Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Transportation Committee

November 15, 2013 - 9:30 a.m.
Cook County Conference Room
233 S. Wacker Drive, Suite 800
Chicago Illinois

1.0 Call to Order and Introductions **9:30 AM**
Leanne Redden, Committee Chair

2.0 Agenda Changes and Announcements

3.0 Approval of Minutes – October 4, 2013
ACTION REQUESTED: Approval

4.0 Coordinating Committee Reports
The Regional Coordinating Committee and Local Coordinating Committee met on October 9, 2013. Reports will be given from the Transportation Committee's representatives.

5.0 FFY 10-15 Transportation Improvement Program (TIP)

5.1 FFY 10-15 TIP Amendments and Administrative Modifications and Updates to Attachment A
TIP revisions that exceed financial amendment thresholds have been requested. Revisions include line items that have been awarded, moved or deleted. The TIP amendments and modifications are attached. All FFY 2013 line items must be awarded, moved or removed from the TIP. To accommodate this process the selected year of the TIP in Attachment A must be updated to include both FFY13 and 14.
ACTION REQUESTED: Recommendation for approval of TIP amendments and concurrence for the update of Attachment A.

5.2 Federal Fiscal Year 2014-2018 State/Regional Resources Table
The State/Regional resources table has been developed for FFY 2014-2018. The State/Regional Resources table reflects the funding levels for the TIP and is used to determine fiscal constraint.
ACTION REQUESTED: Acceptance of the FFY 2014-2018 State/Regional and Resource Table.

5.3 Proposed Meeting Dates for Calendar Year 2014

The meeting dates proposed for 2014 are: January 17, March 7, April 25, June 6, August1, September 19 and November 14.
ACTION REQUESTED: Approval of meeting dates

5.4 Congestion Mitigation and Air Quality (CMAQ) Improvement Program Development and Monitoring (Kama Dobbs)
Staff will provide an update on the CMAQ improvement program.
ACTION REQUESTED: Information

6.0 Urban Transportation Center (Steve Schlickman)
The status of the Urban Transportation Center's research and education program and plans for continued expansion will be presented. The Center's participation in three US DOT designated research centers and the projects that are results of those endeavors will be discussed.
ACTION REQUESTED: Information

7.0 GO TO 2040 Update

7.1 Implementation Actions ((Drew Williams-Clark)
As part of the GO TO 2040 update, the FY 2014 work plan calls for a review of the implementation action area tables found at the end of each of the twelve chapters in GO TO 2040. Specifically, the work plan calls for these actions to be updated to reflect their implementation status. Over the past two months, CMAP staff has worked to identify implementation examples, collaborating with the various working committees to do so. More recently, CMAP staff conducted an internal review to make a high-level determination of the status of each implementation action – classifying each as "retain", "revise", "complete", or "delete". CMAP staff is now reaching out to the working committees to review those classifications.
ACTION REQUESTED: Information

7.2 Plan Indicators (Craig Heither)
GO TO 2040 includes a set of performance measures under each recommendation area intended to serve as benchmarks for monitoring the progress of plan implementation. Using the experience gained over the first few years of implementing the plan, as well as the knowledge staff has gained in further analyzing the indicators, a revised set of performance measures has been developed for the Plan Update which better matches the agency's policy needs and the data available. Staff will present an overview of the process CMAP used to develop the revised list of plan indicators and will discuss the indicators that have been modified.
ACTION REQUESTED: Information

7.3 Financial Plan for Transportation Update: Draft Forecasts (Lindsay Hollander)
Staff will present core revenue, operating expenditure, and capital maintenance expenditure forecasts for the GO TO 2040 update, as well as possibilities for reasonably expected revenues for inclusion in the financial plan.

ACTION REQUESTED: Information

7.4 Major Capital Projects Element (Todd Schmidt)
Staff will provide an update on the development of the universe of the major capital projects to be considered in the plan update. Staff met with the region's transportation implementers to update and begin developing the universe of projects using the projects already identified in GO TO 2040 as a starting point.
ACTION REQUESTED: Information

8.0 Transportation Alternatives Program (Jesse Elam)
Staff will present proposed program and seek committee approval to release the program for public comment.
ACTION REQUESTED: Release of the Proposed Transportation Alternatives Program for public comment from November 15 to December 15, 2013.

9.0 State Legislative Agenda & Framework- 2014 (Gordon Smith)
CMAP staff seeks committee input updating the state legislative framework legislative agenda, and policy priorities for CMAP during the 2014 legislative session.
ACTION REQUESTED: Discussion

10.0 Status of Local Technical Assistance (LTA) Program
The LTA program status report is attached.
ACTION REQUESTED: Information

11.0 Other Business

12.0 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 exact time for the public comment period will immediately follow the last item on the agenda.

13.0 Next Meeting

14.0 Adjournment

Transportation Committee Members:

_____	Charles Abraham	_____	Robert Hann	_____	Leon Rockingham
_____	Reggie Arkell***	_____	Emily Karry	_____	Mike Rogers
_____	Michael Bolton	_____	Jennifer (Sis) Killen	_____	Steve Schlickman
_____	Bruce Carmitchel	_____	Fran Klaas	_____	Joe Schofer
_____	Lynnette Ciavarella	_____	Don Kopec	_____	Peter Skosey
_____	Michael Connelly**	_____	Wes Lujan	_____	Kyle Smith
_____	John Donovan***	_____	Randy Neufeld	_____	Chris Snyder
_____	John Fortmann	_____	Jason Osborn	_____	Steve Strains
_____	Luann Hamilton	_____	Leanne Redden*	_____	Ken Yunker
_____	Alicia Hanlon	_____	Tom Rickert	_____	Rocco Zucchero

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

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Transportation Committee

October 4, 2013 - 9:30 a.m.
MINUTES
Cook County Conference Room
233 S. Wacker Drive, Suite 800, Willis Tower
Chicago Illinois

Members Present: Chair Leanne Redden – RTA, Charles Abraham – IDOT DPIT, Bruce Carmitchel – IDOT OP&P, Vice Chair Michael Connelly – CTA, John Donovan – FHWA, Luann Hamilton – CDOT, Alicia Hanlon – Will County, Pete Harmet, IDOT District One, Emily Karry – Lake County, Jennifer (Sis) Killen – Cook County, Ryan Kilpatrick – CNT, Don Kopec – CMAP, David Kralik– Metra, Randy Neufeld – Bicycle and Pedestrian Task Force, Jason Osborn – McHenry County, Tom Rickert - Kane County, Leon Rockingham – Council of Mayors, Steve Schlickman – Academic & Research, Peter Skosey – MPC, Lorraine Snorden – Pace, Chris Snyder – DuPage County, Steve Strains – NIPRC, Rocco Zucchero – ISTHA.

Members Absent: Reggie Arkell – FTA, Fran Klass – Kendall County, Robert Hann – Private Providers, Wes Lujan – Class 1 Railroads, Mike Rogers – IEPA, Joe Schofer – Academic & Research, Ken Yunker – SEWRPC.

Others Present: Mike Albin, Garland Armstrong, Heather Armstrong, Bob Barber, Jennifer Becker, Keith Benman, Mike Bossert, Max Bosso, Len Cannata, Brian Carlson, Bruce Christensen, Chalen Daigle, Samandra Dick, Heidi Files, John Fortmann, Yonah Freemark, Kevin Garcia, Ryan Griffin-Stegink, Jacky Grimshaw (via phone), John Grueuling, Scott Hennings, Jim Holland, Clayton Jirak, Mike Klemens, Katie Kukielka, Christina Kupkowski, Edward Maher, Beth McCluskey, Stacy Meyers, Max Miller, Chrissy Mancini, Nick Narducci, Hugh O'Hara, William Olthoff, Mark Pitstick, Brian Plum, M. Puente, Chad Riddle, Lorin Schab, Steve Schilke, David Seglin, Ron Shimizu, Frank Shuftan, Kevin Sing, Chris Staron, Greg Szymanski, Casey Toner, Brian Urbaszewski, Tom VanderWoude, Mike VanMill, Mike Walczak, Tammy Wierciak, Gene Williams, Brad Woodley, Rich Wronsky, Barbara Zubek

Staff Present: Erin Aleman, Alex Beata, Nora Beck, Patricia Berry, Randy Blankenhorn, Claire Bozic, Ylda Capriccioso, David Clark, Brian Daly, Bob Dean, Teri Dixon, Kama Dobbs, Dolores Dowdle, Jesse Elam, Tom Garritano, Hillary Green, Curtis Kelley, Leroy Kos, Jill Leary, Matt Maloney, John O'Neal, Holly Ostdick, Ross Patronsky, Noel Peterson, Emily Plagman, Justine Reisinger, Dan Rice, Matt Rogus, Todd Schmidt, Liz Schuh, Ben Stromberg, Lance Tiedemann, Drew Williams-Clark, Nicole Woods, Louise Yeung.

1.0 Call to Order and Introductions

Committee Chair Leanne Redden called the meeting to order at 9:34 a.m.

2.0 Agenda Changes and Announcements

Mr. Donovan announced that due to federal government furloughs, the Certification Review site visit for October 7 & 8 will be rescheduled.

3.0 Approval of Minutes – September 20, 2013

On a motion by Mr. Carmitchel and a second by Ms. Hamilton, the minutes of September 20, 2013 were approved as presented.

4.0 Proposed Amendment to GO TO 2040 – Illiana Corridor

Mr. Skosey made a motion, seconded by Mr. Osborn to accept the staff recommendation to not recommend amending GO TO 2040 to include the Illiana Corridor as a fiscally constrained major capital project.

Mr. Maloney provided an overview of the CMAP staff recommendation. Mr. Harmet provided a summary of IDOT's request and fiscal constraint documentation.

Mr. Osborn stated that the Transportation Committee is a body for an unbiased conversation about what the region should be doing and that the private sector should not tell the region what should be done. He said that CMAP staff has done a good job addressing concerns and supporting the plan.

Ms. Hanlon agreed that the Transportation Committee is a good place for discussion and she expressed support for the Illiana Corridor project. She stated the full court press against the project has been aggressive and effective in shaping ideas about the project. She asked that everyone remain open about the project and consider the full range of facts. She stated there is a tremendous level of local support for the project as demonstrated by comment letters from Will County and south Suburban Cook County businesses, labor interests, the General Assembly and a US Senator. She stated that IDOT has done an exemplary job and raised the bar for public involvement during the NEPA process. She stated IDOT has made a case for regional mobility, freight mobility, and travel time savings for southland residents, expanded capacity for freight and freight facilities in southern Will and Cook counties, contributions to growth in the Gross Regional Product and short and long term jobs. She reported that Will County is currently working with local agencies along the proposed corridor to develop a corridor management plan. She stated that the project is the first viable public-private partnership for the state and is an innovative solution. She stated IDOT's fiscal analysis concludes the project can move forward without removing other priority items from the region's plan. She stated IDOT has the experts on staff to estimate costs and those costs were reviewed and approved by FHWA and the private sector will decide if it is a viable project.

Mr. Kirkpatrick stated that CNT opposes the inclusion of the Illiana Corridor project in GO TO 2040 for three reasons. He noted the difference in location of growth predicted by IDOT and CMAP and that this is not the way we want to grow the region. He stated that growth would be 17% outside of the urbanized area using CMAP's approach and 34% outside the urbanized area using IDOT's. He stated that

IDOT is looking at how the region has grown over the last 30 years and anticipating that pattern will continue and make it harder for the region to meet its redevelopments goals. CMAP's projections are for growth in existing neighborhoods. He stated that there was a lack of Environmental Justice analysis of the impact to southern Cook County. He stated that GO TO 2040 is the region's consensus and urged the committee to reject IDOT's request.

Mr. Rickert stated he is troubled by the process that got the committee to this decision point. He stated GO TO 2040 is clearly supportive of getting preliminary engineering completed for the Illiana and there has been three years of effort to accomplish preliminary engineering. He stated CMAP and IDOT are doing their best to assess the project. He stated CMAP's structure and process has let the committee down and the committee should determine how to be more engaged in the future and how to facilitate earlier engagement. He stated policy projections are rarely achieved and that IDOT was bound by NEPA requirements for projections and that both agencies are doing their best to evaluate the project and that the July staff report took him off guard. He stated the transportation committee needs to be more engaged in the process. He stated GO TO 2040 identified the need for improved freight movement and as a region we have done an inadequate job. If the region is saying that the Illiana doesn't meet this need, the region needs to look at and get to work on other aspects of GO TO 2040 addressing freight. He stated that preliminary engineering should be completed and that if a public-private partnership won't work, that can be addressed and the project removed from the plan at that time.

