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, February 22, 2019--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— January 18, 2019
ACTION REQUESTED: Approval

4.0 Committee Reports
A report on the February 13, 2019 Coordinating Committee will be provided. A written summary of the working committees and the Council of Mayors Executive Committee is included in the meeting materials.
ACTION REQUESTED: Information

5.0 FFY 2019-2024 Transportation Improvement Program (TIP)

5.1 TIP Amendments and Administrative Modifications
TIP Amendment 19-03 was published to the **eTIP web site** on February 15, 2019 for committee review and public comment. A memo summarizing the formal TIP amendment **19-03** and administrative amendment **19-03.1** is included in the meeting materials.
ACTION REQUESTED: Approval

5.2 Semi-Annual ON TO 2050/TIP Conformity Analysis and TIP Amendment
The semi-annual ON TO 2050/TIP conformity analysis and TIP amendment **19-04** was subject to a 30-day public comment period from January 18 – February 18, 2019. Staff will summarize any comments received and request a recommendation for approval to the MPO Policy Committee.
ACTION REQUESTED: Approval

6.0 ON TO 2050 Regionally Significant Projects Amendments

6.1 O'Hare Express Service Overview

CDOT will present an overview of the O'Hare Express Service proposed to be developed by the Boring Company in partnership with the City of Chicago.
ACTION REQUESTED: Information

6.2 Summary of Public Comments

Staff will present an overview of public comment received to date regarding the proposed amendments.
ACTION REQUESTED: Discussion

6.3 ON TO 2050/TIP Conformity Analysis and TIP Amendment 19-04.1

Staff will report on public comment received and any resultant updates to the attached conformity analysis and TIP Amendment **19-04.1** for committee consideration for a recommendation of approval to the CMAP Board and MPO Policy Committee.
ACTION REQUESTED: Approval

7.0 Chicago Department of Transportation (CDOT) Budget and Capital Program

Staff from CDOT will present an overview of the department's federal capital program.
ACTION REQUESTED: Information

8.0 Legislative Update

Staff will provide an update on relevant legislative activities and the attached Federal and State legislative agendas and framework.
ACTION REQUESTED: Information

9.0 Local Technical Assistance (LTA) Program

9.1 FY 2020 Program of Projects

Staff will present a recommended program of projects for consideration for a recommendation for approval to the CMAP Board and MPO Policy Committee.
ACTION REQUESTED: Approval

9.2 Status Report

The LTA program status report is available **here**.
ACTION REQUESTED: Information

10.0 Other Business

11.0 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.

12.0 Next meeting

The next Transportation Committee meeting will be April 26, 2019.

13.0 Adjournment

Committee Members

_____ Darwin Burkhart	____ Jessica Hector-Hsu	_____ Anthony Quigley
_____ Kevin Carrier	____ Scott Hennings	_____ Tom Rickert
_____ Lynnette Ciavarella	____ Elizabeth Irvin	_____ Leon Rockingham
_____ Michael Connelly	____ Tom Kelso	_____ Joe Schofer
_____ John Donovan***	____ Fran Klaas	_____ Lorraine Snorden
_____ Doug Ferguson	____ Christina Kupkowski	_____ Chris Snyder**
_____ Tony Greep***	____ Beth McCluskey	_____ P.S. Sriraj
_____ Adrian Guerrero	____ Kevin Muhs	_____ Trey Wadsworth
_____ Luann Hamilton	____ Randy Neufeld	_____ Audrey Wennink
_____ Robert Hann	____ Tara Orbon	_____ Rocco Zucchero*

*Chair **Vice-Chair ***Non-voting

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Chicago Metropolitan Agency for Planning (CMAP)
Transportation Committee
Draft Minutes
January 18, 2019

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

Committee Members Present:	Rocco Zucchero – Illinois Tollway, Chairman, Brian Carlson – IDOT D1, Kevin Carrier – Lake County, Michael Connelly – CTA, John Donovan – FHWA, Doug Ferguson – CMAP, Jackie Forbes – Kane County, Luann Hamilton – CDOT , Jessica Hector-Hsu – RTA, Scott Hennings – McHenry, Elizabeth Irvin – CNT, Tom Kelso – IDOT OP&P, David Kralik – Metra, Christina Kupkowski – Will County, Eric Lynde – SEWRPC, Beth McCluskey – IDOT OIPI, Tara Orbon – Cook County, Ryan Peterson – Kendall County, Leon Rockingham – Council of Mayors, Joe Schofer (via phone) – Academic & Research, Chris Snyder – DuPage County, Dave Tomzik – Pace, Trey Wadsworth – NIRPC, Audrey Wennink – MPC
Absent:	Darwin Burkhart – IEPA, Tony Greep – FTA, Adrian Guerrero – Class 1 Railroads, Robert Hann – Private Providers, Randy Neufeld – Bicycle & Pedestrian Task Force, P.S. Sriraj – Academic & Research
Others Present:	Garland Armstrong, Heather Armstrong, Elaine Bottomley, Tom Budescu, Dan Burke, Len Cannata, Jack Cruikshank, Cole Jackson, Kendra Johnson, Emily Karry, Sis Killen, Mike Klemens, Josh Klingenstein, Daniel Knickelbein, Jamy Lyne, Wayne Miczek, Kelsey Mulhausen, Ryan Peterson, Leslie Phemister, Brian Plum, Chad Riddle, Adam Rod, Dave Seglin, Cody Sheriff, Troy Simpson, Jason Stribiak, Ishaq Umer, Rebecca Wingate, Jeffrey Wozencraft, John Yonan
Staff Present:	Anthony Cefali, Teri Dixon, Kama Dobbs, Jesse Elam, Lindsay Hollander, Leroy Kos, Stephanie Levine, Jen Maddux, Martin Menninger, Art Nicholas, Dan Olson, Russell Pietrowiak, Melissa

Porter, Liz Schuh, Gordon Smith, Tina Smith, Simone Weil, Barbara Zubek

1.0 Call to Order/Introductions

Chairman Zucchero called the meeting to order at 9:30 a.m.

2.0 Agenda Changes and Announcements

Chairman Zucchero announced that the MPO Policy Committee named him as the chairman and Chris Snyder as vice-chairman of the Transportation Committee. He welcomed Tara Orbon representing Cook County and Elizabeth Irvin representing CNT to the committee.

3.0 Approval of Minutes – November 16, 2018

A motion to approve the minutes of November 16, 2018 meeting, as presented, made by Mayor Rockingham and seconded by Mr. Carrier, carried.

4.0 Coordinating Committee Report

Chairman Zucchero reported that the CMAP Board approved the 2019 committee membership and meeting schedules. The Planning and Programming Coordinating Committees have been merged into a single Coordinating Committee chaired by CMAP Board member Frank Beal. Mr. Beal will be joined by five additional CMAP Board members and the chairs of the five working committees, including the Transportation Committee. The Coordinating Committee will meet at 8:00 a.m. on the second Wednesday in February, April, June, September, and November.

