transportation financing and tax policy, the connections between transportation and economic development (with a focus on the freight industry), housing/job access, and legislative and policy analysis efforts. CMAP provides regional forecasts and planning evaluations for transportation, land use and environmental planning.</p>	\$16,775,195
<p>LTA / Community Planning Program (RTA)</p> <p>Purpose: This project will provide grants and consultant assistance to local governments to undertake planning activities that integrate transportation - particularly transit - with land use and housing. These grants will be available for planning activities as well as updates and reviews of local development regulations. Projects will be selected through a competitive application process administered jointly by CMAP and the RTA. This level of funding will support approximately 3-4 local plans and several smaller-scale follow-up activities.</p>	\$348,000
Chicago Metropolitan Agency for Planning (CMAP)	Agency Total: \$17,123,195
<p>Program Development</p> <p>Purpose: The purpose of this project is to support regional objectives by providing for the strategic participation of CTA in the region's transportation planning process including the development of the Regional Transportation Program (RTP) and the Transportation Improvement Program (TIP). It will facilitate CTA's efforts to coordinate the provision of capital projects for customers in its service area with regional programs and plans.</p>	\$500,000

CTA	Agency Total: \$500,000
<p>Transportation and Programming</p> <p>Purpose: This program supports local, regional and national objectives by providing for the participation of the City of Chicago in the MPO's transportation planning and programming process including the development of the long range plan and the TIP, by identifying and developing potential transportation projects and policies and to provide technical analysis and other information to agencies, elected officials and the general public. Such policy, funding and planning assistance facilitates the full and effective participation of Chicago in the regional planning process.</p>	\$825,000
<p>CREATE Program Planning Support – Passenger and Commuter Rail</p> <p>Purpose: The CREATE Program is a unique public-private partnership between CDOT, IDOT, USDOT, and the railroads serving the Chicago region. Over the past decade, it has made significant progress towards addressing severe capacity constraints affecting freight trains, providing both public and private benefits. The major upcoming CREATE projects are critical to improving regional commuter and passenger rail capacity and service. CDOT needs technical, planning, policy, and strategy support services to ensure that the remaining CREATE investments maximizes public benefit.</p>	\$250,000
City of Chicago	Agency Total: \$1,075,000
<p>Subregional Transportation Planning, Programming and Management</p> <p>Purpose: To provide for strategic participation by local officials in the region's transportation process as required by MAP-21, the FAST Act, the Regional Planning Act, and further legislation. To support the Council of Mayors by providing program development, monitoring and active management of STP, CMAQ, TAP, SRTS, BRR, HPP, ITEP and other programs as needed, general liaison services, technical assistance and communication assistance.</p>	\$1,938,539
Council of Mayors	Agency Total: \$1,938,539
<p>McHenry County Transit Plan Update</p> <p>Purpose: McHenry County's transit services currently consists of a variety of public and private transportation providers, each serving a unique geographic area and type of rider. While progress has been made consolidating numerous Pace dial-a-ride programs in the County into one unified program known as MCRide, large holes still exist where residents find themselves without any affordable transit options. The McHenry County Public Transportation Advisory Committee (PTAC) is an advisory body in charge of coordinating these transit services and addressing the gaps in service that exist. This group has identified a need to collect additional data from County residents through surveys and stakeholder meetings, and use that data to develop transit solutions unique to an exurban area like McHenry County.</p> <p>This plan update will build off the work that was done in the Transit Component of the McHenry County 2040 Long Range Transportation Plan, as well as the RTA's recently completed Stable Funding Paratransit Systems Study. The McHenry</p>	\$200,000

County Transit Plan's Existing Conditions Report was completed in January of 2012 and the Service Recommendations and Implementation Report was completed in June of 2013. The project team will include McHenry County, Pace, Metra, the RTA and PTAC.	
County Projects	Agency Total: \$200,000
<p>Program Development</p> <p>Purpose: Program Development of capital transit planning and development. Metra is responsible for developing the capital and operating programs necessary to maintain, enhance and potentially expand commuter rail service in northeastern Illinois. Metra participates in the MPO process accordingly. Core element activities done by Metra include: regional transportation planning efforts, transit planning, private providers coordination, planning for protected populations, safety and security planning, facilitation of communication between local and regional government entities.</p>	\$400,000
Metra	Agency Total: \$400,000
<p>Rideshare Services Program</p> <p>Purpose: The Pace Rideshare Program aims to reduce the number of single occupancy vehicle trips in the Northeastern IL area by providing free commuter assistance. Services include: transportation coordination and analysis to encourage use of options such as public transportation/ridesharing/biking, open seats announcements, assistance with forming rideshare groups, an online ride-matching website and a toll-free phone line.</p>	\$75,000
<p>TIP Development and Modeling</p> <p>Purpose: Pace will develop a fiscally constrained Pace bus Capital Improvement Program for the Northeastern Illinois region which is consistent with and supportive of the five-year regional TIP.</p>	\$75,000
<p>Pace 2040 Comprehensive Plan Update</p> <p>Purpose: This program will provide an update of Pace's Strategic Plan Vision 2020 – timeframe to 2040. In addition to Modernization of the Public Transit System, work will include coordinating services, technological improvements including traveler information systems improve passenger amenities and advanced vehicle recommended principles. This project will touch on goals that including housing, environmental and economic development, access to jobs and reducing emissions by diverting more travelers out of private cars and on to transit.</p>	\$250,000
Pace	Agency Total: \$400,000
<p>2018 Regional Transit Strategic Plan Support</p> <p>Purpose: The RTA in partnership with the Service Boards (CTA, Metra and Pace) is undertaking the 2018 Regional Transit Strategic Plan (the 2018 Strategic Plan). The Strategic Plan is required by Illinois State statute to be updated every 5-years. The 2018 Strategic Plan will articulate goals and priorities for the transit agencies over the next five years. Staff began work in 2016 with a series of foundational</p>	\$100,000

<p>studies that will inform Stakeholder outreach in early 2017. The plan will be drafted in mid-2017, distributed for public comment in fall 2017, and presented to the RTA Board for adoption in early 2018. Once adopted, it will be distributed and RTA staff will shift focus to implementing the plan. The RTA and CMAP are coordinating respective agencies' work on the 2018 Regional Transit Strategic Plan and the ON TO 2050 Plan on an ongoing basis. Funding will be used for RTA staff work to complete the Plan and to engage with stakeholders on its implementation.</p>	
<p>RTA</p>	<p>Agency Total: \$100,000</p>

###



MEMORANDUM

To: Transportation Committee

From: CMAP Staff

Date: April 21, 2017

Re: Draft Major Freight Facility Development Principles

Major freight facility developments – such as large intermodal truck-rail facilities, the development of large new rail facilities, mergers and acquisitions among Class I railroads, and major new airport and seaport facilities – have significant impacts on the region’s transportation system and land use patterns. They can generate significant amounts of truck and rail traffic, affect multiple jurisdictions, induce major real estate developments, and require significant new public investments in infrastructure improvements.

Given their potential for substantial impacts, proposals for major new freight facilities raise numerous planning questions. While a single county or municipality is responsible for permitting a proposed facility, neighboring and overlapping jurisdictions could also be impacted by the change in land use and transportation demand caused by the facility (see Appendix for local examples). In fact, coordination with other units of government is critical to evaluate potential impacts of the proposed facility on adjacent communities and broader transportation networks. Similarly, major changes to the rail network have strong impacts on transportation and land use in nearby communities.