Mr. Neufeld stated that the process is not broken; that it is an evolution of taking regional planning seriously. He stated the question is not whether the committee is for or against the project, but whether to amend the GO TO 2040 plan now to include the project in the 30 year horizon. He stated the question should be addressed in an update to the plan, which has started now, and that we shouldn't rush into a decision about one project of many outside of the cycle when all projects will be considered during the ongoing plan update.

Mr. Rickert added that he doesn't disagree and feels the staff recommendation was black and white against the project and takes away the opportunity to take next steps.

Ms. Redden stated that the GO TO 2040 update process has begun. Staff confirmed that a draft fiscal plan will be available by April 2014.

Mr. Osborn stated that McHenry County opposes adding the Illiana Corridor to GO TO 2040 now. He stated the county continues to hear that no funds are available for priority projects yet there is funding available for this project. He stated the county is interested in the health of the region and a fair and good process. He stated GO TO 2040 is that process. He stated that when $40 million is spent on an analysis, we should expect better and more thorough results. He asked, and Mr. Harmet confirmed, that 26,000 is the 2040 volume of traffic predicted. He stated the project is good, but questioned why it is a priority now. Mr. Harmet stated that Will County is

getting pounded by truck traffic. The project has bi-state consensus and is the only study included in the fiscally constrained project list and that IDOT is following through on the GO TO 2040 recommendation that phase 1 is a high priority for the region.

Ms. Killen stated the process is premature and a holistic approach is needed. She stated Cook County is embarking on a long range plan and freight study now.

Mr. Harmet expressed surprise that members believe the planning process is moving too fast and asked what the difference is between amending the plan now or including the Illiana Corridor during the update?

Mr. Neufeld stated the difference is that the update process will not consider a single part of the package, it will include an entire package of projects, including others which may not even be in the queue now.

Mr. Harmet stated that there no implementing agency has the luxury of saying "I can wait a year."

Ms. Redden stated that the RTA is not directly affected by the decision but that from a regional perspective, the region agreed to a planning process and reached consensus. She stated an update of the plan has begun and questioned the urgency and suggested we let it play out during the update process. She also stated she has concerns about fiscal constraint.

Mr. Kirkpatrick stated the traffic seems comparable to arterial volumes on Western Avenue and on Irving Park Road. Mr. Harmet stated that comparison is apples and oranges and there will be millions of vehicle miles traveled reduction from arterials in the area.

Ms. Grimshaw questioned the prediction of economic development and asked why, with existing facilities, we are not seeing demand for economic development now. She also stated that farmland should not be classified as underutilized. She questioned the cost effectiveness of the project and stated that the congestion reduction seems small and financial data has been unavailable for analysis because the public-private partnership information is proprietary. She stated there will be residual diversion and tax payer impacts. She stated that although there were fifteen PPP investors showing interest in the Illiana Corridor, there was similar interest for the privatization of Midway, and that has fallen apart. She stated concern about impacts to the 45/55 split of funding if state funds are used for the project, will other projects be delayed or be discarded because the Illiana Corridor uses Northeastern Illinois' entire portion of their forty five percent. She also questioned the environmental impacts on the Midewin National Tallgrass Prairie and the Abraham Lincoln National Cemetery. She stated we need to reduce volatile organic compounds and develop compactly with no sprawl.

Ms. Redden invited public comment.

Mr. John Grueling, Will County Center for Economic Development (WCCED), stated that WCCED supports IDOT's request to add the Illiana Corridor project to GO TO 2040. He stated inclusion is necessary for the federal Record of Decision on the Tier II EIS. He noted that there was no mention in discussion today of Indiana's need despite CMAP being a regional planning agency. He stated that the Illiana Corridor is a vital link for trucks passing through the region. He added that the planning level financial analysis by CMAP will not fly with private investors and that deeper analysis by completing phase 1 is needed. He expressed concern that no CMAP staff contacted WCCED when preparing their recommendation and that the 15 to 20 million square feet of new logistics space, 15 to 20 thousand jobs and double the freight traffic is not included in the staff analysis. He noted that MAP-21 accelerated federal review and questioned why CMAP could not see that not just Will County is affected by the benefits, but the whole Chicago region.

Mr. Ed Maher, International Union of Operating Engineers Local 150 stated that while representing the labor union, he is also a regional commuter, and cannot count on I-80 to have reliable travel times and must take IL 53 and US 30, which are unsafe due to the volume of trucks on facilities where they don't belong. He stated moving people within the region is important but that freight needs to be moved through the region. He noted that many rail operations and jobs have left the region and moved to Memphis, Tennessee. He stated the future comes quickly and the Illiana shouldn't be shelved for 30 years. He stated that the jobs are important to the union and noted that road construction materials are made in the region and road-building equipment is made and repaired here. He stated the union supports the construction of the Illiana so that jobs don't move out of the region.

Mr. Nick Narducci, Village of Elwood stated that the village is not opposed to the Illiana project, but is opposed to the proposed interchange with IL 53. He stated that by design, an interchange would increase trucks on IL 53, not reduce them. He stated that in three months there have been three fatal crashes and one person in a coma due to crashes involving trucks on IL 53. He stated there is a serious UPRR crossing issue and that since January 1 there has been 47 times that gates have been broken. He stated that more trucks are not the answer to the stated purpose of the Illiana Corridor which is to address the truck problem. He stated the logistics industry has not been at the table to discuss their needs. He stated that IL 53 is built to 1930's standards and is not designed for the predicted 40% increase in trucks. He stated the village hired experts from the University of Memphis that immediately identified questions when reviewing IDOT documentation. He stated that funeral traffic has a difficult time navigating through truck traffic to get to the Abraham Lincoln National Cemetery. He added that the logistics park development that occurred thirteen years ago has not resulted in the economic development promised when it was approved; therefore the job projections and economic analysis for the Illiana should be questioned. He reiterated that it is the proposed IL 53 interchange with the Illiana that the village opposes.

Mayor Jim Holland of Frankfort, representing the Will County Governmental League, stated that GO TO 2040 should be amended and that the Illiana Corridor proposal is financially sound. He stated that financial estimates have been endorsed by FHWA and that even CMAP's critical analysis shows an increase in the Gross Regional Product. He stated that project costs in the plan can be managed and adjusted without eliminating other projects. He stated that there is regional consensus that movement of goods throughout the CMAP area to the upper Midwest is a priority. He stated that travelers have to go around Lake Michigan and that the Illiana would alleviate traffic issues on I-80/I-94 around the lake. He stated that two governors, US Senators, Congressmen and women, all area General Assembly members and nearly all area municipalities support the project. He stated that the Will County Governmental League supports the immediate inclusion of the Illiana Corridor project in GO TO 2040 because the project has legs and political support.

Mr. Mike Bossert, Kankakee County Board Chairman, stated that the Kankakee County Board supports the inclusion of the Illiana Corridor and amendment of the GO TO 2040 plan to include the project. He stated there is community, county government, business and economic development support and that there has long been recognition of the need for a freight corridor in northern Kankakee County. He stated truck traffic on local facilities is too high – 40 to 50% trucks and believes this truck traffic is causing other problems. He stated the project is regional, even outside of the CMAP area and noted no CMAP staff had reached out to Kankakee County. He questioned the message being sent to the business community if the region does not follow through with the project. He stated the bidding process should determine the viability of the financing.

Mr. Max Bosso, Village of Elwood Public Works Director, stated that on July 15, 2013, Elwood met with IDOT and brought up inconsistencies and discrepancies with the truck volumes and trip generation. He questioned whether IDOT was reviewing the consultant's work and stated that IDOT has said that they are short staffed and are not reviewing the work. He stated there are unreasonable expectations for the project and urged the committee not to support the GO TO 2040 plan amendment to include the Illiana Corridor.

Mr. Kevin Sing, Village of Manhattan, stated that based on the Village's current experiences with trucks diverting through Manhattan during construction on I-80 and I-55, the village believes the Illiana Expressway will alleviate these diversions. He stated the Village supports the inclusion of the Illiana Corridor project in GO TO 2040.

Mayor Greg Szymanski of Beecher stated that the village submitted formal comments on the amendment. He stated that statistics on both sides of the debate are clouding the project. He stated that traffic on I-80 has no place to go when there is an incident other than local roads and that if the Illiana were available, traffic could divert on regional roads such as I-55 or I-65 to the Illiana. He stated IDOT has been in contact

with local communities and that Beecher had a one-on-one meeting with IDOT. He stated CMAP hasn't contacted Beecher and questioned if CMAP had the region's best interests in mind.

Ms. Stacy Meyers of Openlands asked the committee to oppose the amendment to GO TO 2040 for two reasons. First, she stated, is the financial uncertainty. She stated CMAP, MPC, Crain's Chicago Business and others have warned of a potential funding shortfall. She stated top projects will be deferred to cover that shortfall. She stated the region can barely cover the projects that were agreed to such as the IL 53/ IL 120 corridor, I-55 managed lanes and the Elgin-O'Hare Expressway. She stated that none of these projects would be secure and the GO TO 2040 process would be stripped of its effectiveness. She stated a vote for the Illiana is a vote against the plan. She stated the second reason to oppose the amendment is governance. She stated GO TO 2040 was adopted as "our" plan. She stated that the region wants to support Will County, but the project is outside of the adopted policy. She stated GO TO 2040 broke through the gridlock of projects and set a policy framework to invest in a sustainable future. She questioned if the region would stand by locally adopted priorities or go with IDOT and the Governor. She stated that the NEPA process is not the local rule. She stated a vote for the amendment is a vote against regional decision making and is a bad precedent to set.

Mr. Garland Armstrong of Access Living stated that he opposed adding the Illiana Corridor to GO TO 2040 after hearing from others that it costs so much. He stated that if tolls are too much, trucks will not use the Illiana.

Ms. Heather Armstrong of Access Living stated that she opposes the project because it costs too much money and is a burden to taxpayers. She stated that if the Skyway was not tolled, traffic on I-80 would be eliminated.

Mr. Andrew Armstrong of the Environmental Law and Policy Center encouraged the committee to not add the Illiana Corridor project to GO TO 2040. He stated the project needs to be evaluated with other projects in the ongoing update process. He stated a decision is not urgent and that a lot of emotions are at play. He stated the volume numbers don't line up. He stated that if in 2040 there are 20,000 vehicles per day on the Illiana that will only be one eighth of the current traffic on I-80. He stated the corridor is too far south and that all of the intermodal development is occurring west of the western end of the corridor. He stated there are thousands of signatures on petitions from residents that don't want the project constructed. He asked the committee to consider the financial flaws. He stated that the September 27 fiscal constraint document from IDOT is useful, and wished it was provided earlier in the process. He noted on the corridor website the fact sheet states that in order to include the project in GO TO 2040, $920 thousand would need to be removed from the I-55 managed lanes project. He asked if we have constraint or not. He stated that the free market cannot build the project but state guarantees to pay the contractors can. He stated that if projections are not met, the state will have to pay the short fall. He asked the committee not to recommend the proposed amendment.

Mr. Skosey distributed a handout stating MPC's position that GO TO 2040 should not be amended to include the Illiana Expressway. He stated that views on the benefits depend on where you are. He stated that MPC supports public-private partnerships, where appropriate, and lobbied in Springfield for this financing tool. He stated MPC considered the entire region, including Indiana, when developing their position. He stated the MPC did not conduct its own analysis, but based on reports IDOT produced the employment and population changes are a shift, not a growth. He stated that any investment in construction, regardless of the location or project, would create the same jobs. He stated MPC supports intermodal development in Will County but the Illiana Corridor is not the right investment to support the movement of this number of trucks at this cost. He stated the committee should look at project facts verses political opinions.

Ms. Redden restated the motion is to accept the staff recommendation to not recommend amending GO TO 2040 to include the Illiana Corridor as a fiscally constrained major capital project and called for a roll call vote.