5.0 FFY 2019-2024 Transportation Improvement Program (TIP)

5.1 TIP Amendments and Administrative Modifications

Mr. Kos reported that formal amendment 19-02 was published to the eTIP website on January 11, 2019 for committee review and public comment. Administrative amendments 19-02.1 and 19-02.2 were posted for information. A memo that summarized the formal and administrative changes was included in the packet. A motion to approve formal TIP amendment 19-02, made by Mr. Connelly and seconded by Ms. Hamilton, carried.

5.2 Transportation Conformity Update and Semi-annual ON TO 2050/TIP Conformity Analysis and TIP Amendment 19-04

Mr. Pietrowiak presented an update on the transportation conformity process described in the memo included in the packet. Ms. Hamilton asked if climate change is a factor. Mr. Pietrowiak replied there is no way to attribute any of the results to specific causes, such as climate change. Ms. Hamilton asked if the region will get more CMAQ funds due to the change to the 2008 designation. Mr. Ferguson replied there will be no additional CMAQ funds. Ms. Wennink asked what a VMT demonstration means. Mr. Pietrowiak replied that the specifics have

yet to be determined. Mayor Rockingham asked what happens if the region continues to not attain the Ozone standards. Mr. Pietrowiak replied he is not sure because typically the 2008 standard would have been revoked at the time the 2015 standard went into effect so having to comply with two different standards at the same time is somewhat unprecedented. He added there will likely be specific things the region will have to do, such as more permitting for power plants, but he does not have specifics at this time. Mr. Snyder asked if this could impact the types of projects considered for CMAQ funding. Mr. Pietrowiak replied that would be up to the CMAQ Project Selection Committee. Mr. Burke asked if there is any circumstance to explain the large shift in vehicle numbers. Mr. Pietrowiak replied that it seems that the trend is for less passenger cars and more trucks and stated the data will need to be investigated more. Mr. Snyder asked who is making the technology modifications on trucks mentioned in the presentation. Mr. Pietrowiak stated that in various research studies individual truck drivers have made changes because emission controls decrease their fuel efficiency.

Mr. Pietrowiak gave a brief summary of the ON TO 2050/TIP Conformity Analysis and TIP amendment 19-04. A motion to approve the release of the semi-annual ON TO 2050/TIP conformity analysis and TIP amendment 19-04 for a 30-day public comment period from January 18 to February 18, 2019 made by Mr. Connelly and seconded by Mr. Snyder, carried.

6.0 ON TO 2050 Regionally Significant Projects Amendments

6.1 O'Hare Express Service – RSP A1 (TIP ID 01-19-0009)

Ms. Schuh presented an overview of the memo in the packet describing the request, staff evaluation to-date, next steps for public comment, and CMAP Board and MPO Policy Committee consideration. Chairman Zucchero asked if there is any other public outreach going on for the project. Ms. Hamilton stated that the NEPA process is currently underway. Mr. Burke added that there will be public meetings as part of the NEPA process. Ms. Irvin asked about the new RSP amendment process and if the Transportation Committee would not voting on the amendment. Ms. Schuh replied that a vote by the Transportation Committee is not required by the process, and that due to the timing of the request and meeting schedules, a vote to recommend would not occur. She noted that it is helpful to have the extra discussion and stated that there will be ample time for questions and more understanding. Ms. Hamilton stated that CDOT is happy to give a presentation at the February Transportation Committee meeting. Mr. Snyder asked why the NEPA process is required if there is no federal money in the project. Mr. Burke replied that two federal actions, for crossing under the Chicago and Des Plaines rivers and crossing under I-90, are required, which necessitate a NEPA process. Ms. Irvin asked if the availability of the contract will be after the finalizing the memo, public comment, and the vote of the CMAP

Board and MPO Policy Committee. Ms. Schuh responded that is correct and the City of Chicago has provided as much information as they can. Ms. Hamilton stated that the City of Chicago is in negotiations with a private company so information is proprietary. She added that the interests of the City and region are protected and all costs associated with the project will be the Boring Company's responsibility. Ms. Irvin stated that this is a big potential project with impacts on the region and it is important for CMAP staff to be able to do good analysis to understand those potential impacts. Mr. Burke stated that this is a unique situation because it is 100% privately financed and said the basic tenets of the RFQ will be part of the final contract.

Mr. Connelly asked about the conformity analysis for the RSP amendment and if there were modeling assumptions made in favor of the projects. Ms. Schuh replied that there is already a lot of travel in the corridor and the project does have benefits, but the ridership totals compared to the overall volume in the corridor has moderate benefits. Mr. Burke stated because there are zero public funds on the project there is a big benefit. Ms. Hamilton stated that there will should also be benefits to the CTA Blue Line by shifting choice riders and freeing capacity for work commute trips.

6.2 Roadway Improvements to Support the Update to the South Lakefront Framework Plan – RSP A2 (TIP ID 01-17-0025)
Ms. Schuh presented an overview of the memo in the packet describing the request, staff evaluation to-date, next steps for public comment, and CMAP Board and MPO Policy Committee consideration. Mr. Connelly commented that this project is transit friendly and CTA worked with CDOT to make sure all of the bus improvements within the project are accounted for down to the street design. Mr. Snyder asked if the project is already in the TIP and if engineering phases are completed. Ms. Hamilton stated that the project is already in the TIP but the project crossed the financial threshold for consideration as an RSP. Ms. Schuh clarified that between the increase in cost and the changes in capacity the project needed to be evaluated.

6.3 ON TO 2050/TIP Conformity Analysis and TIP Amendment 19-04.1
Ms. Schuh stated staff prepared a conformity analysis of the RSP amendments and the memo was included in the packet. A motion to approve the release of the analysis and TIP Amendment 19-04.1 for a 30-day public comment period from January 18 to February 18, 2019 made by Mr. Connelly and seconded by Ms. Hamilton, carried.

7.0 Unified Work Program (UWP)
Mr. Olson provided an update on the process for developing the SFY 2020 UWP. The proposed timeline for the process was included in the attached memo.

8.0 NIRPC Funding Approach

Mr. Wadsworth presented an overview of recent changes to the NIRPC's methodology for funding local and regional projects. Ms. Hamilton commented that there seems to be a high allocation of funds to transit. Mr. Wadsworth explained that a lot of CMAQ and STP funds are flexed for use by NICTD.

9.0 Legislative Update

Mr. Smith reported that the Principles for Sustainable Transportation Funding document in the packet can be used when talking to contacts about funding. He added that a framework document covering the principles and goal statements of ON TO 2050 and two smaller documents targeted at different issues that will take place at the state and federal level will be presented to the committee at the next meeting. He added that staff has been in contact with the Governor's transition team to communicate the initiatives of ON TO 2050.

10.0 Local Technical Assistance (LTA) Program

Information about the status of the LTA program was included in the meeting materials. Mr. Zucchero noted that committee consideration of the staff recommended FY20 LTA Program is anticipated in February.

11.0 Call for Projects: STP Shared Fund, CMAQ, and TAP-L

Mr. Ferguson announced that CMAP will accepting applications for the STP-Shared Fund, CMAQ, and locally programmed TAP projects until March 15, 2019.