CMAP’s chief role is to plan for the regional transportation and land use system, and the upcoming Regional Strategic Freight Direction, the region’s short-term freight policy agenda, could develop principles to guide major freight facility developments in northeastern Illinois. In fulfilling its regional planning role, CMAP identifies regionally significant projects in the long-range transportation plan; programs federal transportation funding; coordinates investments across jurisdictions; provides research, data, and other technical resources; and designates freight highway facilities per federal law – all of which are relevant to a regional analysis of major freight facility developments. CMAP has no authority over local land use, but does directly support local planning efforts through the Local Technical Assistance program.

Draft principles for the Regional Strategic Freight Direction

Given the agency's mandate for long-term comprehensive planning, it is reasonable for CMAP to study such major freight facility development proposals. These studies would not represent an official agency decision but would instead provide objective analysis to assist the public debate.

The Regional Strategic Freight Direction cannot anticipate all potential major freight facility developments that may occur in northeastern Illinois. Instead, it could establish principles to guide any potential CMAP staff analysis of these proposals as they come along. These principles are well within CMAP's purview as a comprehensive planning agency; the Regional Strategic Freight Direction would make these principles transparent to assist private railroads and developers; federal, state, and local public agencies; and other stakeholders involved in a major freight facility development. The intent is for CMAP to provide independent analysis to inform the larger policy discussion in the region.

As the regional planning agency and federally-designated metropolitan planning organization, CMAP's main concerns would be centered around the proposal's transportation impacts, land use impacts, and other impacts, as demonstrated by the following series of planning questions:

- **Transportation impacts:** regionally significant projects and broader network impacts
 - Does the proposed major freight development materially affect an approved ON TO 2050 regionally significant project (RSP), including the CREATE program?
 - In addition to costs, considerations include traffic speeds and volumes, delay, and safety – for both passenger and freight movements.
 - Does the proposed major freight development require a new RSP to be considered for amendment into the plan?
 - Considerations include needs on the existing system, planning factors, and other long-term transportation impacts¹.
 - Does the proposed major freight development have convenient and adequate access to expressway facilities or the National Highway System (NHS)?
 - In providing access to expressway facilities or the NHS, will the facility require new roads or the expansion of existing roads?
 - Would the proposal require regulatory or policy changes related to truck routing, parking, or permitting?
 - Are trucks routed away from sensitive areas such as local downtowns, high-quality natural areas, schools, parks, and/or residential neighborhoods?
 - Are trucks routed onto highway facilities with appropriate pavements and geometrics?
 - Is the permitting process for oversized/overweight trucks transparent, efficient, and harmonized with neighboring and overlapping jurisdictions?
 - Is the proposal's funding plan reasonable and adequate?

¹ Specific evaluation criteria for regionally significant projects will be established separately as part of the ON TO 2050 process.

- What capital outlays will the facility and any ancillary development require?
- What will be the long-term operations and maintenance outlays for these facilities?
- For both initial and long-term funding requirements, how will costs be shared between public and private sectors?
 - Which costs will be borne by the private sector?
 - Which costs will be borne by public-sector agencies?
 - State agencies
 - County agencies
 - Township agencies
 - Municipal agencies
- Do the relevant public sector entities have sufficient funding streams in place to meet these costs, both initial and ongoing?
 - Are special accommodations necessary to ensure that an appropriate workforce can access the proposed major freight facility?
 - Are transit, bicycle, or pedestrian options available?
- **Land use impacts:** regional development patterns and natural resources
 - Does the proposed major freight development support investment in existing communities?
 - Does the local jurisdiction have appropriate zoning for the facility, particularly to avoid potential land use conflicts and potential nuisances like vibration and noise?
 - Considerations include size, bulk, coverage, and orientation of buildings on site; minimum parking requirements; operational restrictions by time of day; landscaping and aesthetics; and stormwater management and other environmental concerns.
 - Does the local jurisdiction anticipate ancillary development related to the facility? Does the local jurisdiction seek to encourage or discourage ancillary development?
 - In either case, both long-term planning and zoning codes should be updated to reflect these preferences and to ensure consistency of future development with the expectations established by the initial proposal for the freight facility.
 -
- **Other impacts:** economic development, equity, and the environment
 - Does the proposed major freight development support regional economic development goals?
 - Would the proposal create new jobs and economic development that would not be in the region otherwise? Would this development be in existing communities?
 - How would the proposal affect agricultural and natural resources, including the Green Infrastructure Vision?
 - How would the proposal affect air quality?
 - Does the proposed major freight development have a disproportionate impact on environmental justice communities?
 - Does the proposal incorporate innovative technologies?

To perform such analysis, the Regional Strategic Freight Direction could stress the importance of appropriate access to data for CMAP and other public agencies. Private data sources must be handled in a sensitive manner, but appropriate protections can be established to provide access to this data for regional planning purposes. Access to information is a foundational issue; no objective, data-driven analysis is possible without it.

ACTION REQUESTED: Discussion

###



Chicago Metropolitan Agency for Planning

Agenda Item No. 9.1

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MEMORANDUM

To: CMAP Transportation Committee

From: CMAP staff

Date: April 21, 2017

Re: Reasonably expected revenues in ON TO 2050

As required by law, CMAP must prepare a financial plan, including the anticipated expenditures and revenue sources necessary to carry out the operation, maintenance, and expansion of the region's surface transportation system over the ON TO 2050 planning period (2019-50). Specifically, federal regulations in [CFR § 450.322 \(f\) \(10\)](#) require that "for purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways" and "public transportation".

In March, CMAP staff presented draft forecasts for [core revenues and expenditures](#) necessary to operate, administer, and maintain the transportation system. CMAP staff is continuing to work with transportation agencies to refine the forecast further. The current draft forecast identifies a \$45.2 billion shortfall between core revenues and expenditures over the planning period. Not only will expenditures for operating and maintaining the transportation system to its current state of repair greatly exceed the core revenues forecasted to be available, but the expected funding will not allow for additional improvements, enhancements, or expansions to the system.

Fiscally constraining these activities within the long-range planning context will necessitate future policy changes to bring additional revenues to the region. Federal guidance permits the inclusion of these types of revenues, called "reasonably expected revenues," to be included in the financial plan: "All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified." GO TO 2040 makes several [policy recommendations](#) regarding reasonably expected revenues, including increasing the state motor fuel tax by 8 cents/gallon and indexing the rate to an inflationary measure, replacing the state motor fuel tax, implementing congestion pricing on a portion of the expressway system, and employing variable parking pricing.

This memo describes the ON TO 2050 initial policy recommendations and forecasts for five reasonably expected revenues, drawing in part from the [Transportation System Funding Concepts](#) strategy paper published in August 2016. Recent experience both within the region and across the country suggests that all five revenue sources could be reasonably expected to be implemented over the planning horizon. Given the substantial deficit between core revenues and expenditures, these policies must be implemented to ensure the future viability of the region's transportation system. The following table summarizes a total of \$55 billion in proposed reasonably expected revenues for the ON TO 2050 Financial Plan for Transportation.

<i>Reasonably expected revenue</i>	<i>Amount</i>	<i>Notes</i>
Increase state MFT and replace with vehicle miles traveled fee	\$30 billion	Replace MFT with 2 cents/mile VMT, after initial 10 cent MFT rate increase
Expanding the sales tax base	\$11 billion	Increase existing sales tax base by 15%, resulting in more RTA sales tax revenue
Federal cost of freight service fee	\$7 billion	8% (½ of NEIL's share of national truck and rail freight) of \$2 billion
Regional revenue source	\$5 billion	Transportation user fee, such as \$15 fee on all vehicles registered in the region
Expansion of priced parking	\$2 billion	200,000 additional priced spaces by 2050
Total	\$55 billion	

Certain new funding sources, like congestion pricing, tolling, public private partnerships, and value capture, are specific to particular projects. Therefore, in the financial plan, they will be used to offset the cost of specific Regionally Significant Projects, rather than being included here as reasonably expected revenue.