Name	**Representing**	**Vote**
Steve Schlickman	Academic and Research	Abstained
Randy Neufeld	Bicycle/Pedestrian Task Force	Yes
Ryan Kilpatrick	Center for Neighborhood Technology	Yes
Luann Hamilton	Chicago Department of Transportation	Abstained
Don Kopec	Chicago Metropolitan Agency for Planning	Yes
Michael Connelly	Chicago Transit Authority	Abstained
Jennifer Killen	Cook	Yes
Leon Rockingham	Council of Mayors	Yes
Christopher Snyder	DuPage	No
Pete Harmet	IDOT District One	No
Charles Abraham	IDOT Division of Public & Intermodal Transportation	No
Bruce Carmitchel	IDOT Office of Planning and Programming	No
Rocco Zucchero	Illinois State Toll Highway Authority	No
Tom Rickert	Kane	No
Emily Karry	Lake	Abstained
Jason Osborn	McHenry	Yes
David Kralik	Metra	No
Peter Skosey	Metropolitan Planning Council	Yes
Steven Strains	Northwestern Indiana Regional Planning Commission	Abstained
Lorraine Snorden	Pace	No
Alicia Hanlon	Will	No

The motion failed by simple majority with 7 votes in favor and 9 opposed.

Mr. Carmitchel made a motion, seconded by Ms. Hanlon to recommend to the Regional Coordinating Committee, CMAP Board, and MPO Policy Committee to amend GO TO 2040 to include the Illiana Corridor project as a fiscally constrained major capital project as proposed by IDOT. Ms. Redden called for a roll call vote.

Name	Representing	Vote
Steve Schlickman	Academic and Research	Yes
Randy Neufeld	Bicycle/Pedestrian Task Force	No
Ryan Kilpatrick	Center for Neighborhood Technology	No
Luann Hamilton	Chicago Department of Transportation	Abstained
Don Kopec	Chicago Metropolitan Agency for Planning	No
Michael Connelly	Chicago Transit Authority	Abstained
Jennifer Killen	Cook	No
Leon Rockingham	Council of Mayors	No
Christopher Snyder	DuPage	Yes
Pete Harmet	IDOT District One	Yes
Charles Abraham	IDOT Division of Public & Intermodal Transportation	Yes
Bruce Carmitchel	IDOT Office of Planning and Programming	Yes
Rocco Zucchero	Illinois State Toll Highway Authority	Yes
Tom Rickert	Kane	Yes
Emily Karry	Lake	Abstained
Jason Osborn	McHenry	No
David Kralik	Metra	Yes
Peter Skosey	Metropolitan Planning Council	No
Steven Strains	Northwestern Indiana Regional Planning Commission	Abstained
Lorraine Snorden	Pace	Yes
Alicia Hanlon	Will	Yes

The motion carried by simple majority with 10 votes in favor and 7 opposed.

5.0 GO TO 2040/TIP Amendment & Conformity Analysis

Mr. Patronsky stated that the GO TO 2040/TIP Amendment & Conformity Analysis was included in the September 20, 2013 agenda and noted that the analysis included the Illiana Corridor project. On a motion by Ms. Hanlon, seconded by Mr. Carmitchel the committee recommends that the Regional Coordinating Committee and MPO Policy Committee approve the GO TO 2040/TIP Amendment and Conformity Analysis.

6.0 Other Business

None.

7.0 Public Comment

None.

8.0 Next Meeting

The next meeting is scheduled for November 15, 2013.

9.0 Adjournment

On a motion by Mr. Skosey, seconded by Ms. Killen, the meeting adjourned at 11:38 a.m.

Transportation Committee Members:

_____	Charles Abraham	_____	Robert Hann	_____	Leon Rockingham
_____	Reggie Arkell***	_____	Emily Karry	_____	Mike Rogers
_____	Michael Bolton	_____	Jennifer (Sis) Killen	_____	Steve Schlickman
_____	Bruce Carmitchel	_____	Fran Klaas	_____	Joe Schofer
_____	Lynnette Ciavarella	_____	Don Kopec	_____	Peter Skosey
_____	Michael Connelly**	_____	Wes Lujan	_____	Kyle Smith
_____	John Donovan***	_____	Randy Neufeld	_____	Chris Snyder
_____	John Fortmann	_____	Jason Osborn	_____	Steve Strains
_____	Luann Hamilton	_____	Leanne Redden*	_____	Ken Yunker
_____	Alicia Hanlon	_____	Tom Rickert	_____	Rocco Zucchero

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

Chicago Metropolitan Agency for Planning

MAP-21 State / Regional Resources (All figures are in $ millions)

For Consideration November 15, 2013

		FFY 2014			FFY 2015			FFY 2016			FFY 2017			FFY 2018			Summary FFY 2014 - 2018		
FHWA State Resources[1]	**TIP Code**	Federal	Match	Total	Federal	Match	Total	Federal	Match	Total	Federal	Match	Total	Federal	Match	Total	Federal	Match	Total
National Highway Performance Program	NHPP	759.273	189.818	949.091	759.273	189.818	949.091	759.273	189.818	949.091	759.273	189.818	949.091	759.273	189.818	949.091	3,796.365	949.091	4,745.456
Surface Transportation Program	STP-U	182.188	45.547	227.735	181.968	45.492	227.460	181.968	45.492	227.460	181.968	45.492	227.460	181.968	45.492	227.460	910.060	227.515	1,137.575
Highway Safety Improvement Program	HSIP	73.696	8.195	81.891	73.696	8.195	81.891	73.696	8.195	81.891	73.696	8.195	81.891	73.696	8.195	81.891	368.480	40.975	409.455
Bridge[2]	BRR	35.280	8.820	44.100	35.280	8.820	44.100	35.280	8.820	44.100	35.280	8.820	44.100	35.280	8.820	44.100	176.400	44.100	220.500
Recreational Trails	RECTP	1.525	0.381	1.906	1.525	0.381	1.906	1.525	0.381	1.906	1.525	0.381	1.906	1.525	0.381	1.906	7.625	1.906	9.531
Rail-Highway Grade Crossings	RHGC	10.345	1.150	11.495	10.345	1.150	11.495	10.345	1.150	11.495	10.345	1.150	11.495	10.345	1.150	11.495	51.725	5.752	57.477
Transportation Alternatives Program	TAP-S	18.555	4.639	23.194	18.555	4.639	23.194	18.555	4.639	23.194	18.555	4.639	23.194	18.555	4.639	23.194	92.775	23.194	115.969
Statewide subtotal[3]		1,080.862	270.216	1,351.078	1,080.642	258.496	1,339.138	1,080.642	258.496	1,339.138	1,080.642	258.496	1,339.138	1,080.642	258.496	1,339.138	5,403.430	1,292.533	6,695.963
State Matching Funds[4]			794.000			381.000			381.000			381.000			381.000			2,318.000	
FHWA (Regional/Urban) Resources[5]																			
STP Local	STP-L	127.135	31.784	158.919	127.135	31.784	158.919	127.135	31.784	158.919	127.135	31.784	158.919	127.135	31.784	158.919	635.675	158.919	794.594
STP Counties	STP-C	5.389	1.347	6.736	5.389	1.347	6.736	5.389	1.347	6.736	5.389	1.347	6.736	5.389	1.347	6.736	26.945	6.736	33.681
CMAQ	CMAQ	105.471	26.368	131.839	105.471	26.368	131.839	105.471	26.368	131.839	105.471	26.368	131.839	105.471	26.368	131.839	527.355	131.839	659.194
TAP Local	TAP-L	8.651	2.163	10.814	8.651	2.163	10.814	8.651	2.163	10.814	8.651	2.163	10.814	8.651	2.163	10.814	43.255	10.814	54.069
Regional Subtotal		246.646	61.662	308.308	246.646	61.662	308.308	246.646	61.662	308.308	246.646	61.662	308.308	246.646	61.662	308.308	1233.230	308.308	1,541.538
Local Government Match Funds[6]			344.921			344.921			344.921			344.921			344.921			1,724.605	1,724.605
Total Available FHWA/State/Local Resources		**1,327.508**	**1,138.921**	**2,466.429**	**1,327.288**	**725.921**	**2,053.209**	**1,327.288**	**725.921**	**2,053.209**	**1,327.288**	**725.921**	**2,053.209**	**1,327.288**	**725.921**	**2,053.209**	**6,636.660**	**4,042.605**	**10,679.265**
Transit (FTA region-wide)[7,8] (as of 10/17/13)																			
Sect. 5309(m)(2)(a)/New Start	5309A	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Sect. 5309(m)(2)c/5307	5309C	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
5307/5340	5307/5340	237.045	0.000	237.045	237.045	0.000	237.045	245.341	0.000	245.341	253.928	0.000	253.928	262.815	0.000	262.815	1,236.174	0.000	1,236.174
5337 State of Good Repair	5337	200.757	0.000	200.757	200.757	1.000	201.757	207.783	0.000	207.783	215.055	0.000	215.055	222.583	0.000	222.583	1,046.935	0.000	1,046.935
Sect. 5339 Bus and Bus Facilities	5339	13.071	0.000	13.071	13.071	0.000	13.071	13.528	0.000	13.528	14.002	0.000	14.002	14.491	0.000	14.491	68.163	0.000	68.163
TIGER	TIGER	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Transit subtotals by FFY		450.873	0.000	450.873	450.873	0.000	450.873	466.652	0.000	466.652	482.985	0.000	482.985	499.889	0.000	499.889	2,351.272	0.000	2,351.272
State/RTA/Local Transit Funds[9]			291.000			396.000			491.000			1.000			1.000			1,180.000	
Total Available Resources for Transit				**741.873**			**846.873**			**957.652**			**483.985**			**500.889**			**3,531.272**
Total (All Resources)				**3,208.302**			**2,900.082**			**3,010.861**			**2537.194**			**2554.098**			**14,210.537**

TIP Code = fund source designation in the TIP

Notes:

The match ratio used to calculate the match amount is based on the typical match ratio for each fund source.

1. FHWA State Resources are derived from FHWA's Fiscal Management Information System (FMIS) W10A report dated 10/16/13 and IDOT (Office of Planning and Programing)
2. Bridge funds are Off-System STP Bridge funds and funds identified for bridges by IDOT for the seven counties in the CMAP region, in IDOT circular 2013-02 (Revision #1) andFMIS W10A report dated 10/16/13.
3. Federal resources do not include Metropolitan Planning or State Planning and Research (SPR) funds. These funds are 16.189 and 20.180 in FFY14. SPR funds are deducted from NHPP, STP, HSIP, and CMAQ per MAP-21 http://www.fhwa.dot.gov/map21/apportionment.cfm
4. State matching funds for FY 2014 - 2018 are from the IDOT Proposed Multi-Modal Transportation Improvement Program for 2014-2019. http://www.dot.state.il.us/opp/hip1419/html/district/mtip.pdf
5. Regional resources are based on FHWA suballocation of apportionment guidance (http://www.fhwa.dot.gov/map21/qandas/qasuballocation.cfm) and IDOT memorandums and circulars pertaining to regional resource allocations for STP-L, TAP-L, BRR, STP-C.
6. Local match resources are derived from distributions to local units of government by IDOT. Motor Fuel Tax (MFT) along with other grant programs comprise these funds. The SFY 2012 IDOT For the Record report documents these funds. http://www.dot.state.il.us/ftr2012/hwyimprov.htm
7. Transit resources are provided to CMAP by the RTA and are current as of 010/17/13. Federal transit resources are primarily FTA formula funds and do not include competitive grants such as CMAQ that the service boards are eligible to apply for.
8. FTA grants require a 20% match. To fulfill the match requirement CTA, Metra, Pace, and RTA may provide a cash match, but routinely use Transportation Development Credits in lieu of a cash match. It is anticipated that Transportation Development Credits will continue to be used a a match for the foreseeable future.
9. These funds are comprised of bonds, sales tax, local funds, etc. for use on capital projects, as reported by the RTA.

UIC Urban Transportation Center
UNIVERSITY OF ILLINOIS AT CHICAGO
COLLEGE OF URBAN PLANNING & PUBLIC AFFAIRS

Ms. Teri Dixon
Chicago Metropolitan Agency for Planning
Transportation Committee
233 South Wacker Drive, Suite 800
Chicago, IL 60606

November 5, 2013

Dear Teri:

On behalf of the faculty, staff and students at the Urban Transportation Center at UIC, I very much look forward to addressing the CMAP Transportation Committee at the regular meeting on Friday, November 15.

Through the national research centers to which we belong, regular support from IDOT, and other sponsors, the UTC is engaged a wide range of research that is not only applicable to advancing transportation in our region and state, but many of which has national import. Attached you'll find a document providing a complete summary of UTC research underway or scheduled to begin in 2014 for the Transportation Committee meeting packet. This report provides insight on these key project elements:

- The name of the project and a short description.
- The agency or organization providing the funding.
- The dollar amount of the project.
- And, the research project manager.