12.0 Other Business

There was no other business.

13.0 Public Comment

There was no public comment.

14.0 Next meeting

The next Transportation Committee meeting is scheduled for February 22, 2019.

15.0 Adjournment

On a motion by Ms. Hamilton, seconded by Mr. Snyder, the meeting adjourned at 11:17 a.m.

Respectfully submitted,



Barbara Zubek

CMAP Working and Advisory Committees meeting summary

CITIZENS' ADVISORY COMMITTEE

Staff Contact: Cindy Cambray

The Citizens' Advisory Committee (CAC) is scheduled to meet next on March 12.

COUNCIL OF MAYORS EXECUTIVE COMMITTEE

Staff Contact: Teri Dixon

The Council of Mayors Executive Committee met on January 15, 2019. Staff reported that the call for projects for the STP-Shared Fund, CMAQ and TAP-L will be open through March 15. The Committee discussed legislative activity including a capital bill, transportation revenues, and information distributed to the Governor and members of the General Assembly. Additional discussion on legislative engagement will take place at a special committee meeting on March 5, 2019. The Planning Liaison scope of services for the FY 2020 Unified Work Program was approved. CMAP and IDOT staff gave an overview of STP-L expenditures and actions, and CMAP staff gave an overview of the Village of South Holland's Comprehensive Plan LTA project. The next meeting is scheduled for March 5, 2019.

ENVIRONMENT & NATURAL RESOURCES

Staff Contact: Brian Daly, Kate Evasic

The ENR committee met on February 7. The agenda included a discussion of recent changes CMAP adopted to its committee structure and procedures, a draft terms of committee membership, and potential work plan activities for 2019. An overview of the call for transportation projects, including STP, CMAQ, and TAP-L, was also given. CMAP staff gave an update on the Robbins TOD and Industrial Area Plan, where CMAP is providing Local Technical Assistance (LTA) to the Village to maximize development potential to support the flood mitigation and stormwater park development proposed by the Metropolitan Water Reclamation District of Greater Chicago (MWRDGC). The committee is scheduled to meet next on March 7.

HOUSING-LAND USE

Staff Contact: Ricardo Lopez, Elizabeth Scott

The Housing Committee met for the last time November 15, 2018. The meeting included an overview of ON TO 2050's web presentation, a discussion of housing-related applications to the Local Technical Assistance program, a brainstorming session on and ideas for future housing policy research, and a conversation on the changes to the working committee structure approved by the CMAP Board. As a part of these changes, and to further the implementation of ON TO 2050, the Housing Committee will merge with the Land Use Committee. The first meeting of this new committee will take place March 5, 2019.

HUMAN & COMMUNITY DEVELOPMENT

Staff Contact: Kelwin Harris, Aseal Tineh

The Human and Community Development Committee met on February 5. The committee discussed membership and did an exercise to update the mission and vision. They also did an analysis of strengths and weaknesses and discussed the kinds of projects that they would like to help to inform for the year along with potential field trips and partnerships. They also heard a presentation on disinvested areas as part of CMAP's Inclusive Growth principle. The committee meets next on April 9.

ECONOMIC DEVELOPMENT

Staff Contact: Austen Edwards, Erin Kenney

The Economic Development Committee met on January 28. Jay Stewart, Bureau Chief of Cook County's Bureau of Economic Development, and Irene Sherr, Assistant Deputy Bureau Chief, briefed the committee on the Policy Roadmap: Five-Year Strategic Plan for Office Under the President. Staff discussed recent efforts to update the committee' mission, structure, and membership. Committee members provided feedback on recent data analysis and strategy development regarding the region's traded industry clusters. The committee will meet next on March 25.

TRANSPORTATION

Staff Contact: Kama Dobbs, Barbara Zubek

The Transportation Committee met on January 18, 2019. The committee approved formal TIP amendment 19-02, received an update on issues related to transportation conformity, and approved the release of the semi-annual ON TO 2050/FFY 2019-2024 TIP conformity analysis and TIP amendment 19-04 for public comment from January 18 through February 18. The committee also discussed staff analysis of two requested amendments to ON TO 2050 Regionally Significant Projects (RSPs) and released an additional ON TO 2050/FFY 2019-2024 Conformity Analysis and TIP amendment 19-04.1 containing the proposed RSP amendments for public comment from January 18 to February 18. A presentation about recent changes to the Northwestern Indiana Regional Planning Commission's methodology for funding local and regional projects was given and staff gave updates on the FY 2020 UWP development process and legislative activities. The next meeting is scheduled for February 22, 2019.

--end--

Agenda Item No. 5.1

Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: CMAP Transportation Committee

From: CMAP Staff

Date: February 15, 2019

Re: Transportation Improvement Program (TIP) Amendments

Since the January 18th committee meeting, project programmers submitted 70 formal amendments for Transportation Committee consideration. Additionally, 102 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**. Staff requests committee approval of Formal Amendment 19-03.

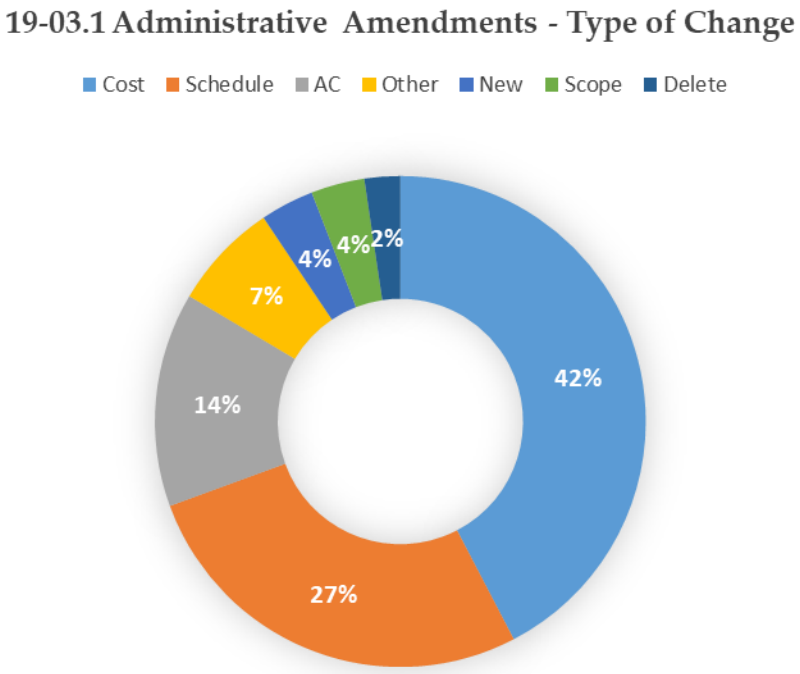
Formal Amendment 19-03

A total of 70 **Formal Amendments** were submitted for Transportation Committee approval. Cost changes made to 38 projects added just over $16 million in total cost and sixteen (16) new projects added another $26 million in total cost to the TIP. Financial changes made when phases were moved into or out of the active years (FFY 2019 – 2023) of the TIP added just under $5 million in total cost. Five (5) projects were deleted from the TIP, removing $2 million. Finally, one (1) project had a scope change resulting in $1.7 million being added. The overall change in total project cost within all prior, current, and future years due to this amendment is the addition of just under $47 million to the TIP, as summarized below.