The remainder of the memo describes the reasonably expected revenues in more detail. An appendix to the memo reviews the methodology used to arrive at the revenue forecasts.

Increase state MFT and replace with a vehicle miles traveled fee

As vehicle travel levels off and fuel economy rises, the state motor fuel tax (MFT) can no longer keep pace with growth in construction costs, let alone the transportation system's larger investment needs. A near-term increase in the state MFT rate supports GO TO 2040 recommendations and will help to offset the decline in purchasing power, and appears reasonable, given experience elsewhere in the country. Many states have enacted transportation revenue enhancements in recent years, with most of those new revenues coming from gas tax increases. According to [Transportation for America](#), 24 states have done so since 2012.

However, over the long term, the state MFT should be replaced with a revenue source that provides sufficient, stable, and growing revenue. The [Transportation System Funding Concepts](#) strategy paper suggests that ON TO 2050 recommend a vehicle miles traveled (VMT) fee as the long-term alternative to the state MFT.

Levied on a per-mile rather than per-gallon basis, VMT fees act as a direct user fee and also offer opportunities to integrate with other types of facility-level pricing. Eventually, VMT fees could be leveraged to implement a system where different rates could be applied to travel on different types of facilities, at different times of day, and for different classes of vehicles. This revenue source would benefit from a national solution that allows VMT fees to be collected from out-of-state drivers; a national approach would also streamline implementation. In addition, the state should take the opportunity presented by the implementation of a new revenue source to integrate measures to lower the burden on lower-income drivers.

Given recent efforts across the United States to study or begin implementation, it is reasonable to assume that one could be implemented in Illinois by 2025. For example, Oregon has initiated a vehicle miles traveled fee, although the program is currently limited to 5,000 participants. Other states are in varying stages of testing or piloting VMT fees, including Delaware (in partnership with neighboring states), [Hawaii](#), [Minnesota](#), Washington, and [California](#). Additionally, several states are studying alternatives to the MFT, including VMT fees, and the federal government has recently [provided](#) funding to test innovative approaches to transportation funding. Last year, two bills ([SB3267](#) and [SB3279](#)) were introduced in the Illinois General Assembly to establish state VMT fees, with one assumed to take effect in 2017 and the other in 2025. CMAP studied VMT fees in the May 2015 issue brief, [Possible Alternatives to the Illinois Motor Fuel Tax](#).

Expanded sales tax base

As part of its tax policy recommendations, GO TO 2040 recommends expanding the sales tax base to include additional services. If current rates remained the same, this expansion would generate more revenue for state and local governments, including the RTA, potentially providing more funding for operating costs and freeing up other revenues to use for transportation capital costs. Currently, the RTA imposes a sales tax of 0.75 percent in the collar counties and 1.0 percent in Cook County (1.25 percent for qualifying food, drugs, and medical appliances). In addition, the RTA receives Cook County's 0.25 percent portion of the state sales tax on general merchandise. These funds support transit operations in the RTA service area, as well as transportation and public safety purposes in the collar counties.

There has been recent state legislative interest in implementing GO TO 2040's recommendation of expanding the sales tax base. There have been two bills proposed this legislative session. For example, [Senate Bill 9, Amendment 3](#) would add several services to the Use Tax Act. The structure proposed in this specific bill would mean that the RTA sales tax would not be affected, but the RTA would eventually receive 10 percent of the local share of the statewide revenues in state disbursements.

Cost of freight service fee

Freight investment is an emerging transportation policy issue at all levels of government. At the federal level, a sales tax on the cost of shipping freight could raise considerable revenues with a very low rate. Such a "cost of freight service fee" has a user-fee nexus to the freight system, and could be mode-neutral (that is, not collected disproportionately from shippers using truck, rail, air, or water to move goods). A similar approach is currently used for air-

freight shipments to help support the nation's aviation capital program, which are [taxed](#) at the rate of 6.25 percent of the amount paid for the air-cargo service. Administration could be difficult – for example, properly accounting for shipments made by private fleets – and new rules and practices would need to be established to accurately and efficiently collect the fee.

A cost of freight service fee would likely be implemented in the context of a long-term transportation reauthorization bill, which would define how revenues could be disbursed in the federal transportation program, or potentially as part of a larger federal tax reform bill. Drawing on the example of the freight program in the current authorization law, the Fixing America's Surface Transportation Act (FAST Act), it is possible that revenues raised from a cost of freight service fee would be split between a formula program and a competitive program. CMAP's [federal agenda](#) supports performance-based approaches to federal programs, as well as an engaged role for metropolitan planning organizations in planning and project selection. This proposal assumes implementation of a cost of freight service fee after the FAST Act expires in 2020, as part of the next surface transportation bill.

Cost of freight service fees have recently received attention among national policy circles. The 2009 [National Surface Transportation Infrastructure Financing Commission](#) considered the waybill tax -- essentially a version of the cost of freight fee -- as a potential revenue source, assuming a 0.01 percent rate. AASHTO's 2014 [transportation revenue matrix](#) similarly included versions of a freight waybill tax of 0.5 percent applied to gross freight revenues. In 2014 and 2015, bills were introduced in the House of Representative to establish new freight funding programs based on a waybill tax fee. For example, the 2014 [proposal](#) for the "Economy in Motion Act" would establish an \$8 billion freight fund based on a 1 percent tax on trucking and rail shipments to be paid by the shipper. Most recently, the Eno Center for Transportation's 2016 [Delivering the Goods](#) report recommends a "cost of freight shipment" fee to support a national freight discretionary grant program over the long term. Eno recommends a rate of 0.3 percent applied to all modes, exempting international portions and aviation portions of trips. It also recommends applying the fee to internal private fleets.

Regional revenue source

CMAP's [Regional Tax Policy Task Force](#) recommended that the region pursue regional revenue sources for regional transportation needs. Other than the RTA sales tax, which provides funding for transit operations, metropolitan Chicago does not have a regionwide, dedicated source of funding to provide for capital transportation investments. As noted in the March 2017 memo, the region faces significant transportation infrastructure needs, while revenues overall are increasing slower than expenses. Changes at the federal and state levels alone are unlikely to sufficiently address the region's transportation infrastructure needs. Moreover, many of the transportation system needs in northeastern Illinois are unique. For example, the investments needed in the region to move the transit system to a state of good repair, decrease freight delay, and reduce roadway congestion are significantly greater than investments required in other parts of the state.

Other regions have imposed other types of regional taxes and fees to raise funding for transportation improvements and expansions. For example, sales tax measures were

implemented in the Los Angeles and Denver regions, while Las Vegas has both a sales tax and a motor fuel tax to fund transportation improvements.

One potential regional source, a regional vehicle registration fee, could raise significant revenues at relatively low rates, and could build off existing collection mechanisms. The state collects a [vehicle registration fee](#) and [more than half](#) of the region's municipalities do as well. Regional vehicle registration fees have been implemented to support and improve transit in the Seattle region, as well as in North Carolina's Research Triangle region.

Expansion of priced parking

While some parking spaces – both on-street and off-street – are priced, particularly in denser parts of the region, the majority of parking spaces in the region are unpriced. A growing body of research illustrates how free parking obscures the true cost of driving and thereby discourages transit, bike, or walking trips. Pricing more publicly-owned parking spaces on streets and in municipally-owned lots and garages could provide revenue for local transportation improvements and reduce the number of trips by car, helping to reduce emissions, alleviate congestion, and allow land to be transitioned to revenue-generating uses.

Given the vast number of parking spaces in the region, even relatively low parking rates applied to relatively few parking spaces could raise significant revenues for municipalities to expend on local transportation needs. In some areas, parking rates could be variable, with higher prices charged at times and locations of peak demand – or for certain type of vehicles, like delivery trucks in business districts – allowing for more efficient use of a limited number of parking spaces.