We look forward to getting the Committee's reaction to our current research and discuss with them ideas for future research that would be helpful to the region that we might pursue. In the meeting I plan to deliver a ten to fifteen minute presentation using PowerPoint slides. Please reply with questions, and thanks again for this opportunity.

Sincerely,

Stephen E. Schlickman
Executive Director

UIC Urban Transportation Center
UNIVERSITY OF ILLINOIS AT CHICAGO
COLLEGE OF URBAN PLANNING & PUBLIC AFFAIRS

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TRANSPORTATION RESEARCH PROJECTS UNDERWAY IN 2013

1. "Behavioral Freight Movement Model." CFIRE Partnership. Research centers on a behavioral microsimulation model for multimodal freight movement that can be used to develop strategies to cope with the changes in both the volume and the flow pattern of freight traffic in the United States.
   Budget: $500,000. Project Managers: Prof. Kouros Mohammadian/Prof. Kazuya Kawamura.

2. "Evaluation of Urban Freight Delivery Strategies." CFIRE Partnership. This research examines effectiveness of common strategies to improve efficiencies and reduce conflicts associated with urban freight delivery. Modeling of delivery vehicle tour patterns and cooperative delivery and examination of truck/pedestrian/bicyclist conflicts using video recordings are being carried out.
   Budget: $300,000. Project Manager: Prof. Jane Lin/Prof. Kazuya Kawamura.

3. "Transit Agency Adaptation to Extreme Weather Events." National Center for Transit Research. This project will develop greater detail about the decision process, costs, perceived risks and tradeoffs transit planners and managers consider when coping with potentially damaging weather. The impact of this research is on the engineering/construction industry and provides a possible approach for minimizing the construction timeframe.
   Budget: $300,256. Project Manager: Prof. P.S. Sriraj.

4. "CN Freight Intermodal Terminals." NuRail. This project examines land use impacts of intermodal terminals in Will County, Illinois using industrial and commercial property assessment data. The researchers will analyze not only the areas adjacent to the terminals, but also examine effects on the areas along the area expressways that carry freight traffic generated by the terminals.
   Budget: $12,654. Project Manager: Prof. Kazuya Kawamura.

5. "Cook County Traffic Counts." Cook County Department of Transportation and Highways. Student researchers from the Urban Transportation Center will be engaged as needed to record traffic counts at selected highways within the county.
   Budget: $15,000. Project Manager: Prof. Kazuya Kawamura.

6. "Cook County Long-Range Plan." URS Corporation. As a sub-contractor to URS, the Urban Transportation Center will provide support for land use/socioeconomic projections through various modeling applications, support the Regional I freight analysis, and oversee the strategic implementation of the recommended plan.
   Budget: $90,000. Project Manager: Prof. Steve Schlickman.

7. "Chicago Public Schools Children and Public Transportation." National Center for Transit Research. Researchers will study how to encourage physically challenged Chicago public school children to use existing forms of public transportation over paratransit options.
   Budget: $253,672. Project Manager: Prof. P.S. Sriraj.

8. "Environmental Impact of Rail Infrastructure in Illinois. NuRail. This project aims to increase the effectiveness and efficiency of environmental impact assessment of rail infrastructure by providing a system view of sustainability and a spatial database for rail planning and management. It has incorporated state-of-the-art academic research findings as well as legislation and government guidelines in a comprehensive "sustainable rail scorecard" that covers the efficiency, safety, public health, ecological stress, emissions, and socioeconomic impacts.
   Budget: $26,623. Project Manager: Prof. Ning Ai.

9. "High-Speed Rail in Illinois." Illinois Department of Transportation. This research is a key component in a larger project concerning the engineering, ridership, and financial viability of 220 m.p.h. rail service in the State of Illinois. A full report was release in mid-2013. Further study will address ridership and the costs for developing the project.
   Budget: $293,333. Project Manager: Prof. Kazuya Kawamura.

10. "Integration of Transportation Modes." Illinois Department of Transportation. Chicago area roadways are chronically congested. This study will attempt to increase interconnectivity between various transit modes to attract more new riders off existing roads, reduce travel times for existing riders, and create more travel opportunities for all commuters and travelers.
    Budget: $237,655. Project Manager: P.S. Sriraj .

11. "Management Pro Training." Metra. This project will provide support for the development of a continuing education curriculum for Metra managers.
    Budget: $20,374. Project Manager: Prof. Erica Adams/ Kate Pravera.

12. "Mobility Management Surveys." National Center for Transit Research. This study will include conducting surveys nationwide of human services transportation users to determine the effectiveness of these programs and the economic and quality of life impacts they have on their users. This study will attempt to answer these questions and investigate quality of service and ease of access from the perspective of the user
    Budget: $108,547. Project Manager: Prof. P.S. Sriraj.

13. "Mobility Management Case Studies." Illinois Department of Transportation. This study proposes to conduct a series of case studies of states and regions that have explored the issue of integration of modes of transportation.
    Budget: $52,714. Project Manager: Prof. P.S. Sriraj.

14. "Development of a Transit Mode of Choice Model." Illinois Department of Transportation. In this study, researchers will adopt a discrete choice modeling approach for the mode choice model and to evaluate its performance. The model will provide a state-of-the-art tool that will support a process for forecasting and policy analysis.
    Budget: $85,513. Project Manager: Prof. Kouros Mohammadian.

15. "New Starts Ranking." Illinois Department of Transportation. The UTC will develop a method for the ranking of proposed rail transit expansion projects in Northeastern Illinois.
    Budget: $88,430. Project Manager: Prof. P.S. Sriraj.

16. "Next Generation Intermodal Passenger Transportation System." Illinois Department of Transportation. This research is part of a planned two- phase study that seeks to identify challenges to intermodal transportation in the Northeastern Illinois Region and identify ways to rectify them, particularly focusing on "last mile" transit access problems.
    Budget: $249,970. Project Manager: Prof. Nebiyou Tilahun.

17. "Pedestrian and Bicyclist Safety at Rail Grade Crossings." NuRail. This research will continue a previous study completed in mid-2013 by centering on rail grade crossings at Chicago Transit Authority rapid transit trains stations.
    Budget: $26,156. Project Manager: Prof. Paul Metaxatos.

18. "States Safety Oversight Agency." Illinois Department of Transportation. This project will provide support for IDOT's MAP 21 States Safety Oversight Agency (SSOA.) UTC researchers will help IDOT implement state safety oversight responsibilities under MAP 21, which mandates that state DOTs oversee transit bus and rail activities in their respective states.
Budget: $302,370. Project Manager: Prof. Nady Moini.

19. "The TRANPRO Information Management System." Illinois Department of Transportation. The TRANPRO Information Management System is an online resource that hosts information on Illinois public and specialized transportation providers. The information is searchable by region or provider name and is available to the public.
Budget: $458,000. Project Manager: Lise Dirks.

20. "The TRANPRO Information Management System." Illinois Department of Transportation. The Veterans Transportation and Community Livability Initiative project will develop a one-click website to assist Illinois veterans in accessing existing public and specialized transportation services targeting specific needs. The project will integrate local public transportation, intercity travel, and specialized services such as ride sharing, car sharing and volunteer driver programs.
Budget: $362,000. Project Manager: Lise Dirks

21. "Transit Value Capture." National Center for Transit Research. This project has the goal of investigating best practices in cooperation between transit capital planners, municipal/regional taxing authorities, and private developers in using value capture as a funding tool. This academic year, the Value Capture project focused on completing a literature review and conducting case study site visits in selected major metropolitan markets. Visits to New York and San Francisco are completed, and research for Washington, D.C. and Chicago continues.
Budget: $314,550. Project Manager: Prof. P.S. Sriraj, Jordan Snow.

22. "Metropolitan Transportation Support Initiative." METSI was created with a grant from the Illinois Department of Transportation (IDOT) to address current and emerging issues of urban transportation and to continue projects already in process. METSI research is managed by Prof. P.S. Sriraj.

The UTC currently is working on these projects:

- "Land Use Model Development." This project was implemented to calibrate the Urbansim Land use model for the Chicago Metropolitan region.
- "Transit Sustainability Indicators." This project intended to shed light on and understand the concepts of livability and sustainability as well as the indicators and factors associated.

"Freight & Built Environment." The aim of this research is to analyse and understand truck parking problems in urban areas using truck parking violation records in Chicago.

- "Volunteer Transportation Information System." The core idea behind the Volunteer Transportation Information System (VTIS) is to utilize crowd-sourcing technology to obtain real-time transportation information from travelers.

TRANSPORTATION RESEARCH PROJECTS SCHEDULED TO BEGIN IN 2014

1. "A Prioritization Framework to Improve Resource Allocations for Bike and Pedestrian Facilities." National Center for Transit Research match. This study proposes development of a comprehensive framework to prioritize projects seeking to improve opportunities for walking and cycling, considering user safety and existing conditions. This approach can provide a tool in the hand of decision makers to incorporate cost-effective and educated decisions to allocate budget dollars efficiently.
   Estimated Budget: $76,200. Project Manager: Prof. Nady Moini.

2. "Optimal Rail Service Planning in a Passenger-Freight Shared Corridor." National Center for Transit Research match. Shared rail corridors between freight and passenger trains are prevalent in the U.S. This study proposed development of an integrated, hypergraph-based approach that will attempt to minimize system costs within shared corridors while meeting operating requirements.
   Estimated Budget: $71,000. Project Manager: Prof. Bo Zou.

3. "Stakeholder Decision Support Tool for Economic Development and Transit Planning for Metropolitan Chicago." NuRail match. The migration of labor and capital from the city to suburban communities pose transit planning challenges. This research will expand upon an existing planning tool in these ways: Updating with recent data, expanding to make it relevant for business location decisions, and expanding for use by suburban planning bodies.
   Estimated Budget: $100,000. Project Manager: Prof. Teresa Cordova, Great Cities Institute.

4. "Manufacturers' Use of Industrial Rail Spurs in Metropolitan Chicago." NuRail match. This research will explore use of rail spurs by manufacturers as an alternative to trucking. It will address the kinds of manufacturers that use and don't use rail spurs, the perspective from railroads, and whether new technology is changing perceptions.
   Estimated Budget: $60,000. Project Manager: Howard Wial, Center for Economic Development.

5. "Online Tool for Computing and Presenting Regional Accessibility Measures." National Center for Transit Research match. The goal of this project is to develop innovative metrics for measuring *multimodal accessibility* in the Chicago metropolitan region and integrating these measures into an open online interactive tool for use by planners.
   Estimated Budget: $100,000. Project Manager: Nibyou Tilahun.

6. "How Can Healthcare and Municipal Planning Lead to Greener Transportation Outcomes?" National Center for Transit Research match. The City of Chicago issued an ordinance requiring large employers to reduce the number of employees who drive alone. This research will study commuting patterns by workers, patients and visitors at two Chicago healthcare organizations to ascertain factors that lead to their commuting decisions.
   Estimated Budget: $139,917. Project Manager: Prof. Ning Ai.

7. "Public Transit to Public Lands: The Nature Express." National Center for Transit Research match. In partnership with the Cook County Forest Preserve District, this project will develop transit strategies to connect low-income individuals, disadvantaged families and people of color to Cook County Forest Preserves in a meaningful way.
   Estimated Budget: TBD. Project Manager: Prof. Steve Schlickman.

# # #

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: **CMAP Working Committees**

From: **Alex Beata, Associate Policy Analyst**

Date: October 28, 2013

Re: Updated Implementation Action Area Tables

As part of the GO TO 2040 plan update, the FY 2014 work plan calls for a review of the implementation action tables found at the end of each of the twelve chapters in GO TO 2040. Specifically, the work plan calls for these actions to be updated to reflect their implementation status. This project does not envision the drafting of new implementation action areas, but some actions may be added within the areas.

Over the past two months, CMAP staff has worked to identify implementation examples, collaborating with the various working committees to do so. Any remaining feedback from the working committees is requested via email to the CMAP staff liaison by November 27, 2013.

In October 2013, CMAP staff conducted an internal review to determine the high-level status of each implementation action – classifying each as "retain", "revise", "complete", or "delete" – and providing a brief rationale for each classification. At their November meetings, CMAP staff is asking the working committees to review those classifications for relevant plan chapters.