Type of change	# of projects	Change in total cost	Total cost before	Total cost after
Cost change	38	$16,292,855	$120,234,020	$136,526,875
New Project	16	$26,254,300	$0	$26,254,300
Phase(s) added to or removed from TIP	10	$4,711,920	$35,744,363	$40,456,283
Delete project	5	-$2,002,913	$2,002,913	$0
Scope change	1	$1,693,000	$925,000	$2,618,000
Grand total	**70**	**$46,949,162**	**$158,906,296**	**$205,855,458**

Administrative Amendment 19-03.1

A total of 102 Administrative Amendments were submitted, reviewed, and accepted by staff on amendment **19-03.1.** 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.



The majority of administrative changes submitted were 36 cost changes below the threshold for a formal amendment which added just over $8 million in total cost. Minor cost changes made with 23 schedule changes added less than $200 thousand. Changes related to Advance Construction (AC) added just over $3 million, with seventeen (17) projects having at least one phase authorized in AC by FHWA and twelve (12) projects having at least one phase converted from AC status. Three (3) new projects added just over $1 million and two (2) deleted projects removed over $12 million in total cost. Minor scope changes, and other changes such as updates to project identifiers added only $118 thousand in total cost to the TIP. Overall, the 102 administrative changes resulted in less than $425 thousand being added to the TIP. The type of change, number of projects affected, and total project cost information is shown on the next page. Total 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
Cost change below amendment thresholds	36	$8,147,446	$3,944,346,979	$3,952,494,425
Schedule change	23	$180,400	$176,793,047	$176,973,447
Phase(s) placed in AC status	17	$3,258,472	$46,977,889	$50,236,361
Phase(s) converted from AC status	12	$0	$33,174,283	$33,174,283
Minor scope change	3	$118,000	$2,984,000	$3,102,000
New Project	3	$1,150,000	$0	$1,150,000
Delete project	2	-$12,430,000	$12,430,000	$0
Other	6	$0	$93,304,095	$93,304,095
Grand Total	**102**	**$424,318**	**$4,310,010,293**	**$4,310,434,611**

ACTION REQUESTED: Approval

###

Agenda Item No. 5.2

Chicago Metropolitan Agency for Planning

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MEMORANDUM

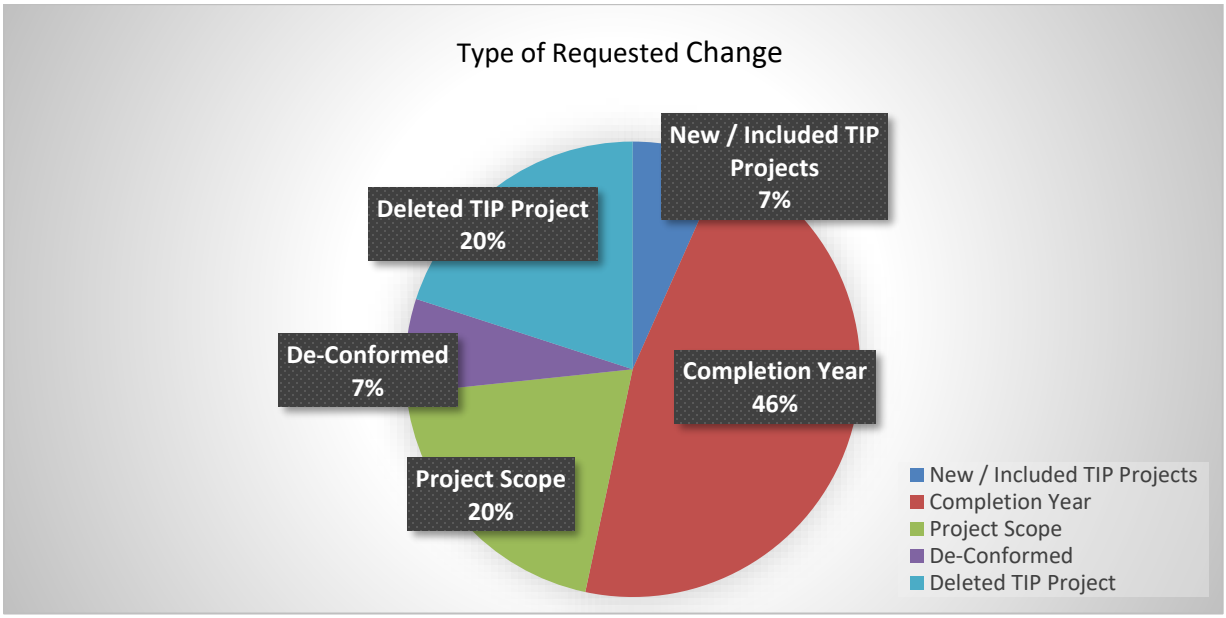
To: CMAP Transportation Committee

From: CMAP Staff

Date: February 15, 2019

Re: ON TO 2050/TIP Conformity Analysis & TIP Amendment 19-04

In accordance with the semi-annual conformity analysis policy, CMAP staff asked programmers to submit changes, additions, or deletions to non-exempt projects for inclusion in the regional air quality analysis of the FFY 2019-24 Transportation Improvement Program (TIP) and ON TO 2050. Of the changes requested, fifteen projects require air quality conformity analysis. Below is a summary by type of requested changes.



If the TIP amendment is approved, eleven non-exempt projects will be included in the TIP. These types of projects are included in the conformity analysis because funding for phases beyond preliminary engineering has been identified in the TIP. Non-exempt projects with only preliminary engineering funding and exempt tested projects are excluded from conformity analysis.

Due to a change in scope, this formerly exempt project became a new not exempt addition:

- TIP ID **10-08-0028**: Wadsworth Road (CH A9) at US 41 Skokie Hwy (B-737)

Sponsor indicated status change to a recently de-conformed project that is no longer delayed:

- TIP ID **02-09-0003**: Willow Rd from E of I-294 to E of IL 43, from IL 43 to I-94, and over Middle Fork of N Branch of Chicago River to W of Sunset Ridge Rd

Other changes to existing projects are described below.

Limits are the cross-streets, mileposts or other boundaries which define the extent of a project.

The following project indicated a significant reduction in limits:

- TIP ID **10-96-0006**: Buffalo Grove Rd (CH W14) from IL 22 Half Day Road to Deerfield Parkway

The completion year indicates when a project is anticipated to be in service to users. The conformity analysis is conducted for selected analysis years between now and 2050. The analysis years are currently 2020, 2025, 2030, 2040, and 2050. If a change in completion year results in moving a project across an analysis year, the project must be revised in the conformity analysis.