There is growing interest in innovative parking strategies. The City of Chicago launched a [Downtown Loading Zone Reform](#) pilot program in 2017. It is anticipated that \$13 million to \$18 million would be generated annually if this program were implemented citywide. Similar programs have been implemented in other cities, such as [New York](#) and [Washington D.C.](#) CMAP has published a [toolkit](#) to assist municipalities in developing parking strategies and has completed [Local Technical Assistance](#) projects related to local parking issues. Based on recommendations in the LTA studies, the Village of Hinsdale upgraded payment technologies in one parking lot to credit card machines and increased hourly rates, and new on-street parking meters were installed in two Chicago neighborhoods to encourage parking turnover. To fully implement this revenue source, CMAP should continue to emphasize LTA assistance for these types of projects.

Moving forward

To move forward, the region must work collaboratively to protect and enhance its transportation assets. The current forecast draft indicates that the region faces a \$45.2 billion shortfall between the forecasted core revenues and the forecasted cost to operate the system and maintain the system in its current state. The proposed reasonably expected revenues focus on near-term solutions to raise revenues and support capital investment. The region's financial challenges can become opportunities for bold, cooperative actions to enact policy changes. By acting in cooperation with one another, the region can ensure the long-term sustainability of the

region’s transportation system, which is a major contributor to the economy and the livability of northeastern Illinois. The following table identifies key implementers, timelines for implementation, and federal or state legislative requirements.

	Lead implementers and authorizers	Timeline for implementation	Legislative requirements
Increase state MFT and replace with VMT fee	MFT increase: Illinois General Assembly and Governor VMT fee: Illinois General Assembly and Governor; U.S. Congress and the President	MFT increase: Short term (first 3 years) VMT fee: mid-term (4-10 years)	MFT increase: State legislation required VMT fee: State legislation required, federal legislation could play a supportive role
Expand sales tax base	Illinois General Assembly and Governor	Short term (first 3 years)	State legislation required
Federal cost of freight service fee	U.S. Congress and the President	Short term (first 3 years)	Federal legislation required
Regional revenue source	Illinois General Assembly and Governor	Short term (first 3 years)	State legislation required, administration likely to be done through existing mechanisms
Expansion of priced parking	Municipalities	Throughout planning period	None, policy could be implemented through local action

Discussion

- Should these revenue sources be recommended in ON TO 2050? Should other sources be recommended?
- What type of revenue source is the best candidate for implementation at the regional level?
- What resources can CMAP provide to ensure these recommendations are moved forward after ON TO 2050 is approved?
- What role should transportation implementers and other stakeholders play in ensuring the implementation of these revenue sources?

Forecast methodology

This section discusses the specific methodologies used for projecting reasonably expected revenues for ON TO 2050 over the 2019-2050 planning period.

Increase state MFT and replace with VMT fee

Draft forecast: \$30 billion	Draft assumptions for ON TO 2050
Northeastern Illinois would receive increased revenues resulting from an initial state motor fuel tax rate increase, followed by the implementation of a vehicle miles traveled fee to replace the state motor fuel tax.	<p>The state motor fuel tax rate would be increased by 10 cents in approximately 2020, and the rate would be indexed to an inflationary measure. An annual growth rate of 2.5 percent was used for the purposes of this forecast.</p> <p>A vehicle miles traveled fee would be implemented in approximately 2025 at a rate of 2 cents per mile. The rate would be indexed to an inflationary measure, assumed to be 2.5 percent annually for the purposes of this forecast. Funds would flow to northeastern Illinois in the same manner as the state MFT current does.</p>

Expand the sales tax base to additional services

Draft forecast: \$11 billion	Draft assumptions for ON TO 2050
The sales tax would be expanded to additional services, which would result in additional RTA sales tax revenues, as well as state sales tax disbursements to the RTA.	Additional services would be added to the sales tax base in approximately 2021, resulting in a 15 percent increase in the base. Revenues are assumed to grow at a rate of 3.2 percent annually, which is the average annual growth rate for personal consumption expenditures in Illinois for certain services between 2006-15.

Federal cost of freight service fee

Draft forecast: \$7 billion	Draft assumptions for ON TO 2050
The federal government would impose a new cost of freight service fee, with a portion of revenues allocated to the region.	The COFS fee would be implemented as part of the next federal transportation bill in 2020. The forecast assumes that \$2 billion would be raised nationwide, as was estimated in Eno's 2016 Delivering the Goods report. The forecast assumes that the region's share of the federal revenue will be equivalent to half of its share of the nation's truck and rail freight traffic, which totals 16.2 percent. It is assumed that allocations will grow at the same rate as other federal revenue in the forecast (2.25 percent).

Regional revenue source

Draft forecast: \$5 billion	Draft assumptions for ON TO 2050
A regional revenue source, such as a vehicle registration fee, would be imposed in northeastern Illinois.	As an example, it was assumed that a \$15 regional fee would be imposed on all vehicles registered in the 7-county region beginning in approximately 2021. The rate would be indexed to an inflationary measure, assumed to be 2.5 percent annually for the purposes of this forecast.

Expansion of priced parking

Draft forecast: \$2 billion	Draft assumptions for ON TO 2050
Municipalities in the region would increase the number of priced parking spots in the region throughout the planning period.	Pricing of unpriced parking spots will be phased in annually, starting with 550 spaces in the first year. The number of priced spaces would accelerate as the concept gained popularity. Prices would vary by location, and it was assumed that the regional average would total \$4 per day, with rates growing annually with inflation, assumed to be 2.5 percent annually for the purposes of this forecast.

ACTION REQUESTED: Discussion

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MEMORANDUM

To: CMAP Transportation Committee
From: CMAP Staff
Date: April 21, 2017
Re: Recommended CY2017 regional transit asset condition targets

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. The Transportation Committee has previously been provided with a [memo](#) outlining state, MPO, and transit agency requirements for tracking performance and setting performance targets. Under federal law, MPOs have an independent responsibility to set targets for highway and transit performance measures. This memo proposes regional targets for transit asset condition for the end of calendar year 2017 based on the four performance measures in the Federal Transit Administration’s [final asset management rule](#). In the years following, the CMAP Board and MPO will need to update the regional targets, and CMAP staff are coordinating with the transit agencies to develop a process for doing so.

Proposed targets

Performance measure	Asset class ¹	Agency	Count	Most recent measure value ²	End of 2017 target
Rolling stock -- Percentage of revenue vehicles within a particular asset class that have	Fixed route buses	CTA	1869	0%	6%
	Fixed route buses	Pace	730	14%	5%
	Paratransit vehicles	Pace	494	0%	5%
	Community transit vehicles	Pace	107	0%	5%
	Vanpool	Pace	770	17%	5%
	Rail cars	CTA	1468	5%	24%

¹ For CTA and Pace, the asset classes in this table aggregate the more detailed categories used by the service boards. The targets for the equipment category represent weighted average targets.

² Where not available from the service boards, the most recent measure value was obtained from the National Transit Database (NTD) for 2015. Not all assets are included in the NTD.