ACTION REQUESTED: Discussion

Invest Strategically in Transportation

Implementation Action Area #1: Find Cost and Investment Efficiencies

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Prioritize maintenance and modernization projects when making investment decisions	State (IDOT, Tollway), RTA, CTA, Metra, Pace, counties, municipalities	Investments that maintain and modernize the transportation system should be prioritized over major expansion projects. This modernization focus should serve as a policy backdrop for our transportation investment decisions on both the highway and transit side. Furthermore, research and planning staffs from implementing agencies should conduct more in-depth studies on the impacts of cost-effective modernization strategies, including the procurement of more state-of-the-art buses and trains. Other enhancement and modernization strategies include traveler information systems, bicycling and pedestrian improvements, better pavement materials, signal timing, and other intelligent transportation system (ITS) improvements. Projects of all types should take a multimodal approach, seeking to improve conditions for all travelers, including bicyclists and pedestrians.	Revise

Implementation Examples:

- The Illinois Tollway's 15-year, $12 billion capital program, *Move Illinois*, includes $8.32 billion to meet existing needs. Those projects include the reconstruction and widening of the Jane Addams Memorial Tollway, reconstructing the central Tri-State Tollway and Edens Spur, as well as preservation work on the Reagan and Veterans Memorial Tollways and other projects.

Rationale for Retain/Revise/Complete/Delete Assessment:

- Most of the text focuses on modernization strategies. Consider referring to more proactive maintenance practices (e.g. pavement management systems) as well.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Develop and utilize transparent evaluation criteria for the selection of projects, particularly ones adding capacity	State (IDOT, Tollway), CMAP, RTA, Metra, Pace, CTA	Well defined criteria are needed for the selection of projects, particularly new roads, projects adding capacity to existing facilities, and new or increased transit service. This will help make the process of allocating state and federal funds more transparent for the general public and allow for the most crucial improvements and projects to be completed first with the finite resources available. CMAP has developed a set of criteria for evaluating major capital projects. IDOT, CMAP, and the transit agencies should coordinate on the use of these criteria and evaluate existing quantitative models for their degree of rigor and robustness. These evaluation criteria should be developed and vetted using a transparent regional process.	Revise

Implementation Examples:

- Performance-based programming continues to be a top priority for CMAP. In April 2013, CMAP published its "Performance-Based Funding for Transportation: A Compendium", a compilation of the agency's work in this area over the past two years. The compendium includes a summary of findings from the two peer exchanges held in 2012.
- In response to direction from the CMAP Board, staff launched the "Performance-Based Funding" microsite in May 2013. The microsite provides an interactive, visual platform to explain the policy issues related to performance-based funding. It provides background information on the topic and features CMAP's recommended approach to performance-based funding, which is largely based on the North Carolina DOT example presented at the 2012 peer exchange. Staff also published a brochure version of the microsite, which was mailed out to northeastern Illinois state legislators in late spring 2013.
- CMAP staff will continue to provide educational materials on performance-based programming, and to promote the concept with state legislators and transportation agencies. In FY 2014, CMAP staff has begun the process of assessing its own programming practices and data sources. Performance-based programming is a core

component of the FY 2014 work plan, and includes projects related to TAP and the CMAQ program, the prioritization and development of regional performance measures, modeling and analytical development for programming, data management, and targeting infrastructure investment for plan implementation.

Rationale for Retain/Revise/Complete/Delete Assessment:

- The first sentence is redundant, and could be reworded to say "particularly for new facilities or projects that add capacity to existing facilities". Also, this text could be an opportunity to refer to CMAP's FY 2014 performance-based programming work.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Ensure that the region's transportation projects are based on the above performance measures and align with the priorities of *GO TO 2040*	CMAP	CMAP has an important role to play in terms of whether or not finances should be allocated to transportation projects based on the above performance criteria, and whether the projects satisfy the direction of the long range plan, *GO TO 2040*. Changes and amendments to the TIP is the process by which such decisions can be made. CMAP staff should use criteria to measure the performance of projects, particularly larger, capacity-adding projects, in the TIP and make recommendations on action to the CMAP Board and MPO Policy Committee, who hold final say on whether or not projects should be included.	Retain

Implementation Examples:

- In 2012, CMAP staff performed an internal review of the TIP and how the projects within it align with the principles of GO TO 2040. Staff will continue to analyze the TIP in FY 2014, considering how the TIP could be transformed into a decision tool to help govern the allocation of transportation funding.
- The region's FFY 2011 project awards and obligations annual report has been updated to show the region's investments based on maintenance, modernization and expansion.

Rationale for Retain/Revise/Complete/Delete Assessment:

- This action refers to more aggressively policing the TIP as a way to advance regional policy objectives. This action remains a priority for CMAP and the region.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Improve decision making models used for evaluating transportation projects	CMAP	CMAP should continue to lead in developing the analytical tools and techniques for project evaluation. As the agency coordinates planning for transportation, land use and housing, environment, and economic development, the quantitative models employed to make these evaluations should be upgraded toward integrated models with transportation, land use, and economic components.	Retain

Implementation Examples:

- Performance-based programming is a core component of the FY 2014 work plan, and includes projects related to the prioritization and development of regional performance measures, modeling and analytical development for programming, and data management.

Rationale for Retain/Revise/Complete/Delete Assessment:

- This action remains a priority for CMAP and the region.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Identify methods and technologies to improve operational efficiency of the transit system	RTA	The RTA should focus its efforts on addressing the system's fiscal health, particularly pursuing strategies for improving operating efficiencies and ending the continual cost increases that have compromised the integrity of the system.	Retain

Implementation Examples:

- The Ventra fare payment system, launched in 2013, has been a joint effort between CTA and Pace. As a contactless system with multiple payment options, Ventra should improve the convenience and efficiency of transit operations.
- In September 2014, RTA proposed a new process to work with the service boards to create shared procurement systems.
- CMAP's Congestion Mitigation and Air Quality Improvement (CMAQ) program has provided funding to the RTA for transit signal priority corridors and signal interconnect projects. For example, the RTA received funding for the "Regional Transit Signal Priority Integration Plan, Five Year Implementation; Priority Corridors" program in the FY 2012-2016 CMAQ program.

Rationale for Retain/Revise/Complete/Delete Assessment:

- This project remains a priority for CMAP and the region.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Revise the federal "New Starts" program for transit	Federal (U.S. DOT)	The Federal New Starts program is a competitive grant process that funds transit system expansions. While expansions are vital for many parts of the U.S., older and more well-developed systems should have the option to use these funds for badly needed maintenance and modernization efforts. The current New Starts program creates a strong incentive to pursue expansions, when maintenance and modernization should be the region's top priority. The criteria for federal New Starts grants should be expanded to support reinvestment in existing infrastructure rather than solely new expansions. Further, FTA regulations concerning use of funds for engineering of transit projects are stricter than those governing highway projects, and should be changed to create a "level playing field."	Revise

Implementation Examples:

- MAP-21, the current federal transportation authorization, modified the project eligibility for the New Starts program to include "core capacity" projects that increase capacity on existing facilities by at least 10 percent. MAP-21 did not address the "level playing field" in engineering requirements for highway and transit projects.
- In January 2013, the FTA finalized other changes to the New Starts program. These reforms streamline the administrative review process for applicants to both programs and apply broader evaluation criteria to proposed projects. More specifically, these changes expand the program's environmental criteria to include measures of human health, energy use, and safety, along with the traditional air quality criteria. They also include affordable housing in the consideration of economic development factors. Further, these reforms change the methodology for measuring a proposal's cost-effectiveness.

Rationale for Retain/Revise/Complete/Delete Assessment:

- MAP-21 largely addresses the expansion bias in New Starts, but the "even playing" field for engineering requirements persists.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Develop regional infrastructure funding programs for plan implementation	State (IDOT), CMAP	Create a pilot program meant to focus infrastructure funds to implement local comprehensive plans, modeled on programs in Atlanta and San Francisco. Allocate a portion of funds currently programmed by the state (STP) and by CMAP (CMAQ) for this purpose. Retain the current programming of local STP funds, but encourage programmers to consider livability in their funding decisions.	Revise

Implementation Examples:

- CMAP's FY 2014 work plan includes a project titled "Targeting Infrastructure Investment for Plan Implementation". This project will investigate the potential for focusing investments on particular places based on criteria such as job density, proximity to existing infrastructure, and other measures that represent livability. The research will investigate the applicability of other regional models to the CMAP region and research potential funding sources.

Rationale for Retain/Revise/Complete/Delete Assessment:

- Potentially revise the text based on outcome of current CMAP research.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
End the "55-45" split for Illinois transportation dollars and make investment decisions based on metrics of need	IDOT	Northeastern Illinois continues to be plagued by a non-statutory funding split which allocates 55 percent of road funding to downstate districts and 45 percent to northeastern Illinois. Transparent performance driven criteria should be used to drive investments rather than an arbitrary split.	Retain

Implementation Examples:

- CMAP launched its "Performance-Based Funding" microsite in 2013. The microsite includes educational material on the 55/45 split, and offers an alternative way to allocation transportation funds in Illinois. The microsite is the culmination of other staff research efforts into this topic, as outlined in the report, "Performance-Based Funding for Transportation: A Compendium".

Rationale for Retain/Revise/Complete/Delete Assessment:

- This action remains a priority for CMAP and the region.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Revise the process of state capital program funding in Illinois	State (General Assembly)	Funding for transportation capital improvements should be included as part of the annual budgetary process, rather than in the form of "state capital program" bills, which typically occur only every 10 years. Furthermore, project selection should be based upon performance based criteria rather than on earmarks.	Revise

Implementation Examples:

- CMAP's current principles for a new state capital program acknowledge the need to move beyond boom-and-bust cycles, and call for the following three reforms: the addition of new user-fee generated revenues, the end of the 55/45 split and a move toward performance-based funding, and the provision of new state capital funding for both highways and transit.
- CMAP provided an analysis of the financing for the current state capital program, Illinois Jobs Now!, in spring 2013. That analysis highlighted revenue shortfalls for some of the new tax sources used to finance the capital program's debt service.

Rationale for Retain/Revise/Complete/Delete Assessment:

- Reword. The State *does* provide capital for transportation as part of the annual budget process (primarily through the annual and multiyear Highway Improvement Programs); the point here is about the boom-and-bust cycles of the episodic state capital programs (FIRST, Jobs Now!,…). Also, reword last sentence to remove second "based".

Implementation Action Area #2: Increase Motor Fuel Taxes in the Short Term, and Institute a Replacement in the Long Term

Action	**Lead Implementers**	**Specifics**	**Retain/Revise/ Complete/Delete**
Implement an eight cent increase of the state's motor fuel tax and index it to inflation	State (General Assembly)	This would require an act of the Illinois General Assembly and the Governor. An increase in the state's MFT presents the best option for short-term increase in revenues for transportation funding. The tax should be indexed to the rate of inflation to combat the decrease in purchasing power that occurs over time. A portion of these proceeds should be devoted to funding transit.	Retain

Implementation Examples:

Rationale for Retain/Revise/Complete/Delete Assessment:

- This action remains a priority for CMAP and the region.
- Note that this action is relevant to the GO TO 2040 Financial Plan. It may be revisited to ensure consistency with the revised Financial Plan.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Implement an increase of the federal motor fuel tax and index it to inflation rate	Federal (Congress)	This would require an act of the U.S. Congress and the President. The federal MFT was last increased in 1993. Index the tax to the rate of inflation.	Retain

Implementation Examples:

Rationale for Retain/Revise/Complete/Delete Assessment:

- This action remains a priority for CMAP and the region.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Conduct a detailed study of potential gas tax replacement revenue mechanisms, particularly "pay-as-you-drive" fees like a vehicle miles traveled fee	Federal (U.S. DOT), CMAP	As the fuel efficiency of automobiles increases along with the use of non-petroleum based fuels, there will be a long term need to replace the MFT. This could take the form of a VMT fee. Existing Global Positioning System (GPS) technology has the dynamic potential to charge fees based upon location/roadway and time of day.	Retain

Implementation Examples:

- In September 2012, CMAP staff analyzed the impact of rising fuel economy standards on transportation funding. The policy update estimated that new CAFE standards would decrease MFT revenues by 36 percent through 2040.
- CMAP's FY 2014 work plan calls for a "Regional Revenues" report to investigate potential new sources of transportation funding. CMAP's Regional Tax Policy Task Force recommended that Northeastern Illinois should follow the lead of other regions around the country that are pursuing and utilizing regional revenue sources for regional needs, namely capital investments for transportation infrastructure projects. In FY 2013, staff completed a draft detailed analysis of potential non-federal or state revenues to be derived from the imposition of new user fees or other efficient forms of taxation that capture the incremental value created by infrastructure improvements. In FY 2014, staff will release this report and coordinate an outreach campaign to move the regional conversation forward on sustainable regional revenues.