The project sponsor indicated an earlier completion year for the following two projects:

- TIP ID **09-14-0010**: IL 47 at I-88 Ronald Reagan Memorial Tollway
- TIP ID **09-16-0041**: I-90 at Il 23 New Interchange

The project sponsor indicated a later completion year for the following three projects:

- TIP ID **12-06-0005**: Corridor improvement along Laraway Road from US 52 to IL 43 Harlem Ave
- TIP ID **12-10-0008**: 143rd Street (CH37) from State Street (Lemont Road) to Bell Road (CH 16)
- TIP ID **12-12-0033**: Weber Road (CH 88) from 135th Street (Romeo Road) to Airport Road (Lockport Road)

The Rail-Highway Grade Separation phase has been delayed, indefinitely:

- TIP ID **03-14-0010**: US 14 Northwest Highway @ CN Railroad

The project sponsor indicated a later completion year for the following not exempt Regionally Significant Project (RSP):

- TIP ID **01-12-0019**: I-90 I-94 Jane Byrne Interchange from I-290 Congress Parkway to Adams Street (Circle Interchange Reconstruction), Under Van Buren St. - RSP 33

The scope of a project is determined by the **work types** associated with the project.

- Non-exempt work types are expected to affect air quality and must be included in the conformity analysis. Examples of non-exempt work types are adding lanes to a

road, interchange expansion, signal timing and the major expansion of bus route service.
- Exempt tested work types do not require an air quality conformity analysis, but the region has chosen to include the impacts of these types of projects in the travel demand model. Exempt tested projects include new commuter parking lots, rolling stock replacement, and road reconstruction with lane widening to standard widths (e.g., 10 feet to 12 feet).
- Exempt work types do not require an air quality conformity analysis. Examples of exempt work types are intersection improvements and rail station modernization.

The project sponsor indicated the addition of the "add lanes" work type to this previously conformed reconstruction, intersection improvement, and signal timing project, requiring a new conformity analysis:

- TIP ID **02-97-0001**: IL 21 Milwaukee Ave from N of Sanders Rd to S of Euclid Ave.

A status change to not conformed, after the sponsor indicated earlier in the year the following project is delayed, and removed all funding beyond phase 1 engineering:

- TIP ID **12-00-0035**: Caton Farm - Bruce Road Corridor from W of US 30 to IL 7 (159th Street)

The following projects are now being deleted and will be removed from the travel demand model:

- TIP ID **10-00-0119**, Cedar Lake Road from Hart Road to Townline Road
- TIP ID **10-03-0001**, Delany Road from IL 173 to 21st Street
- TIP ID **10-08-0029**, Washington Street from Sheridan Road to Pershing Road

The public website of the **eTIP database** is available through the hyperlink for current project information. Newly submitted changes are found in the **19-04 Conformity Amendment** report.

The regional travel demand model was run using updated networks. The resultant vehicle miles traveled (VMT) by vehicle class, speed, time of day, and facility type were entered into the U.S. Environmental Protection Agency's MOVES 2014a model. In addition to data from the travel demand model, MOVES also requires a vehicle population file. CMAP updated this information recently with new data supplied by the Illinois Secretary of State. The new data was significantly different in both the number and types of vehicles. The net result was a decrease of more than 10% in the total number of vehicles. CMAP, in consultation with various Tier II Consultation Team partners, chose to do the emission modeling for the 2025 analysis year twice, once with the previous vehicle population file and again with the new vehicle population file. CMAP was able to demonstrate conformity, as emissions estimates were below the Motor Vehicle Emission Budget (MVEB) in the SIP for the CMAP area, using either vehicle population file. The results shown in the table below used the new vehicle registration data.

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 (NOx), the resulting emissions inventories estimates fell below the applicable budgets for the ozone maintenance State Implementation Plan (SIP), as shown in the table below.

Direct $PM_{2.5}$ and NOx Emissions in Tons per Year for $PM_{2.5}$ Conformity

	Fine Particulate Matter		Nitrogen Oxides	
Year	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2020	**2,027.31**	5,100.00	**56,252.71**	127,951.00
2025	**1,279.50**	2,377.00	**33,047.11**	44,224.00
2030	**948.16**	2,377.00	**24,110.81**	44,224.00
2040	**846.93**	2,377.00	**20,964.40**	44,224.00
2050	**899.45**	2,377.00	**21,963.38**	44,224.00

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

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

	Volatile Organic Compounds		Nitrogen Oxides	
Year	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2020	**71.74**	117.23	**148.31**	373.52
2025	**53.28**	60.13	**86.10**	150.27
2030	**43.49**	60.13	**61.76**	150.27
2040	**33.98**	60.13	**52.24**	150.27
2050	**34.24**	60.13	**54.82**	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 December 20, 2018

Staff requests that the Transportation Committee recommend approval of the semi-annual ON TO 2050/TIP Conformity Analysis & TIP Amendment 19-04 to the MPO Policy Committee.

ACTION REQUESTED: Approval

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Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: CMAP Transportation Committee

From: CMAP Staff

Date: February 15, 2019

Re: ON TO 2050/2019-2024 TIP Conformity Analysis and TIP Amendment 19-04.1

In accordance with the definition of Regionally Significant Projects (RSPs) in ON TO 2050, the Chicago Department of Transportation (CDOT) has submitted a new non-exempt project and changes to a second non-exempt project that are anticipated to be carried forward into the FFY 2019-24 TIP and the ON TO 2050 RSPs for inclusion in the regional air quality analysis. CMAP has prepared a conformity analysis for public comment and consideration by the CMAP Board and MPO Policy Committee in March 2019.

The U.S. Department of Transportation requires regional planning agencies to demonstrate fiscal constraint by determining that sufficient resources will be available to construct projects recommended in the plan. Careful selection of these projects must meet the federal standard of fiscal constraint, while also helping to achieve regional goals. These types of projects are included in the conformity analysis because funding for phases beyond preliminary engineering has been identified in the TIP or within the planning horizon of ON TO 2050.

The new RSPs are:

- TIP ID **01-19-0009**: O'Hare Express Service – RSP A1
- TIP ID **01-17-0025**: Roadway Improvements to Support the Update to the South Lakefront Framework Plan - RSP A2

Newly submitted change details for these two projects are found in the **19-04.1 Conformity Amendment** report.

The conformity analysis is conducted for selected analysis years between now and 2050. The analysis years are currently 2020, 2025, 2030, 2040, and 2050. The regional travel demand model was run using the updated networks. The resultant vehicle miles traveled (VMT) by vehicle class, speed, time of day, and facility type were entered into the U.S. Environmental Protection Agency's MOVES 2014a model. A more detailed description regarding the modeling process

used for conformity analysis can be seen in the semi-annual ON TO 2050/TIP Conformity Analysis & TIP Amendment 19-04 **memo**. It should be noted that the conformity amendments included in TIP Amendment 19-04 were also included in this analysis.

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 (NOx), the resulting emissions inventories estimates fell below the applicable budgets for the ozone maintenance State Implementation Plan (SIP), as shown in the table below.