Performance measure	Asset class ¹	Agency	Count	Most recent measure value ²	End of 2017 target
either met or exceeded their ULB ³	Coaches	Metra	855	43%	43%
	Highliners	Metra	186	0%	0%
	Locomotives	Metra	150	62%	62%
Infrastructure -- Percentage of track segments with performance restrictions	Track (linear feet)	CTA	1.18 m	410%	12%
	Track (directional route miles)	Metra	488	<1%	<1%
Facilities -- Percentage of facilities within an asset class rated below condition 3 on the TERM scales	Bus garages	CTA	36		78%
	Other facilities	CTA	7		43%
	Rail stations	CTA	146		32%
	Rail shops	CTA	33		24%
	Substations	CTA	68		10%
	Rail stations / parking	Metra	241	13%	13%
	Admin/ maintenance	Metra	65	6%	6%
	Admin/ maintenance	Pace	12	17%	25%
	Stations	Pace	3	33%	33%
	Parking	Pace	52	16%	50%
Equipment -- Percentage of non-revenue, support-service, and maintenance vehicles that have either met or exceeded their ULB	All non-rev vehicles	Pace	157	6%	5%
	All non-rev vehicles	Metra	544	32%	32%
	All non-rev vehicles	CTA	667		18%
	All equipment	Metra	193	36%	36%
	All equipment	CTA	90		62%

Discussion

The proposed MPO targets are identical to those established by the service boards for calendar year 2017 (with the exception that the equipment targets have been aggregated for CTA and for Pace). Staff believes that this is the best approach for the first-year targets, given the limited time and information available. More information on asset condition and investment priorities will emerge as the service boards complete their transit asset management (TAM) plans over the next 1.5 years, as also required in the FTA rule. The MPO targets can evolve just as the transit agency targets are expected to evolve.

³ ULB = useful life benchmark, a threshold for how long an asset typically can remain in service and fulfill its function. Agencies can use the FTA default or select one based on local experience.

⁴ For December 2016

⁵ The "TERM scale" is a 1 – 5 rating (1 = Poor and 5 = Excellent) of asset condition used in the Transit Economic Requirements Model, an FTA model used to forecast asset condition based on the level of investment.

The MPO targets are a chance for the region to connect short-term performance measurement to longer-term regional priorities. For the MPO targets set in upcoming years, the focus should be on high-level resource allocation, that is, whether more effort and funding should be directed to improving certain measures or asset classes. CMAP should look to ON TO 2050 to help guide the process of setting MPO targets. The MPO target-setting requirements also give the region another avenue through which to call attention to the large investment and funding needs for different elements of the transit system. The RTA has identified a need of \$19.4 billion to bring the system up to a state of good repair. This backlog is projected to grow without significant increases in capital funding. Existing funding levels force the agencies to make difficult choices, including declining conditions for some assets, that will ultimately impact service quality and reliability.

In the short term, the agencies are targeting improvements or very modest declines in the condition of buses, paratransit vehicles, and vanpool vans. This is consistent with the emphasis the agencies have placed on improving the bus fleet in recent years. Pace's bus improvements will continue with the purchase of 91 compressed natural gas buses in 2017, as well as the purchase of 84 paratransit vehicles in 2017. CTA's bus fleet is expected to have a modest decline partially offset by the purchase of about 30 electric buses over 5 years.

The condition of heavy rail rolling stock is expected to decline over 2017 and then begin improving in the medium term. While CTA is in procurement for its 7000 series cars, they will not begin entering the system until 2020. CTA is also overhauling 257 railcars over the next five years, although it is not clear that these overhauls affect useful life in the performance measure calculation. On the commuter rail system, Metra has a target of holding condition constant over 2017. Other than Metra's Highliners on the Electric District, which were replaced in 2016, that agency's rolling stock is quite old relative to its useful life benchmark. Much of its modernization plan is on hold for lack of funding, but the agency recently announced it intends to acquire at least 25 coaches and 10 locomotives in 2019 and 2020. The agency also expects to have rehabilitated 41 locomotives by the end of 2019.

Track condition is measured by the percentage of track mileage with performance restrictions. For CTA, this is the slow zone percentage, which tends to fluctuate from month to month but has trends strongly affected by investment levels and how recently lines underwent significant rehabilitation. Slow zone mileage is currently slightly under its 10-year average; the 2017 target keeps it at its historical average. Metra's track has a low percentage under performance restrictions, which is attributed to compliance with Federal Railroad Administration track safety standards.

Station and parking lot condition have not been assessed as completely or recently as for other assets. Current condition and targets were based on expert judgment in some cases.

Next steps and future targets

The MPO and the transit agencies are to develop specific written provisions for setting the regional targets and jointly sharing information related to the targets (23 CFR 450.314). A planning agreement signed by the parties is not required but is an option. CMAP, service board, and RTA staff expect to coordinate on developing such a process over the next few months.

CMAP staff will update the committee as these discussions proceed. Furthermore, by October 2018 the TIP will need to reflect the region's desired performance outcomes for transit asset condition (23 CFR 450.340(e)), as will ON TO 2050. Lastly, the service boards anticipate updating their annual targets at the end of 2017.

ACTION REQUESTED: Recommend approval of CY 2017 targets to the MPO Policy Committee

###



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: April 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, 143 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-Apr. 2017	Staff assistance	Final InDesign version of Draft Plan, Appendices document, and plan Index completed and shared with Village liaison / BPAC Chair. Coordination on process/schedule for plan approval/adoption is underway. Adoption is expected to occur in April.
Aurora downtown plan (see website)	Lindsay Bayley	May 2015-June 2017	Staff assistance	Draft plan was sent to Steering Committee for review. A Steering Committee meeting is scheduled for April 6. Open House tentatively scheduled for May 22.
Beach Park planning priorities report (see website)	Ricardo Lopez	Jan. 2016-May 2017	Staff assistance	Project partners completed review of draft report. Final draft report currently under internal review by Communications staff. Coordination with Village staff on schedule for Board presentation continues.
Bensenville zoning update (see website)	Jake Seid	Oct. 2015-Dec. 2017	Staff assistance	Drafting of module one of three of the revised Ordinance will continue in April.
Berwyn stormwater management plan	Nora Beck	Apr. 2017-Feb. 2018	Consultant assistance	This project will now be consultant led. The scope is being updated to reflect this and the project will begin in the coming months.
Berwyn zoning revisions (see website)	Kristin Ihnchak	Jan. 2013-June 2017	Staff and consultant assistance	The public draft was completed and public open houses are being scheduled for May.
Brookfield comprehensive plan	Heidy Persaud	Oct. 2016-Oct. 2017	Consultant assistance	Steering Committee has worked through the plan's vision, goals, and objectives. A public workshop is scheduled for April.
Campton Hills zoning and subdivision regulations	Kristin Ihnchak	July 2014-June 2017	Consultant assistance	The consultant met with the Village on March 29 to discuss the draft regulations.
Chicago Heights zoning update	Maggie Jarr	Nov. 2016-Sept. 2017	Consultant assistance	The consultant presented the Recommendations Memo to the Steering Committee on March 16.
Chicago North River Communities neighborhood plan (see website)	Brian Daly	Nov. 2015-Nov. 2017	Staff assistance	CMAP staff is finalizing the Existing Conditions Report (ECR) based on community feedback from the public visioning workshop. CMAP staff has also presented key findings and received feedback through workshops with several community and neighborhood organizations in Albany Park in March.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Chicago Pilsen-Little Village neighborhood plan (see website)	Evy Zwiebach	Dec. 2013-May 2017	Staff assistance	Staff met with Aldermen and community representatives to obtain input on the draft plan's key recommendations. In the near future, DPD will share the revised draft plan for CMAP staff's review.
Chicago Pullman National Historic Park transportation plan (https://pullmantransportation.com/)	Lindsay Bayley	June 2015-May 2017	Consultant assistance	Project partners are reviewing the draft plan.
Chicago Riverdale area transportation plan	Tony Manno	Nov. 2016-Oct. 2017	Consultant assistance	Steering committee invitations went out at the end of March and the first meeting is now targeted for early April.
Cicero comprehensive plan (see website)	Jonathan Burch	Apr. 2014-Apr. 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-Apr. 2017	Staff assistance	CMAP is assisting the project team with edits to the phase 1 report based on the March meeting with the sounding board.
Cook County (Maine-Northfield) unincorporated area plan (see website)	John Carlisle	July 2016-Dec. 2017	Staff assistance	CMAP is creating the draft existing conditions report and internal stormwater analysis. Consultants will begin right-of-way assessment work in April. A steering committee review period for the draft existing conditions report is tentatively planned for late May.
Crystal Lake transportation plan (see website)	Nora Beck	Mar. 2014-June 2017	Staff assistance	City staff are reviewing updated draft plan; version to be sent to steering committee for review in April.
Des Plaines comprehensive plan	Heidy Persaud	Nov. 2016-May 2018	Staff assistance	Stakeholder interviews are underway. Business focus groups and interviews are being planned for April.
DuPage County / Hanover Park Homes for a Changing Region (see website)	Jonathan Burch	Nov. 2014-July 2017	Consultant assistance	The Hanover Park memo is under review by the community and the contractor is creating the recommendations memo for Glendale Heights based on a meeting with Village staff in March.
DuPage County Elgin-O'Hare Corridor Bicycle and Pedestrian Plan (see website)	John O'Neal	May 2015-June 2017	Consultant assistance	Coordination with O'Hare Area Truck Routing Study. Advisory Groups meeting held March 10 in Itasca to obtain input on existing conditions report, potential recommendations, and prioritization (all posted to project website). Participant and public comments accepted through March 24. Draft plan under development. Contract extended to June 30.
Franklin Park comprehensive plan (see website)	John Carlisle	Apr. 2015-May 2017	Staff assistance	The draft plan will be made available publicly on the project website on April 7, and the public comment period will run through May 5.