Rationale for Retain/Revise/Complete/Delete Assessment:

- This action remains a priority for CMAP and the region.
- Note that this action is relevant to the GO TO 2040 Financial Plan. It may be revisited to ensure consistency with the revised Financial Plan.

Implementation Action Area #3: Implement Congestion Pricing on Select Road Segments

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Complete operational study of the potential congestion pricing projects	State (IDOT, Tollway), CMAP	Complete the operational impact study on the three alternatives identified by the Regional Congestion Pricing Study undertaken by the Tollway, MPC and WSA. The three alternatives are I-90/94 Kennedy Reversibles between Edens I-94 and Ohio St, I-90 Jane Addams between I-290 and I-294, and I-55 Stevenson between I-294 and I-90/94.	Revise

Implementation Examples:

- In late 2012, CMAP launched a new microsite to demonstrate the need for congestion pricing as a tool to manage traffic and help pay for infrastructure improvements. The site features new computer-modeled analysis by CMAP and describes significant benefits of congestion pricing, which uses "express toll lanes" to manage traffic for faster, reliable travel times. If it were implemented on five new construction projects, express-lane drivers during the morning rush would reach their destinations 31 to 66 percent quicker, at a modest additional cost.
- The above study looked at five expressway projects as recommended by the GO TO 2040 comprehensive regional plan. These included two new facilities -- the Illinois Route 53 north extension and Illinois Route 120 bypass and the Elgin-O'Hare West Bypass -- plus new lanes on the I-90 Addams Tollway, the I-290 Eisenhower Expressway, and the I-55 Stevenson Expressway.

Rationale for Retain/Revise/Complete/Delete Assessment:

- The Tollway/MPC project was completed. CMAP's congestion pricing study investigated the fiscally-constrained major capital projects included in GO TO 2040, which do not exactly coincide with the projects specifically identified in this action.
- Note that this action is relevant to the GO TO 2040 Financial Plan. It may be revisited to ensure consistency with the revised Financial Plan.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Implement congestion pricing pilot projects	State (IDOT, Tollway), CMAP, RTA, Pace, CTA, CDOT	Utilizing information collected in the regional and project level studies conducted, implement regional congestion pricing pilot projects. I-90 and I-55 are managed lanes projects specifically recommended in *GO TO 2040* -- these should be prioritized.	Revise

Implementation Examples:

- The Illinois Tollway's I-90 Corridor Planning Council and IL-53/120 Blue Ribbon Advisory Council recommended congestion pricing for both those expressway projects. The Tollway board would need to approve both those implementations, with construction on the I-90 Addams Tollway additional lane project beginning as soon as next year. As a new expressway, the IL-53/120 project will take additional time.
- IDOT is already evaluating congestion pricing as part of constructing a new lane on the I-55 Stevenson expressway. Likewise, IDOT is looking at it as part of plans to improve travel on the I-290 Eisenhower expressway. CMAP's research also indicates that congestion pricing could be successfully implemented on the new Elgin-O'Hare West Bypass.

Rationale for Retain/Revise/Complete/Delete Assessment:

- Include I-290 in the list of highway corridors.
- Note that this action is relevant to the GO TO 2040 Financial Plan. It may be revisited to ensure consistency with the revised Financial Plan.

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Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Fund supportive transit projects with revenues generated	State (IDOT, Tollway), RTA, Metra, Pace, CTA	To alleviate potential equity issues created by the higher fees on road segments, there will be a need to increase transit service in the vicinity of the congestion pricing. Congestion user fees will be used to fund the increased service.	Revise

Implementation Examples:

Rationale for Retain/Revise/Complete/Delete Assessment:

- Congestion pricing of express toll or HOT lanes is unlikely to generate substantial revenue beyond the project's operations and maintenance costs. On IDOT roads, any revenue after the cost of toll collection could potentially be allocated in a number of ways. See CMAP's Policy Update on the topic.
- Note that this action is relevant to the GO TO 2040 Financial Plan. It may be revisited to ensure consistency with the revised Financial Plan.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Fund arterial improvements with revenues generated	State (IDOT, Tollway), counties, municipalities	Congestion pricing can cause increased traffic diversion on to parallel arterials in local communities. The increased traffic may cause unintended congestion problems for local users of the arterials and infrastructure solutions maybe required. Congestion fees will be used to fund the mitigation solutions.	Revise

Implementation Examples:

Rationale for Retain/Revise/Complete/Delete Assessment:

- Congestion pricing of express toll or HOT lanes is unlikely to generate substantial revenue beyond the project's operations and maintenance costs. Further revise this action because congestion pricing on new capacity will not cause traffic spillover.
- Note that this action is relevant to the GO TO 2040 Financial Plan. It may be revisited to ensure consistency with the revised Financial Plan.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Conduct further study of congestion pricing and managed lanes strategies with special attention paid to major capital projects	State (IDOT, Tollway), CMAP, RTA, Metra, Pace, CTA, counties, municipalities	Many of the constrained and unconstrained road expansion projects would lend themselves to congestion pricing as a potential revenue source. Continued study of these projects is needed to identify the best candidates.	Complete

Implementation Examples:

Rationale for Retain/Revise/Complete/Delete Assessment:

- CMAP has largely completed this work through the research and analysis conducted as part of its congestion pricing campaign.
- Note that this action is relevant to the GO TO 2040 Financial Plan. It may be revisited to ensure consistency with the revised Financial Plan.

Implementation Action Area #4: Implement Pricing for Parking

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Conduct detailed studies on potential parking pricing projects	CMAP, municipalities	Identify potential locations/areas where pricing for parking could be implemented and study the potential effects.	Retain

Implementation Examples:

- In April 2012, CMAP published "Parking Strategies to Support Livable Communities" as part of its larger series of model ordinances and toolkits. The report is provided to help communities address their parking concerns with the end goal of making our communities more livable. The paper explains how to do a parking survey, how to effectively engage stakeholders, and describes more than a dozen strategies to manage parking; it also takes a detailed look at the costs of parking structures and available financing mechanisms.
- Through the LTA program, CMAP has completed parking surveys for downtown Hinsdale and the Chicago neighborhoods of Wicker Park and Bucktown. The surveys are part of a process to understand the imbalances of supply and demand and to make recommendations for pricing and other parking management strategies. CMAP has also committed to working with the City of Berwyn and downtown Chicago to evaluate parking management through the LTA program.

Rationale for Retain/Revise/Complete/Delete Assessment:

- This action remains a priority for CMAP and the region.
- Note that this action is relevant to the GO TO 2040 Financial Plan. It may be revisited to ensure consistency with the revised Financial Plan.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Implement parking pricing, including variable pricing parking projects	Municipalities	In almost all cases, local governments have authority over parking and would be the implementer and collect the generated fees. On-street parking, as close to a business as possible, is the most convenient type of parking for potential customers, and using pricing to keep these spots available for short-term use should be a high priority.	Retain

Implementation Examples:

Rationale for Retain/Revise/Complete/Delete Assessment:

- This action remains a priority for CMAP and the region.
- Note that this action is relevant to the GO TO 2040 Financial Plan. It may be revisited to ensure consistency with the revised Financial Plan.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Encourage subregional planning studies to include a parking pricing component	CMAP, RTA	The use of both on and off-street parking should be analyzed as part of any subregional planning study that considers transportation. This may include studies at the corridor or downtown business district or even the industrial/office park planning levels.	Retain

Implementation Examples:

Rationale for Retain/Revise/Complete/Delete Assessment:

- This action remains a priority for CMAP and the region.

Implementation Action Area #5: Find Other Innovative Finance Mechanisms

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Pass general state enabling legislation for public private partnerships	State (General Assembly, IDOT, Tollway)	For the state agencies like IDOT and the Tollway to even consider the different types of PPPs would require special enabling laws from the State of Illinois. State agencies are restricted by specific contracting, procurement, and purchasing rules and regulations that act as barriers to PPPs.	Complete

Implementation Examples:

- In 2011, the Public-Private Partnerships for Transportation Act (HB 1091) was signed into law. It provides broad authority for the Illinois Department of Transportation (IDOT) and Illinois Tollway to enter into PPP agreements, with the approval of the General Assembly. The Act includes new or existing roads and highways, intermodal facilities, and passenger rail.
- The statute includes provisions that allow contracts to include development, financing, and operation of highway through a competitive bidding process or a design-build procurement process. Contracts can include provisions requiring the private entity to be partially or entirely responsible for any combination of developing, designing, building, maintaining, financing, or operating the transportation project. Financial obligations taken on by the private entity are not backed by the full faith and credit of the State, which shifts the financial risk to the private entity. The private entity can use tolling or other user fees to finance the transportation project. The Tollway may also enter into public-private partnerships under the law, but may not use them for expanding or reconstructing existing toll roads. Further, the Tollway may not use tolls generated by existing roads to finance public-private agreements for other facilities.

Rationale for Retain/Revise/Complete/Delete Assessment:

- This action was completed when the General Assembly passed and the Governor signed into law HB 1091.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Provide objective analysis of potential projects and strategies	CMAP	CMAP as the regional planning agency can provide objective analysis on potential projects and the different finance models available to state, local, and private agencies. A strong focus should be placed on finding innovative finance mechanisms for major capital projects.	Retain

Implementation Examples:

- CMAP was involved in analyzing funding and financing options for the Illinois Route 53/120 Blue Ribbon Advisory Council, including a value capture analysis. Published in June 2012, the Council's final report includes a menu of revenue options to help fill the project's funding gap. Potential sources include a special service area-based value capture district, a tax increment finance-based value capture district, a 0.25 percent Lake County sales tax, and 0.50 percent Lake County sales tax, and a four-cent Lake County motor fuel tax. That analysis includes both standard Lake County bonding and TIFIA bonding.

Rationale for Retain/Revise/Complete/Delete Assessment:

- This action remains a priority for CMAP and the region.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Consider public private partnerships in project development	State (IDOT, Tollway), CMAP, RTA	Based upon the analysis of potential projects and financing strategies, agencies should consider the use of PPPs on a project-by-project basis.	Retain

Implementation Examples:

Rationale for Retain/Revise/Complete/Delete Assessment:

- This action remains a priority for CMAP and the region.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Conduct detailed value capture studies	RTA	To generate new funding for transit, the region needs to consider different value capture techniques on potential new or expanded transit infrastructure projects. The increased revenues can be used to offset operations deficits.	Retain

Implementation Examples:

- CMAP commissioned a report titled "Transit Value Capture Analysis for the Chicago Region" in December 2010. The report analyzed the legal barriers and potential vehicles to implement value capture in Illinois, focusing on Tax Increment Financing and Special Service Areas, along with impact fees. The report estimated the value capture potential for the Oakton Street Yellow Line station.

Rationale for Retain/Revise/Complete/Delete Assessment:

- This action remains a priority for CMAP and the region.
- Note that this action is relevant to the GO TO 2040 Financial Plan. It may be revisited to ensure consistency with the revised Financial Plan.

Increase Commitment to Public Transit

Implementation Action Area #1: Improve the Fiscal Health of Transit

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Strengthen RTA efforts on financial oversight	RTA, CTA, Metra, Pace	The RTA is charged with the financial oversight of the transit system. The recent funding crisis has highlighted the importance of this responsibility. In collaboration with the service boards, the RTA should focus its efforts on addressing the system's fiscal health, including increasing efficiencies and limiting cost increases moving forward.	Retain

Implementation Examples:

Rationale for Retain/Revise/Complete/Delete Assessment:

- This action remains a priority for CMAP and the region.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Direct a portion of congestion/parking pricing revenues to transit	State (IDOT, Tollway), RTA, counties, municipalities	Congestion pricing and parking pricing are recommended within *GO TO 2040*. The revenues from these sources should be used in part for supportive transit service. For example, revenues from congestion pricing should be used to support increased transit service in the same corridor as the priced facility, or to improve connections to service in the corridor.	Retain

Implementation Examples:

Rationale for Retain/Revise/Complete/Delete Assessment:

- This action remains a priority for CMAP and the region.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Use other innovative funding sources	State (IDOT, Tollway), CMAP, RTA, CTA, Metra, Pace, counties, municipalities	The reliance of the transit system on sales tax has contributed to its current funding crisis. CMAP, in conjunction with potential funding partners, should investigate innovative financing such as value capture, or increasing the state gas tax and allocating a portion of the receipts to transit, in addition to the pricing strategies described above.	Retain

Implementation Examples:

- CMAP commissioned a report titled "Transportation Value Capture Analysis for the CMAP Region" in June 2011. That report analyzed the value capture potential for the Red Line South Extension, one of the fiscally-constrained major capital projects in GO TO 2040. CMAP staff is currently working on a value capture analysis for the CTA's Red/Purple Line Modernization project, also constrained in the plan.