Direct $PM_{2.5}$ and NOx Emissions in Tons per Year for $PM_{2.5}$ Conformity

	Fine Particulate Matter		Nitrogen Oxides	
Year	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2020	**2,027.31**	5,100.00	**56,252.71**	127,951.00
2025	**1,269.49**	2,377.00	**32,621.86**	44,224.00
2030	**946.67**	2,377.00	**24,107.98**	44,224.00
2040	**846.71**	2,377.00	**20,956.42**	44,224.00
2050	**885.39**	2,377.00	**21,927.24**	44,224.00

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

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

	Volatile Organic Compounds		Nitrogen Oxides	
Year	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2020	**71.74**	117.23	**148.31**	373.52
2025	**53.35**	60.13	**86.08**	150.27
2030	**43.53**	60.13	**61.75**	150.27
2040	**34.02**	60.13	**52.25**	150.27
2050	**34.18**	60.13	**54.46**	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 December 22, 2018

Staff requests that the Transportation Committee recommend approval of the ON TO 2050/TIP conformity analysis and TIP amendment **19-04.1** for the proposed Regionally Significant Project amendments to the MPO Policy Committee.

ACTION REQUESTED: Approval

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Chicago Metropolitan Agency for Planning

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Local Technical Assistance (LTA) Program: Recommendations for FY20 Project Group (2019.006) February 15, 2019

In conjunction with the RTA's Community Planning program, CMAP held a call for new LTA program project applications in fall 2018. Applications were due on October 26, 2018, and CMAP and the RTA received a combined 74 applications from 66 different applicants. Local Planning staff evaluated the applications and solicited input from Policy and Programing staff, as well as the working committees, and external partners including RTA and the transit service boards, CDOT, Chicago DPD, County Development Directors, Planning Liaisons, and partner technical assistance providers. Staff considered several factors when evaluating each application: alignment with ON TO 2050, community need, geographic distribution, topic diversity, alignment with the LTA program, implementation potential, and available resources.

Breakdown of applications by project type, county, and cohort

74 total applications were received from 66 different applicants. Below is a breakdown of project applications received and recommended by project type.

Project Type	Applications	Recommended LTA Projects	Recommended for Alternative Support
Comprehensive Plan	11	4	1
Economic Development and Transportation	4	0	2
Freight and Land Use	1	1	0
Housing	4	1	2
Multimodal	7	1	3
Parking	1	1	0
Parks and Open Space	2	0	0
Planning Priorities Report	1	1	0
Subarea or Corridor	15	5	1
Sustainability, Agriculture, or Water	3	0	1
TOD	6	0	0
Transit	4	0	0
Zoning	12	3	1
Other	3	0	1

The table below shows the number of project applications received and recommended by county, based on the County in which the largest portion of the study area falls.

County	Applications	Recommended LTA Projects	Recommended for Alternative Support
Cook	35	8	7
DuPage	5	1	1
Kane	6	1	1
Kendall	1	1	0
Lake	8	1	1
McHenry	9	1	1
Will	7	4	0
Regional	3	0	1

The chart below shows the number of project applications received and recommended by community cohort.

Community Cohort	Applications	Recommended LTA Projects	Recommended for Alternative Support
Cohort 1, Low and very low need	33	6	4
Cohort 2, Moderate need	15	4	3
Cohort 3 and 4, High and very high need	26	7	5

The table below lists the applications evaluated first by the RTA.

Sponsor	Project
Aurora	TOD Plan
Beach Park	Metra Station Feasibility Checklist Study
Cary	TOD Plan
Chicago Department of Transportation	31st Street Little Village Corridor Study
Chicago Transit Authority	Red Line Extension TOD Planning
Crystal Lake	TOD Plan
Itasca	Downtown Strategic Action Plan Update
Metra	Station Optimization Analysis
Pace	I-294 Tri-State Transit Market and Facilities Assessment
Park Forest (Richton Park, Matteson)	Transportation Alternatives Study
Riverside	TOD Zoning Code Update
Woodstock	Metra Railyard Relocation

List of Recommended LTA Projects

In total, staff recommends 17 new projects for the LTA program:

Sponsor	Project	Assistance Type
Arlington Heights*	Livable Communities Plan	Staff Led
Bartlett and Streamwood	Bicycle and Pedestrian Plan	Staff Led
Berkeley	Prairie Path and Taft Avenue Corridor Plan	Staff Led
Burlington	Comprehensive Plan Update	Staff Led
Central Council of Mayors*	Transportation and Stormwater Infrastructure Plan	Staff Led / Consultant Support
Austin Coming Together	Central Avenue Corridor Study	Staff Led
Elevated Chicago	TOD Planning and Capacity Building	Staff Led / Consultant Support
DuPage County*	Lake Street Corridor Overlay Zoning	Consultant Led
Ford Heights	Comprehensive Plan	Staff Led
Fox Lake*	Corridor Zoning Update	Consultant Led
Lemont	TOD Parking and Civic Space Study	Staff Led
McHenry County	Fox River Corridor Plan	Staff Led
Minooka*	Comprehensive Plan Update	Consultant Led
Monee*	Comprehensive Plan Update	Consultant Led
Oswego	Unified Development Code	Staff Led
Peotone	Planning Priorities Report	Staff Led
Will County	Comprehensive Freight Transportation and Land Use Plan	Staff Led / Consultant Support

**Contingent on funding availability*

List of Applicants Recommended To Receive Alternative Support

In an effort to expand the technical assistance CMAP offers to the region, this year staff is recommending that several Sponsors receive support and technical assistance from CMAP staff as a non-traditional LTA project.

There were several applications for assistance that did not fit into a traditional LTA project, but for which CMAP believes we can still be of significant assistance. The table below lists applicants that are recommended for abbreviated assistance from CMAP in: convening relevant partners; conducting priority setting workshops; providing subject matter expert participation in their efforts; providing capacity building training; research partnership or services; grant partnership; or other staff assistance. These projects will not receive a full allocation of LTA staff time, but could be eligible for future CMAP assistance.

Sponsor	Project	Assistance Type
Blacks in Green	Comprehensive neighborhood plan	convening relevant partners and conducting priority setting workshops

Sponsor	Project	Assistance Type
Bartlett	Exterior lighting and parking regulations	research partnership or services
Chicago Department of Planning and Development (DPD)	Planning and public engagement exercise	providing subject matter expert participation in their efforts
DuPage County Department of Transportation	Trail feasibility study	convening relevant partners and providing subject matter expert participation in their efforts
Evanston	Inclusive growth framework plan	providing subject matter expert participation in their efforts
Forest Preserves of Cook County	Multimodal transportation access plan	convening relevant partners and providing subject matter expert participation in their efforts
Geneva	Developer Panel – State Street	convening relevant partners
John Jones Academic Association	Aviation hug – community cultural center	convening relevant partners
Lake County HUD 5-Year Consolidated Plan Update	Deliverable review	grant partnership
McHenry County	Comprehensive agricultural resource guide	providing subject matter expert participation in their efforts
Posen	Comprehensive/mobility plan	conducting priority setting workshops
Richton Park	Economic development incentives	research partnership or services

Applications Not Recommended For Assistance

The table below lists the applicants that are not recommended to receive technical assistance at this time. There were many great applications received during this call, and unfortunately funding restricts the number awards for assistance CMAP can accommodate in a given cycle. These sponsors eligible for future CMAP assistance and are encouraged to apply in subsequent calls for projects.