Project	CMAP lead	Timeline	Assistance type	Status and notes
				The Steering Committee will review the draft April 26, and a public open house is scheduled for April 27.
Governors State University green infrastructure plan	Holly Hudson	June 2015- June 2017	Consultant assistance	The consultant team submitted a draft stormwater management plan and a draft natural areas restoration and management plan for steering committee review. An amendment was executed to extend the consultant's contract through June 2017.
Hampshire planning priorities report (see website)	Tony Manno	Mar. 2016- May 2017	Staff assistance	The key recommendations section continues to be developed.
Harvard zoning update	Jake Seid	Jan. 2017- June 2018	Consultant assistance	Camiros has completed stakeholder interviews, a review of existing plans and ordinances, and its Approaches Report. The project website is currently under development and a steering committee meeting to review the Approaches Report is tentatively scheduled for April.
Huntley zoning update	Patrick Day	May 2015- June 2017	Consultant assistance	Village Staff have completed internal review of the full draft ordinance and are coordinating public review of the document with CodaMetrics and CMAP staff.
Impact DuPage affordable housing strategy	Jonathan Burch	Mar. 2016- May 2017	Staff assistance	Staff completed a draft report that will be reviewed by the project steering committee in April.
Joliet Chicago Street plan	Stephen Ostrander	Dec. 2016- Dec. 2017	Consultant assistance	Kick-off meeting of the full Advisory Committee, including Mayor O'Dekirk, was held on March 8. Using scale model of Joliet downtown, lead consultant Ginkgo Planning & Design provided overview of main design questions and gathered feedback from committee members. Meanwhile, the City reached an agreement with Will County trading specific property sites key to the project.
Lisle downtown parking plan (see website)	Lindsay Bayley	Mar. 2016- Oct. 2017	Staff assistance	A public visioning workshop was held by Downtown Master Plan consultants HLA on March 22. A parking survey and parking map were included as part of the data collection. The existing conditions report was sent to the Downtown Planning Advisory Committee for review, and a DPAC meeting scheduled for March 22 was cancelled and will be re-scheduled.
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 revisions to the watershed resource inventory and began preparations

Project	CMAP lead	Timeline	Assistance type	Status and notes
				for the public participation phase kick-off meeting to be held April 6 at the City of Elmhurst.
McHenry County Fox River corridor study	Kate Evasic	Sept. 2016-Mar. 2018	Staff assistance	Staff conducted a public open house on March 2 at Cary Village Hall and continued to make progress on the existing conditions report.
Metropolitan Planning Council Great Rivers project	Evy Zwiebach	Dec. 2015-June 2017	Staff assistance	The project team continues to work on designing and scheduling outreach activities in suburban Cook County, and will be reaching out to communities adjacent to the Des Plaines River in the coming months.
Midlothian 147 th Street corridor improvements (see website)	Tony Manno	Apr. 2016-June 2017	Staff and consultant assistance	The steering committee met on March 16 and chose two locations for further design. The consulting engineers are evaluating multiple locations to identify one additional site with the most potential to capture stormwater. Preliminary design concepts of at least two locations are expected by the end of April. CMAP will also be working with the Village to reach out to corridor businesses that have expressed interest in installing improvements on their property.
North Lawndale community plan (see website)	Brandon Nolin	Feb. 2016-Feb. 2018	Staff assistance	Second annual Community Planning Conference scheduled for June 3. Draft Plan anticipated in late 2017 and publication/adoption in early 2018.
O'Hare area truck route coordination	Alex Beata	July 2016-June 2017	Consultant assistance	Applied classification framework to complete initial identification of truck routing networks. Conducted outreach to stakeholders on draft map, including joint Policy/Technical Committee meeting on March 30.
Palos Park bikeways and trails plan	John O'Neal	Apr. 2017-Feb. 2018	Consultant assistance	Status unchanged: Project start-date delayed to late April/early May, (due to leave-of-absence of project manager for Palos Park). MOU and consultant contract extended to February 2018.
Park Forest zoning revisions (see website)	Kristin Ihnchak	June 2013-June 2017	Staff and consultant assistance	A first draft of the subdivision regulations was completed and is undergoing internal review.
Richton Park capital improvement plan (see website)	Brandon Nolin	June 2015-Apr. 2017	Staff assistance	Draft CIP presented to Village Board on March 27. Targeting adoption by end of Village's fiscal year. Anticipated for adoption at the April 10 Village Board meeting.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Richton Park stormwater management plan (see website)	Kate Evasic	Apr. 2016- June 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.
Romeoville comprehensive plan (see website)	Brandon Nolin	Apr. 2016- Aug. 2017	Consultant assistance	Draft Plan document anticipated in early April with Steering Committee review in April and a public open house anticipated for May. Project website is https://bigpictureromeoville.com .
South Elgin zoning update (see website)	Patrick Day	Oct. 2014- June 2017	Staff assistance	Village Staff continue to review UDO Module 1 (of 3). CMAP Staff continue to draft Module 2.
South Holland comprehensive plan (see website)	Stephen Ostrander	Apr. 2015- Aug. 2017	Staff assistance	On March 23, SB Friedman presented its analysis of office and hotel market feasibility for Interstate Zone "A" site to South Holland's Mayor, Village Manager, and Economic Development Director. Meanwhile, CMAP staff continued drafting sections of full plan.
SSMMA Complete Streets plan (see website)	John O'Neal	July 2014- Mar. 2017	Staff assistance	Project team meeting held on March 1 to introduce project to new SSMMA Executive Director, and to discuss draft plan and South Council / SSMMA process for approval. Draft plan maps shared with SSMMA staff for review by Technical Advisory Committee.
<i>Sugar Run Creek area plan (see website)</i>	<i>Brandon Nolin</i>	<i>May 2015- Mar. 2017</i>	<i>Staff assistance</i>	<i>Newly completed. The Sugar Run Creek Area Neighborhood Plan was adopted by the Will County Board on March 16.</i>
Villa Park zoning ordinance	Patrick Day	July 2015- May 2017	Consultant assistance	Steering Committee has held two sessions with Duncan Associates to review a completed draft ordinance. Review will continue at subsequent meetings.
Westchester zoning ordinance	Kristin Ihnchak	Nov. 2014- Dec. 2017	Consultant assistance	The consultant met with the Village to discuss the project completion timeline given a leave of absence by Village staff.
Wilmington downtown plan	Maggie Jarr	Jan. 2017- May 2018	Staff assistance	CMAP staff held a business workshop on March 13 and a public kickoff event on March 22. Key person interviews were conducted from March 20-23. CMAP staff is continuing work on the Existing Conditions Report.