Rationale for Retain/Revise/Complete/Delete Assessment:

- This action remains a priority for CMAP and the region.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Revise the federal "New Starts" program for transit	Federal (U.S. DOT)	The Federal New Starts program is a competitive grant process that funds transit system expansions. While expansions are vital for many parts of the U.S., older and more well-developed systems should have the option to use these funds for badly needed maintenance and modernization efforts. The current New Starts program creates a strong incentive to pursue expansions, when maintenance and modernization should be the region's top priority. The criteria for federal New Starts grants should be expanded to support reinvestment in existing infrastructure rather than solely new expansions. Further, FTA regulations concerning use of funds for engineering of transit projects are stricter than those governing highway projects, and should be changed to create a "level playing field."	Revise

Implementation Examples:

- MAP-21, the current federal transportation authorization, modified the project eligibility for the New Starts program to include "core capacity" projects that increase capacity on existing facilities by at least 10 percent. MAP-21 did not address the "level playing field" in engineering requirements for highway and transit projects.
- In January 2013, the FTA finalized other changes to the New Starts program. These reforms streamline the administrative review process for applicants to both programs and apply broader evaluation criteria to proposed projects. More specifically, these changes expand the program's environmental criteria to include measures of human health, energy use, and safety, along with the traditional air quality criteria. They also include affordable housing in the consideration of economic development factors. Further, these reforms change the methodology for measuring a proposal's cost-effectiveness.

Rationale for Retain/Revise/Complete/Delete Assessment:

- MAP-21 largely addresses the expansion bias in New Starts, but the "even playing" field for engineering requirements persists.

Implementation Action Area #2: Modernize the Region's Transit System

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Focus investments on maintenance and modernization	RTA, CTA, Metra, Pace	Continue to make the maintenance of the system at a safe and adequate level the top priority when making investment decisions. The transit service boards should also pursue opportunities to modernize and upgrade the system as part of routine maintenance to bring the system to a world-class level.	Retain

Implementation Examples:

- The region's service boards have recently made progress in this area. To illustrate, the CTA reconstructed the Dan Ryan (south) branch of the Red Line in 2013. This effort is part of a larger slow zone elimination program.

Rationale for Retain/Revise/Complete/Delete Assessment:

- This action remains a priority for CMAP and the region.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Adopt best practices in new technologies	State (IDOT), RTA, CTA, Metra, Pace, counties, municipalities	Use technological improvements to make the system more efficient. The use of transit signal priority systems, ART concepts, and traffic signal coordination in general are supported, particularly when integrated multimodally to form "smart corridors." Advanced scheduling and operations practices should also be used to improve the efficiency of demand-responsive services. Coordination with agencies that maintain roadways -- namely, IDOT, counties, and municipalities -- will be necessary to achieve some of these improvements.	Revise

Implementation Examples:

- CMAP's Congestion Mitigation and Air Quality Improvement (CMAQ) program has funded adaptive signal control and a Transportation Management Center for some of the county departments of transportation. CMAQ has also programmed funds for transit signal priority corridors.

Rationale for Retain/Revise/Complete/Delete Assessment:

- Replace "smart corridors" with "integrated corridor management". Consider revising the action to "Adopt a pilot project in best practices with new technology".

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Widely implement traveler information systems	RTA, CTA, Metra, Pace	Pursue the widespread implementation of traveler information systems, which can give real-time arrival information, assist in trip planning, inform commuters about parking availability, and serve other purposes. These can include signs at stations, websites and social media, station announcements, and other technologies.	Retain

Implementation Examples:

- The CTA has widely implemented bus and train tracker services to provide more accurate arrival time data to riders. Similarly, Pace launched a revamped Pace Bus Tracker in 2012.
- The CTA has installed next-train arrival signs at many rail stations and next bus arrival signs at high-traffic bus stops. CTA has also created a Do-it-yourself Transit Info Display to encourage businesses near transit stops to display transit wait times.
- CTA makes its transit and bus tracker API data available to application developers to encourage innovation and inclusion of tracking data in 3rd party services. Similarly, CDOT, CTA, Metra and Pace provided data for the Apps for Metropolitan Chicago competition, resulting in the creation of applications that help users track transit and plan trips, inform bikers about Metra train bike access and parking, and social transit user apps. Finally, CTA provides a list of available transit apps and dial/text applications on its website.

Rationale for Retain/Revise/Complete/Delete Assessment:

- This action remains a priority for CMAP and the region.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Consider user perception in vehicle purchases, and station design	RTA, CTA, Metra, Pace	Invest in improvements that make transit more attractive to potential users. State-of-the-art vehicles, clean and attractive stations, safe and convenient pedestrian access, inclusion of public art or other aesthetic features, and the overall appearance of transit has an impact on its use.	Retain

Implementation Examples:

- The CTA recently replaced its 2200-, 2400-, and 2600-series rail cars with 706 new 5000-series rail cars at a total investment of $1.138 billion. Prototype railcars were tested in 2010 and unveiled in 2011.
- CTA distributed an online survey about the seating design of its potential purchase of up to 850 new 7000-series rail cars in 2016.
- The CTA also kicked off the reconstruction of the Wilson Station in 2013.
- Pace chose unique branding and coach-style buses for its Bus-on-Shoulder pilot program on I-55. Similarly, CTA has chosen unique branding and stations for its Jeffrey Jump service, which launched in late 2012.

Rationale for Retain/Revise/Complete/Delete Assessment:

- This action remains a priority for CMAP and the region.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Establish seamless coordination between modes	RTA, CTA, Metra, Pace, counties, municipalities	Coordinate services and fares between the service boards, including pursuit of a universal fare payment system. Also, coordination with bicycle and pedestrian facilities and car-sharing services, which are often used by transit riders, can link transit seamlessly with other modes.	Retain

Implementation Examples:

- HB 3597, passed in 2011, requires the RTA to develop and implement a regional fare payment system across the three service boards. It was signed into law as Public Act 97-0085. The bill requires the new payment system to be implemented by January 1, 2015. RTA is currently analyzing coordinated payment options.
- In 2013, CTA and Pace launched Ventra, the new fare payment system. As a contactless system with multiple payment options, Ventra should improve operational efficiency and provide greater convenience for transit users.

Rationale for Retain/Revise/Complete/Delete Assessment:

- This action remains a priority for CMAP and the region.

Implementation Action Area #3: Pursue High-Priority Projects

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Prioritize among potential bus service increases, extensions, and new service using regionally consistent criteria	RTA, CTA, Metra, Pace	Pursue bus expansion projects in areas where they are most likely to succeed. Expansions should be prioritized in part based on supportive local land use planning and infrastructure investment. The recommendations made above concerning technology and user perception apply here as well. Potential transit markets should be tested with bus-based concepts such as ART or BRT before investing in rail infrastructure.	Retain

Implementation Examples:

- The CTA and CDOT are working with partners to implement BRT in Chicago. The CTA launched the pilot "Jeffrey Jump" in late 2012, and expects to expand service to a new Central Loop Connector in 2015. The agency is currently planning to implement BRT on Ashland Avenue – a corridor chosen in part for its supportive land uses.
- Pace, working with IDOT and other partners, launched its bus-on-shoulder service in November 2011. Partially funded by the CMAQ program, this demonstration project allows Pace to operate its Route 755 and Route 855 buses on the inside shoulder of I-55 to bypass congestion during peak periods. Specific enabling legislation (HB 1884, signed into law as Public Act 097-0292) was required to authorize the two-year pilot project.

Rationale for Retain/Revise/Complete/Delete Assessment:

- This action remains a priority for CMAP and the region.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Include transit components as part of major highway capital projects	State (IDOT, Tollway), RTA, CDOT, CTA, Metra, Pace	Include planning for transit (in most cases BRT, but also rail in some cases) within highway projects recommended in the plan, including the Elgin-O'Hare projects, I-55 managed lane, I-90 managed lane, Central Lake County corridor, and the I-290 multimodal corridor.	Retain

Implementation Examples:

- The Illinois Tollway's 15-year, $12 billion capital program, *Move Illinois*, includes accommodations for future transit service as part of the Jane Addams Memorial Tollway/I-90 reconstruction and expansion project, including the potential for bus-on-should service (funded by the CMAQ program), future bus-only lanes, new park-and-ride facilities, and new Pace routes beginning in 2016.

Rationale for Retain/Revise/Complete/Delete Assessment:

- This action remains a priority for CMAP and the region.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Implement high-priority transit projects	RTA, CDOT, CTA, Metra, Pace	Advance recommended projects through the federal New Starts program or other discretionary funding programs. Highest priority projects for immediate action include the Red Line South extension, West Loop Transportation Center, and improvements to the north Red/Purple Lines, Union Pacific (N, NW, and W), Rock Island line, SouthWest Service, and possibly the I-290 multimodal corridor.	Retain

Implementation Examples:

- CTA is preparing an Environmental Impact Statement for the Red & Purple Modernization project. CMAP is providing technical assistance and analysis of value capture financing options.
- CMAP's Congestion Mitigation and Air Quality Improvement (CMAQ) program has funded the Union Station Transportation Center, a new bus transfer facility located just south of Union Station. GO TO 2040 includes a larger West Loop Transportation Center to connect Amtrak, Metra, and CTA services and increase capacity at Union Station.
- CMAP included an analysis of the value capture potential of the Red Line South Extension project in its "Transportation Value Capture Analysis for the CMAP Region" report. Additionally, CMAP has provided technical assistance to the Red Line South Extension through its LTA program.
- The I-290 Multi-Modal Corridor, a fiscally-constrained major capital project in GO TO 2040, has planning funds from CMAP's FY 2014 Unified Work Program.

Rationale for Retain/Revise/Complete/Delete Assessment:

- This action remains a priority for CMAP and the region.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Conduct detailed studies of prioritized corridors, and continually develop and evaluate major projects	RTA, CDOT, CTA, Metra, Pace	Conduct feasibility studies for projects that showed high potential but are not fully understood, and pursue innovative financing for beneficial unconstrained projects. Identify potential major capital projects through corridor studies, county or COG transportation plans, or other regional efforts. Evaluate and consider these projects during regular updates to the plan.	Retain

Implementation Examples:

Rationale for Retain/Revise/Complete/Delete Assessment:

- This action remains a priority for CMAP and the region.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Improve evaluation measures and decision-making processes	CMAP, RTA, CTA, Metra, Pace	In light of limited funding, it is critically important to be able to evaluate projects against a variety of evaluation measures to make the best long-term decisions. CMAP should work with the RTA to develop improved transportation models that effectively measure the benefits of a variety of types of transit projects.	Retain

Implementation Examples:

- The RTA has been working to develop a new capital prioritization tool, and in 2011 was awarded a grant to do so through the U.S. FTA's Transit Asset Management pilot program. This work builds off the agency's initial 2010 capital asset condition assessment.

Rationale for Retain/Revise/Complete/Delete Assessment:

- This action remains a priority for CMAP and the region.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Increase federal investment in high-speed rail	Federal (U.S. DOT, Congress)	The initial round of funding for high-speed rail assisted with necessary improvements, but considerably more is needed to actually implement a functioning system. A continued federal commitment is necessary for this. The region's Congressional representatives should make this a high priority, as should U.S. Department of Transportation (U.S. DOT) staff. However, federal funding for high-speed rail should not come at the expense of funding for regional public transit improvements.	Retain

Implementation Examples:

- Illinois received $1.2 billion as part of the American Recovery and Reinvestment Act in 2009 to support high-speed rail in the Chicago-St. Louis corridor. In 2012, IDOT reached several milestones for the project: it completed the latest phased of its track renewal construction, implemented 110 mph service between Dwight and Pontiac, and awarded a railcar procurement contract in cooperation with the California Department of Transportation.