Sponsor	Project
Algonquin	Parks and recreation comprehensive master plan
Bartlett	Comprehensive plan update
Calumet City	Interstate interchange feasibility study
Chicago Heights	Sustainable water planning study
Chicago Ridge	Interstate interchange economic impact study
Friends of the Parks	Lakefront parks system planning
Kids First Chicago	Transportation access plan - CPS
North Branch Works	Infrastructure accessibility study
Countryside	Comprehensive plan
East Dundee	Fox River corridor subarea plan
Geneva	Zoning Code Update

Sponsor	Project
Joliet	Site plan and RFP development
La Grange	Community character analysis
Lake in the Hills	Unified Development Ordinance and Zoning Development
Lake Zurich	Zoning and Land Development Code Update
Lakemoor	Town center plan
Lakewood	Corridor plan – Route 147
Libertyville	Developer panel – Milwaukee and Peterson
Libertyville	Developer panel – Brownfield site
Mokena	Comprehensive plan update
Palos Park	Zoning and Subdivision Ordinance
Posen	Real-time emergency displays
Prairie Grove - WITHDRAWN	Comprehensive Plan
Roselle	Zoning ordinance update
Schiller Park	Comprehensive plan
Villa Park	Comprehensive plan update
Waukegan	Unified Development Ordinance
Western Springs	Subarea study – Gilbert and Ogden
Western Springs	Subarea study – 55th and Wolf Road

Recommended LTA Projects - Project Summaries

Project summaries below are organized by geography.

City of Chicago

Austin Coming Together

Assistance developing a **corridor plan** along Central Avenue from Roosevelt Road to Grand Avenue in the Austin Community Area to address arts and culture, access to parks and open space, economic development, beautification, transportation infrastructure improvements, housing, arts and culture, and public safety.

Elevated Chicago

Elevated Chicago requests the development of an **implementation strategy** for the Elevated Chicago Workplan, focusing on CTA station access, traffic and circulation, community safety, equity, placemaking, and beautification. This assistance would include creating an action plan for one station including general principles and concrete, feasible interventions for improvements at eHubs. Assistance would also include a public outreach strategy to generate public interest and engage partners to identify implementable recommendations.

North / Northwest Cook

Arlington Heights

Guidance developing a **livable communities plan** to address the livability needs of the village's growing senior population, as well as the entire community. This plan would

assess housing, transportation, open space, social participation, social inclusion, civic participation and employment, communication and information, and community and health services to create an action plan of goals, objectives, and implementable activities to increase the livability of the community for all residents. This assistance would consolidate the information, findings, and recommendations of existing plans, including Maturing of America, Homes for a Changing Region, Senior Housing Needs Assessment, and the Northwest Community Healthcare Health Needs Assessment.

Bartlett/Streamwood

Guidance developing a multijurisdictional **bike plan** to assist both villages with an inventory of existing bike and pedestrian facilities, identifying key gaps, prioritizing new bike paths and connections, maintaining existing bike infrastructure, and promote biking throughout both villages.

West Cook

Berkeley

Assistance developing a **corridor and parks plan** in partnership with the Village of Hillside and the Berkeley Park District that leverages the Prairie Path bike trail and surrounding land uses along the Taft Avenue corridor. This plan would reimagine the existing parks surrounding the bike path, explore green infrastructure connections, promote economic development, inclusive growth, corridor reinvestment, and improve access to the bike path.

Central Council of Mayors

Assistance identifying local and regional stormwater problem and/or risk areas within the Central Council boundaries. This work would merge with the Council's comprehensive transportation plan to prioritize and maximize the efficiency and efficacy of capital improvement projects for the Council. This project would utilize the Flood Susceptibility Index to identify priority areas for further investigation through stormwater master planning, areas where new infrastructure could provide impact, open/vacant space for flood mitigation, problem areas where flooding affects transportation, and provide recommendations on new flood mitigation resolutions/ordinances.

South Cook

Ford Heights

Assistance developing a comprehensive plan that advances Envision Ford Heights, a planning effort aimed at revitalizing the community and addressing challenges related to land use and development, transportation and mobility, economic development, housing, and natural resources. The comprehensive plan would be a guiding document that establishes targeted and implementable recommendations. In order for the plan to be implementable, the village is also interested in building organizational capacity and obtaining professional development support through CMAP and other sources.

Lemont (also in DuPage and Will Counties)

Assistance developing a **parking utilization and civic space study** for downtown Lemont. The study will focus on assessing local parking needs, analyzing trends, exploring new technologies, and identifying improvements in policy and infrastructure

to support the goals outlined in Lemont's Strategic Plan, Active Transportation Plan, and Wayfinding Master Plan. This project will engage the public and enhance economic and transit-oriented development initiatives in downtown Lemont.

DuPage County

DuPage County

Assistance implementing recommendations in the 2014 Lake Street Corridor Land Use Plan, in partnership with the Villages of Hanover Park, Roselle, and Bloomingdale. The proposed project includes the creation of a **unified overlay zoning district** for the Lake Street corridor to coordinate land objectives and zoning regulations of the County and partner municipalities.

Kane County

Burlington

Assistance updating the **comprehensive plan** to align the village's goals with current characteristics and needs, including increased land area. This update would recommend ways the village could strengthen and grow the local economy, protect and manage its natural resources, including open space and drinking water, build local capacity, collaborate with surrounding communities for mutual economic and environmental benefits, and plan for growth. Additionally, this update would take an inventory of natural resources, community facilities, transportation facilities, and planned improvements.

Kendall County

Oswego

Assistance creating a **unified development code** to regulate the future development of the community. The Village of Oswego will use the unified development code to help update the 2015 Comprehensive Plan to include best management practices for development, incorporate sustainability initiatives, update zoning codes and ordinances, and implementing safe and efficient infrastructure.

Minooka (also in Will County)

Assistance developing a **comprehensive plan** that updates the village's plan that was developed six years ago. The Village of Minooka is seeking to create a new vision for the area due to the increased population and industrial and commercial sectors and is wanting to create a land use map and guidelines for the multi-jurisdictional community to refer to when addressing potential uses and proposed zoning actions in the village. This update will focus on topics such as land use and development, transportation and mobility, economic development, housing, multijurisdictional collaboration, natural resources, and implementation.

Lake County

Fox Lake

Assistance developing a **Form Based Code** for an approximate 2-mile commercial corridor on Route 12 that connects to the downtown area. The current Zoning Ordinance does not provide the necessary requirements or design standards that build upon the recommendations of CMAP's 2015 Planning Priorities Report and the village's Comprehensive Plan. A Form Based Code that improves the character as well as the pedestrian, bicyclist, and driver experience of Route 12 will guide the future development of the corridor.