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	<p>Algonquin staff met with commercial property owners in March to present a concept '7-year plan' for launching and operating a formal Main Street organization. The concept plan includes the possibility of establishing an SSA to help fund an organization. The concept plan was developed with a 6-member committee of Downtown Property Owners and is tentatively planned to be presented for review by the Algonquin Village Board later this spring.</p> <p>Algonquin staff met in February with a marina operator interested in purchasing the existing Ericson marina that is now for sale near downtown Algonquin. Of note, the potential new operator credited the Fox River corridor plan for providing them with excellent information on the Village's vision for the future of the riverfront.</p> <p>Carpentersville is nearing completion of a wayfinding signage program for Old Town in coordination with Kane County. The Village is also in the process of removing utility poles and installing underground utilities along Washington Street. Easements are being procured to make improvements to the Washington Road Culvert as part of the process of removing properties from the floodplain.</p>
Barrington area bikeway feasibility study	John O'Neal	IDOT to issue preliminary plans in April. IDOT expects to hold public meeting in summer. IDOT confirmed inclusion of 10-ft. sidepath from IL-62 to Central Rd. in Phase 1 study. South Barrington has not confirmed their willingness to commit to local cost share and maintenance.
Berwyn parking study	Lindsay Bayley	The City of Berwyn continues making progress on Phase 1 of the Depot District Streetscaping project and is incorporating recommendations from the parking study. They recently requested additional GIS versions of the data used to make parking maps to use in conjunction with the streetscaping project.
Blue Island capital improvement priorities report	Evy Zwiebach	The City of Blue Island used the CIP to inform the recommendations of its recently completed RainReady Plan , particularly the strategies related to repair of the municipal sewer and stormwater system. The City also used the CIP to inform and support its 2017 CDBG application.
Calumet Park planning priorities report	Tony Manno	The Village applied for Invest in Cook funding for pedestrian improvements along Ashland Avenue near the Metra station. In advance of their application submittal, CMAP facilitated a

Project	CMAP lead	Status and notes
		discussion between the Village and IDOT to understand IDOT's preferred involvement if funds were awarded.
Carol Stream comprehensive plan	John Carlisle	Comprehensive Plan land use recommendations, which were informed by a market analysis, have supported recent development proposals . The most recent is an extended-stay hotel near the Village's Town Center . Related to mobility, the Village is doing an engineering study for a multiuse path connection recommended in the Plan . If determined to be feasible, construction would be in 2019-2020.
Chicago Heights comprehensive plan	Maggie Jarr	The City applied for Invest in Cook funding for filling sidewalk and trail gaps throughout the City.
Chinatown neighborhood plan	Stephen Ostrander	<p>Transportation plan implementation working group met on February 22.</p> <ul style="list-style-type: none"> • CDOT has continued progress on the re-alignment of Wentworth Avenue, and phased implementation of new Wells-Wentworth Connector, including: <ul style="list-style-type: none"> ○ Demolition of largest building at intersection at Cermak and finalizing alignment. ○ Streetscape planning to be completed in April, but now expected to include removing Com Ed poles along Wentworth (lines going underground), new sidewalks and swales on both sides, and bump-outs at intersections. ○ New traffic signal installed at 18th St intersection. ○ Currently working on design of rail viaduct north of Ping Tom Park (including raised bike trail segment) along Connector's northern alignment (construction anticipated Fall 2018). • At Cermak Road/Archer Ave/Princeton Ave intersection, bump outs being installed by CDOT, median on Princeton being removed (to create second lane to decrease frequent back-ups noted in Plan). • Archer Ave mid-block crossing with bump outs currently being advanced to IDOT for approval. • CMAP staff and community partners also met with CDOT on Jan 5 to help with design of walkability study (made possible by recent \$1,000 grant acquired by community partner).
Crete comprehensive plan	Brandon Nolin	The Village continues to work with property owners to encourage new investment and economic development including façade improvements and ADA improvements to aging buildings along Main Street in the downtown and the potential future development of an intermodal facility that would be operated by CSX. Balmoral Park, a key economic engine for

Project	CMAP lead	Status and notes
		<p>the Village, is also under new ownership and undergoing renovations with a 14-week schedule of shows opening in May. 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 (2018) (a key north-south route in the community), and improvements to Burville Road to resurface and straighten the roadway to assist with truck traffic benefiting local industrial businesses.</p>
DuPage County sustainability plan	Kate Evasic	<p>The County continues to implement strategies to increase the sustainability of its operations through the following accomplishments:</p> <ul style="list-style-type: none"> • Contract awarded to convert 4 trucks to bi-fuel as part of a CNG conversion grant from IEPA. • Submitted 2 CMAQ projects to expand the Central Signal System to include an additional 90 intersections and connect to the City of Naperville. • Contracts awarded to convert 30 additional traffic signals to LED and install 30 uninterruptible power supply (UPS) systems. • Contract awarded to convert 494 street lights funded in part by an Illinois Energy Now grant. • Data collection for a campus landscape master plan is underway, which includes a tree inventory using the i-Tree program to quantify the benefits of the existing vegetation. This assessment will also estimate the benefits of vegetation on energy consumption for specified buildings. • Cool DuPage planning Tree-Mendous Fair for employees on April 27 to provide information on landscape planting and selection, energy efficiency, DuDOT trails, recycling and waste disposal. The event will also have a collection for dental care products and a gently-used clothing drive for the Convalescent Center's Resale Shop. • DuPage County's Facilities Department and Division of Transportation are partnering to construct a trail (Du-Comm Trail) that will connect the County Campus to the Village of Winfield and Winfield Metra Station. This trail was highlighted in the sustainability plan, as well as the 2016 update to CMAP's Regional Greenways and Trails Plan. • While outside of the campus, the Division of Transportation is performing Phase 1 Engineering on an extension of the Great Western Trail in West Chicago from Prince Crossing Road to Sassafra Drive.
Fox Lake planning priorities report	Tony Manno	<p>The Village is currently increasing their water capacity for future development by constructing a water tower on the north side of town, and recently moved forward with the design phase of</p>

Project	CMAP lead	Status and notes
		<p>an interconnect project to connect the north sanitary system to the NW Region Plant. Additionally, the Village has budgeted \$10K for downtown wayfinding signage and \$30K for façade improvement grants, which was recently matched with an additional \$30K from Lake County CDBG funds. To date the Village has awarded \$20K in façade improvement grants. Finally, redevelopment of the Lakefront Park has begun with the remodeling of the building, and pre-engineering for Phase I improvements to Nippersink Boulevard is almost complete.</p>
Hanover Park Irving Park Road corridor study	Tony Manno	<p>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 discussed the preliminary recommendations in January and a final report is forthcoming once the Village completes review by various departments.</p>
Harvard comprehensive plan	Nora Beck	<p>CMAP is working with the City to update their zoning ordinance as a separate LTA project. The City has been making progress on four main items and is in contact with federal representatives to secure funding for implementation. In addition to providing official documents in English and Spanish, city leadership are meeting with members of the Latino community to discuss city affairs and advance the concept of an advisory group. In addition, the city is exploring steps to enhance the streetscape of Route 14 and expand the sidewalk network. City staff have been meeting with USDA staff and scheduling a meeting with EDA staff to discuss potential projects.</p>
Kane County health impact assessment	Stephen Ostrander	<p>To improve the Washington/Main intersection, the Village of Carpentersville has completed Phase 1 engineering study of options, including installation of a single-lane roundabout (the main recommendation of the Health Impact Assessment); public input from the HIA was included as part of the Phase 1 public input. The Village has applied for a CMAQ grant to support this project. The construction project is expected to help implement several recommendations of the Old Town Plan (developed by CMAP and the Village), including reconstruction of a bridge on Washington St just south of the Washington/Main intersection, completion of a multiuse path between the Fox River Trail, and a new trail south of the intersection.</p>
Lake County Homes for a Changing Region study	Stephen Ostrander	<p>Following a meeting last fall between the five municipalities and CMAP, the Metropolitan Mayors Caucus, the Center for Community Progress, and Ancel Glink, the municipalities formed a task force to focus on coordinating their rental regulation programs. The Metropolitan Mayors Caucus coordinated the first task force meeting on February 15.</p>