McHenry County

McHenry County Planning and Development

Assistance developing a **comprehensive plan** that aims to utilize the Fox River as a hub for recreation, commerce, and residence. The planning area in this proposal consists of the Fox River (and directly adjacent lands) as it runs through McHenry County. The overall goal of this project is to build upon the previous Fox River planning efforts from Carpentersville to the Burtons Bridge area through two previous LTA projects. The McHenry County Planning and Development department plans to work with the City of McHenry, the Illinois Department of Natural Resources, and the McHenry County Conservation District, and Fox Waterway Agency, to review existing plans and identify common goals and opportunities to update into a new vision for the river.

Will County

Monee

Assistance developing a **comprehensive plan** that updates the village's most recent comprehensive and supplemental plans based on recent growth trends. The Village of Monee looks to involve residents, community organizations, businesses, local developers and land owners, elected officials, and other governmental agencies and land planning institutions to incorporate strategies for historic preservation, transportation, and residential and economic development. This update will address a wide range of planning topics, included (but not limited to) freight, transportation and mobility, natural resources, land preservation and land use, water supply and demand, and economic development.

Peotone

Assistance developing a **planning priorities report** for the village during a transition period of selecting a new Village Administrator. The Village of Peotone will utilize assistance in assessing the community's positions relative to zoning and land use, municipal services, capital improvement program development, transportation/freight/transit, natural/agricultural resources, and economic development strategies.

Will County

Assistance developing a **comprehensive transportation and land use plan** for the Elwood/Joliet Supercluster that addresses a variety of topics such as transportation

infrastructure, freight/mobility, urban/commercial/industrial/logistics land use change and development, natural and agricultural resources (including water supply), environmental quality (including noise, dust, vibration, air quality, light pollution), cultural resources, and economic development.

Recommended To Receive Alternative Support - Project Summaries

Project summaries below are organized by geography.

City of Chicago

Blacks in Green

Assistance developing a **comprehensive neighborhood plan** for the Woodlawn neighborhood to track economic development effectiveness, reverse the health/wealth gap, garner local/national government support, and continue to implement and scale BIG's Sustainable Square Mile model to encourage local economic development. This project would include data collection, existing conditions analysis, best practices, public input, and a review of the Sustainable Square Mile plan to identify opportunities for implementation.

Chicago Department of Planning and Development (DPD)

Guidance to undertake a **planning and public engagement exercise** to identify feasible, creative, and community-supported ideas as part of a larger city effort to reactivate the Boulevard system throughout the city. This would include a public participation process that invites community groups and teams to propose temporary examples of their best ideas for encouraging active Boulevard use to showcase at a city-sponsored festival, and a focus on connecting the Boulevard system to the existing transit network, rivers, bikeways, and pedestrian networks. Consideration for the historic and passive nature of the existing Boulevards will also be incorporated into the planning exercise.

John Jones Academic Association

Guidance developing a plan to create an **aviation hub** in the 18th Ward of Chicago, capitalizing on this area's aviation history. The applicant would like to establish the 18th Ward as a historical aviation site, and garner local support for the construction of a Community Cultural Center and Museum of Aviation that provides workshops, trainings, and a curriculum connected to schools located in the Ward.

North / Northwest Cook

Bartlett (also in DuPage and Kane Counties)

Assistance creating and adopting **exterior lighting regulations** in the village's zoning code to set limits of light pollution and conserve energy while minimizing glare, light trespass, and skyglow. These standards would be updated for both residential and non-residential zoning districts throughout the village to outline types of fixtures, fixture shielding, correlated color temperature, site lumen limits, light trespass, and restrictions for specialty purposed lighting.

Assistance updating the **parking regulations** in the village's zoning ordinance to more closely match the current market and parking demands throughout village. Updating the

parking regulations throughout the village would support the development of a compact, walkable community outlined in the village's TOD plan.

Evanston

Assistance creating an **inclusive growth framework plan**, which would address the City's ongoing initiatives to create an affordable housing plan, an equity and empowerment plan, and devote resources to workforce development for unemployed or underemployed adults. The framework plan would help to bring these ideas together and guide inclusive growth for the entire community. The City anticipates extensive and innovative outreach to engage community members.

South Cook

Posen

Guidance on ways to fund and develop the **Posen Crisis Connection** that the village has been in the process of formulating. The Village of Posen is creating this project as a way to implement real-time electronic signage that can help highway travelers with warning of traffic congestions, accidents, incidents, roadwork zones, and speed limits, as well as assisting with parking guidance and information systems to direct drivers to available parking spaces in the area.

Assistance developing a **comprehensive/mobility plan** for the area that includes bicycle and pedestrian master plans, wayfinding, and bikeway planning and design elements. Another area of interest would be connecting six parks with a master health and wellness plan included with the other plans.

Richton Park

Assistance with a **municipal economic development incentive application, assessment, & implementation plan** to serve as a resource guide to encourage consistent consideration of requests for economic development incentives, specifically in regards to transit-oriented development, commercial/industrial land uses, and corporate/institutional needs.

DuPage County

DuPage County Department of Transportation

Assistance conducting a **feasibility study** for the central portion of the East Branch DuPage River Greenway Trail, which is bordered by the Great Western Trail to the North, and Illinois 56 (Butterfield Road) to the South. The trail's conceptual alignment passes through three forest preserves, 2.5 miles of Commonwealth Edison right of way, intersects two regional trails, crosses three state highways, and is partly located in a floodplain. Assistance is needed with identifying an alignment of the East Branch DuPage River Greenway Trail that is technically feasible, environmentally sensitive, and is the consensus trail alignment by key stakeholders.

Kane County

Geneva

Assistance convening a **developer discussion panel** to identify barriers to redevelopment of certain sites within the East State Street TIF district, which expires in 2022. The goal is to solidify the East State Street corridor as an asset for the residents and bring long lasting

economic benefit to the community. The City is also interested in obtaining a suite of accompanying recommendations, and input from stakeholders in the study area.

Lake County

Lake County

Assistance developing a **HUD 5-Year Consolidated Plan Update** that pairs transportation access to affordable housing projects and employment, in order to create a targeted funding strategy. Expertise is needed with examining transportation needs of Lake County through the lens of housing and employment for low- and moderate-income individuals, and with developing metrics that can measure the impact of the improvement spending strategy.

McHenry County

McHenry County

Guidance on ways to create and maintain a **comprehensive agricultural resource guide** that would benefit municipalities, agencies, residents, and farmers. Resources available to the public would include community gardens, CSAs, farmers markets, training programs, policy guides, food hub opportunities, as well as composting and waste disposal for various produces for all user groups targeted.

Regional

Forest Preserves of Cook County

Assistance developing a **multimodal transportation access plan** that identifies ways to access the Forest Preserves through the use of public transportation, bicycling and pedestrian routes. The desired outcomes of the plan include: (1) ensuring access to the Forest Preserves is included in all local and regional transportation planning and initiatives (2) identifying key forest preserve sites to focus multimodal transportation planning efforts (3) identifying and engaging key stakeholders responsible for improving multimodal transportation access to the preserves (4) providing recommendations for implementing a strategic plan.

ACTION REQUESTED: Approval

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