Project	CMAP lead	Status and notes
		<ul style="list-style-type: none"> • The meeting served as a kicking off point for the group, and the discussion focused on goal setting and discussing what each community would like to get out of the effort. The task force members agreed to meet quarterly, with Round Lake Beach coordinating the group moving forward. • The next meeting will be held in May, and will focus on identifying the key elements of a rental regulation program that every municipality would like to have in place (i.e., items such as identifying units, licensing, inspection, data tracking, education, tenant & landlord contacts, etc.).
Lemont development review analysis	Jake Seid	The Village has proceeded with combining its development departments which has created efficiencies in site development and building permit review. The recent staff reorganization has delayed implementation of other recommendations in the document, but the Village intends to develop a formal implementation schedule by June 1.
Lincolnwood corridor study	Tony Manno	CMAP and the Village will reconnect in mid-April to discuss ways CMAP can help the Village strategize to attract development to the 3420 W. Devon site. The Devon Avenue streetscape improvement project continues to move forward in collaboration with the City of Chicago with a 2018 completion goal.
North Chicago comprehensive plan	Jake Seid	During the first quarter of 2017, the City has begun working with the Lake County Residential Development Corporation and Habitat for Humanity to introduce new owner-occupied housing with construction slated for the second quarter. City staff has engaged Pace, Metra and the RTA to discuss possible roadway realignments, transit service adjustment, and transportation oriented development (TOD) opportunities adjacent to downtown. The City will be working with the Chaddick Institute on an assessment of budgeting, employment, and home rule status, as well as an in-depth analysis of city and county demographic and economic performance data. The City will continue to work with CMAP staff on community outreach and engagement throughout 2017.
Pingree Grove comprehensive plan	Brandon Nolin	The Village PZC formed an Action Committee and developed a list of over 30 priority implementation tasks. CMAP staff met with the Village to discuss potential implementation assistance and is currently working with the Village engineer to develop marketing sheets for key economic development priority sites.
Regional truck permitting plan	Tony Manno	CMAP presented a summary of the report to the Illinois Truck Enforcement Association on February 22 and the Will County Managers Meeting on February 24. CMAP is currently working with the Will County Governmental League to investigate ways to map roadway

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		jurisdictions and contact information throughout the county to improve the permitting process.
Richmond planning priorities report	Maggie Jarr	Since the report was approved in December, CMAP staff met with Village trustees to discuss convening a Developer Discuss Panel through a partnership with ULI. CMAP, ULI, and the Village are in the process of identifying panelists and determining a date for the event.
Richton Park comprehensive plan and zoning ordinance	Kate Evasic / Brandon Nolin	The Village recently completed work with CMAP to draft a Capital Improvement Plan that is slated for adoption in April. The Village also continues to work with CMAP on a consultant-led project to address stormwater management on the west side of the community (I-57 Corridor). Other initiatives to implement comprehensive plan recommendations include work with Enterprise Community Partners to undertake a consultant-led market study for Village-owned sites in the Town Center area as part of a developer RFP to be issued in spring/summer 2017. Lastly, the Village is working with Active Transportation Alliance to draft an Active Transportation Plan and assist with implementation of a recently adopted complete streets policy.
Roselle comprehensive plan	Dan Olson	Since the Comprehensive Plan's adoption in July 2016, the Village of Roselle has been active in following up on implementation steps recognized in the plan. Roselle sought grant funding through ITEP in 2016 for pedestrian and bicycle improvements along Irving Park Road, and while it did not receive funds, will be re-applying for a similar project through the CMAQ program. A key catalytic site, the village-owned, 6.5 acre North Gateway sub-area is soliciting development proposals, along with putting forth a proposal for 3.4 acres of this site to be set aside as a nature preserve. The Village is also moving steps to implement many of the "Trail Framework" projects identified in the plan, in coordination with the Elgin-O'Hare Corridor Bicycle and Pedestrian Plan, another current LTA project. In response to the annexation opportunities put forth in the plan, a subcommittee of trustees and staff is reviewing potential opportunities for growth and revenues to fund future infrastructure. Finally, additional residential opportunities are being considered in the Town Center sub-area discussed in the plan: a rowhome development as well as further developer interest in high-density, 7-story apartments or condominiums close to the Metra Station or on the west end of the Town Center.
Steger planning priorities report	Jonathan Burch	The Village submitted an application to the Invest in Cook program to fill sidewalk gaps, add a bicycle lane, and conduct a road diet on Union Avenue.
Summit comprehensive plan	Nora Beck	IDOT is currently reviewing the 63 rd Street and Harlem intersection, which was identified in the CREATE program as a location to reduce roadway congestion and improve safety at the at-

Project	CMAP lead	Status and notes
		grade crossing. Given potential impacts to the Summit Comprehensive Plan recommendations, CMAP will be working with the Village to provide feedback. The Village has been prioritizing redevelopment opportunities along Harlem Avenue with success and steadily working on maintaining the community's infrastructure.
UIC multimodal transportation plan	Tony Manno	UIC met with CDOT in March to specifically discuss priority intersections needing improvements and will continue to collaborate with both CDOT and the Illinois Medical District on ways to improve the area.
Waukegan Washington Street corridor plan	Stephen Ostrander	<p>TownSquare consultancy continued its work to implement key recommendations in the plan, including:</p> <ul style="list-style-type: none"> • Working with City to resurface City-owned public parking lot located at center of corridor. • Holding meetings of the new Washington Street Merchants and Neighbors Association to choose new branding for the corridor, create new directory of corridor businesses, and discuss different topics, including discussing small business marketing strategies (using pro-bono assistance from marketing experts). • On behalf of the Association and the City's new corridor "action team," TownSquare visited businesses in Chicago's Little Village neighborhood to open discussion of expansion opportunities available on the corridor (this was one of the main recommendations in the Plan). • TownSquare and the City are currently awaiting news on their recent proposal to the RTA for Access to Transit program funds (to install new bus shelters, enhance crossings, install wayfinding, and construct covered bike parking at Waukegan's Metra Station), as well as a recent STP proposal (for road and pedestrian lighting, and wayfinding improvement).
West Suburban Chamber of Commerce and Industry cargo-oriented development plan	Evy Zwiebach	The Southwest Conference of Mayors recently approved the Village of Willow Springs' request for STP funds to conduct a Phase 1 engineering study of a proposed collector road to service existing businesses and future industrial developments. The Village also submitted an Invest in Cook application to assist in non-road related improvement in the study area.
Winthrop Harbor comprehensive plan	John Carlisle	CMAP continues to work with IDNR representatives to coordinate a trail connections plan for Beach Park, Zion, North Chicago, Waukegan and Winthrop Harbor.

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