Rationale for Retain/Revise/Complete/Delete Assessment:

- This action remains a priority for CMAP and the region.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Link high-speed rail with regional transit and land use planning	RTA, CDOT, CTA, Metra, Pace, counties, municipalities	Advance the West Loop Transportation Center, which improves the connections between Metra and the CTA, as well as proposed high-speed rail service, and plan for supportive nearby land use. Plan for direct and convenient links between high-speed rail, Metra, and CTA in this location. Also, identify additional station locations within the region and plan for supporting transit services and land use.	Retain

Implementation Examples:

- CDOT, working in partnership with several other agencies, released the Union Station Master Plan in 2012. The plan reviews existing conditions, planned short-term improvements, proposed mid-term improvements, and possible "long term/visionary" improvements. A second phase of the study, focusing on simulation models for train operations, pedestrian flows, and street traffic, is expected to be completed in 2014. Union Station is the hub for Amtrak's Midwest network, the terminus for several transcontinental Amtrak services, and the busiest Metra commuter rail station.

Rationale for Retain/Revise/Complete/Delete Assessment:

- This action remains a priority for CMAP and the region.

Implementation Action Area #4: Conduct Supportive Land Use Planning

Action	**Lead Implementers**	**Specifics**	**Retain/Revise/ Complete/Delete**
Align funding for planning and ordinance updates	State (IDOT, DCEO, IHDA), RTA, CMAP, counties, municipalities, philanthropic	CMAP, IDOT, and RTA should coordinate funding programs to fund local plans and ordinance updates. Use funds to create a new streamlined grant program for transportation, land use, and housing which assists local governments to create plans or ordinance updates that are consistent with *GO TO 2040*. This program should be able to fund ordinance changes, updates to local government programs or policies, or similar activities, as well as plan preparation. Supplement these funding sources with philanthropic or other public and private sources as appropriate. In particular, funding from housing and economic development sources should also be included within this streamlined program.	Retain

Implementation Examples:

- CMAP and the RTA have coordinated for three years running to hold joint applications for the RTA's Community Planning program and CMAP's Local Technical Assistance program. http://www.cmap.illinois.gov/lta/call-for-projects. Both programs offer consultant assistance, but also staff assistance, depending on the community's needs.

Rationale for Retain/Revise/Complete/Delete Assessment:

- This action remains a priority for CMAP and the region.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Identify and exploit additional opportunities for transit oriented development	CMAP, RTA, CTA, Metra, Pace, counties, municipalities, nonprofits	Many communities have embraced TOD as a strategy to revitalize their downtowns, and plans for many of the most obvious locations for TOD have already been prepared. CMAP and regional civic organizations should identify other potential opportunities for application of TOD strategies and initiate pilot projects in areas where TOD is more difficult (i.e., locations with difficult land assembly, bus-based TOD, etc.). Opportunities for the application of TOD principles around planned ART services can be an immediate focus.	Retain

Implementation Examples:

- RTA's Community Planning Program provides funding for the study and implementation of TODs. In October 2012, the RTA published "Setting Ideas in Motion" to highlight the agency's implementation efforts for TOD, focusing on ten case studies located throughout the region.

Rationale for Retain/Revise/Complete/Delete Assessment:

- This action remains a priority for CMAP and the region.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Use livability principles to plan for land use in development near transit	Counties, municipalities	Counties and municipalities should pursue opportunities for more dense development which mixes uses and housing types within "location efficient" areas near transit services. Counties and municipalities can increase density by providing density bonuses (in exchange for affordable units), creating transit overlay districts, or using form-based codes to address community fit. This can occur both for existing transit services and areas where transit expansion is planned, and applies to both rail and bus service.	Retain

Implementation Examples:

Rationale for Retain/Revise/Complete/Delete Assessment:

- This action remains a priority for CMAP and the region.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Plan for land use specifically around major transit capital projects	CMAP, RTA, CTA, Metra, counties, municipalities	Prepare land use plans around stations of the CTA Red Line South extension, West Loop Transportation Center, and improvements to the CTA north Red and Purple Lines and Metra improvements to Union Pacific (N, NW, and W), Rock Island line, SouthWest Service, and possibly the I-290 multimodal corridor.	Retain

Implementation Examples:

- CMAP's FY 2014 Unified Work Plan provides $315,000 to Lake County for the Route 53/120 Corridor Land Use and Transportation Plan. Combined with $625,000 in local match, the entire project will total $940,000. This project is an outgrowth of the Blue Ribbon Advisory Council convened by the Illinois Tollway in 2011-2012 to help plan for the Central Lake County Corridor. Although a highway project, the corridor could include future transit service.
- CMAP has provided technical assistance to the Red Line South Extension through its LTA program. Published in December 2012, the report includes a number of quantitative analyses, including accessibility by transit to various types of destinations, commute times, and housing and transportation costs for households. CMAP's project website includes a video, map gallery, and links to both technical documentation and a shorter brochure.
- The I-290 Multi-Modal Corridor, a fiscally-constrained major capital project in GO TO 2040, has planning funds from CMAP's FY 2014 Unified Work Program.

Rationale for Retain/Revise/Complete/Delete Assessment:

- This action remains a priority for CMAP and the region.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Plan for land use specifically around BRT projects	CMAP, RTA, CTA, Pace, counties, municipalities	Study the best way to conduct land use planning to support BRT services which may be part of the Elgin-O'Hare projects, I-290 multimodal corridor, I-55 managed lane, I-90 managed lane, and the Central Lake County corridor. There are not good regional examples of how land use planning around expressway-based BRTs could occur, and a framework for this is needed.	Retain

Implementation Examples:

- To help transportation agencies, local governments, and others plan for BRT in expressway corridors, CMAP released "Land Use Policies and Strategies for Expressway-Based Bus Rapid Transit" in 2012. That report recommends policies and strategies for station siting, pedestrian and bicycle connectivity, marketing and permanence, and planning for BRT-supportive land use in an expressway environment.

Rationale for Retain/Revise/Complete/Delete Assessment:

- This action remains a priority for CMAP and the region.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Promote housing affordability near transit	Counties, municipalities	Proximity to transit services often increases land value, making it more difficult to provide a range of housing. Counties and municipalities should analyze housing needs near transit services, and can provide a variety of incentives to developers to bring down development costs in exchange for affordable units. These tools include land donations, density bonuses, permit fee waivers, land trusts and expedited permitting processes. These should be explored, considered, and adapted to specific local situations.	Retain

Implementation Examples:

Rationale for Retain/Revise/Complete/Delete Assessment:

- This action remains a priority for CMAP and the region.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Require supportive land use planning before new transit investment is made	RTA, CTA, Metra, Pace	Consider supportive land use when making investment and programming decisions. The service boards should prioritize investments (new service in particular) in areas that have or are planning for land use and local infrastructure that supports transit.	Retain

Implementation Examples:

Rationale for Retain/Revise/Complete/Delete Assessment:

- This action remains a priority for CMAP and the region.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Update guidelines for transit-supportive land use	RTA, CTA, Metra, Pace	Update materials produced by the transit service boards concerning land use planning and small-scale infrastructure investments that support transit. These materials should include additional topics such as housing affordability that go beyond the density and design issues which are currently included.	Retain

Implementation Examples:

- The RTA's Transit-Oriented Development Resources website provides information on TOD topics such as access and parking, zoning, municipal funding opportunities, and land use brochures.
- Pace Suburban Bus produced a Transit Supportive Guidelines website with information resources to help communities encourage land uses and configurations that support bus transit. According to Pace, these Guidelines present principles and standards that may be implemented by municipalities, designers, engineers, and many others. As stated on the website, the ultimate vision is to provide a higher level of bus service to places that actively remove barriers to transit as a viable transportation choice.

Rationale for Retain/Revise/Complete/Delete Assessment:

- This action remains a priority for CMAP and the region.

Create a More Efficient Freight Network

Implementation Action Area #1: Create a National Vision and Federal Program for Freight

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Create a vision for a federal role in transportation that includes a national freight policy with dedicated funding and corridors of national significance	Federal (Congress, U.S. DOT)	Establish a method to formulate a national freight plan that can guide regional and state efforts to improve the freight systems. Create a systematic funding program for freight improvements. This will help alleviate interstate highway, rail, and airport congestion and provide redundancy for the times when other parts of the national transportation system are overburdened.	Revise

Implementation Examples:

- MAP-21 calls for strategic investment in transportation and operational improvements with a goal of improved system performance. It charges U.S. DOT with establishing a two-part National Freight Network, one network being "primary" and the other "rural". The National Freight Network will serve as a target for state investment. However, the Network does not include freight rail, which carries about 42 percent of the nation's ton-miles (a unit that measures a ton of freight moving one mile).
- U.S. DOT will establish performance measures for the National Freight Network. Within one year after rulemaking, states must develop and report on state performance targets for freight movement. While performance targets have not yet been designated, they may include anticipated changes in hourly delay, average travel speeds, and the condition of connectors between the interstate system and intermodal terminals. Every two years, U.S. DOT will prepare a report on the performance of the national freight system.
- U.S. DOT will also develop a national freight strategic plan that will periodically review the condition and performance of the National Freight Network and will identify significant bottlenecks over a 20-year forecast horizon. The plan must also outline best practices and strategies for improving the system.

Rationale for Retain/Revise/Complete/Delete Assessment:

- MAP-21 makes some progress in this area, but CMAP wants to transcend MAP-21 to allow for a truly multimodal vision, an engaged role for MPOs, a dedicated funding source, and performance-based project selection.

Implementation Action Area #2: CREATE Rail System Improvements

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Build a larger national coalition to support CREATE	Federal (Congress, U.S. DOT), State (General Assembly, IDOT), Amtrak, Metra, CMAP, municipalities, freight railroads	To heighten the status of this program at the federal level, the importance of it and its benefits need to be communicated to stakeholders (elected officials, other MPOs, business community, public) throughout the country in order to gain broader endorsement, support, and funding.	Retain

Implementation Examples:

- In June 2013, representatives from the CREATE partnership, along with representatives from Metra, the Association of American Railroads, the Illinois Chamber of Commerce, and labor groups participated in a roundtable convened by the Congressional Railroads Subcommittee to discuss the program's national importance, examine progress and consider needs moving forward.

Rationale for Retain/Revise/Complete/Delete Assessment:

- This action remains a priority for CMAP and the region.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Secure funding to complete the CREATE Program	Federal (Congress, U.S. DOT), State (General Assembly, IDOT), Amtrak, Metra, CMAP, municipalities, freight railroads	Identify funding sources for continuing implementation of the CREATE Program infrastructure improvements. Funding sources that should be explored, but not limited to, include the following: local, state, federal grants, bond or loan opportunities, railroads, other private sources, and user fees.	Retain

Implementation Examples:

- CREATE has been successful in the federal Transportation Investments Generating Economy Recovery (TIGER) program, a discretionary grant program. CREATE received $100 million in TIGER I in FY 2009, and an additional $10.44 million in TIGER IV in FY 2012.
- The program was awarded $322 million through the Illinois Jobs Now! state capital program. Illinois Jobs Now! was first appropriated in FY 2009.

Rationale for Retain/Revise/Complete/Delete Assessment:

- This action remains a priority for CMAP and the region.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Prioritize and implement the CREATE Program	Federal (U.S. DOT), State (IDOT), Amtrak, Metra, City of Chicago, freight railroads	Prioritize the remaining projects based on criteria that factor in project readiness, available funding resources, and public benefit, and aggressively work to implement all of the 71 projects.	Revise

Implementation Examples:

- The CREATE program lists 17 completed projects as of May 2013, and announced the completion of the Blue Island modernization project (WA10) in September 2013.

Rationale for Retain/Revise/Complete/Delete Assessment:

- The CREATE website lists a total of 70 projects in the program, not 71 projects.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Develop the next phase of rail improvements	State (IDOT), Metra, CMAP, municipalities, freight railroads	Develop a CREATE II program so that the regional rail system has the capacity to efficiently handle potential future traffic loads and meshes with an efficient system for local pick-up and delivery. CREATE II should seek to improve operating speeds and reduce congestion on all major mainline routes traversing the Chicago region and by also increase terminal capacity.	Retain

Implementation Examples:

- The Elsdon Subdivision project, one of the projects envisioned in planning studies leading up to the GO TO 2040 freight system recommendations, was implemented in the Fall 2013 through an agreement between the CN and CSX railroads, approved by the Surface Transportation Board.

Rationale for Retain/Revise/Complete/Delete Assessment:

- This action remains a priority for CMAP and the region.

Implementation Action Area #3: Regional Trucking Improvements: Truckways, Truck Routes, Delivery Time Management, and Restrictions

Action	**Lead Implementers**	**Specifics**	**Retain/Revise/ Complete/Delete**
Identify opportunities for dedicated freight corridor systems	State (IDOT, Tollway), Freight Authority, CMAP, municipalities	Identify appropriate facilities and corridors, via truckways or truck-only lanes, in order to improve safety and increase efficiencies through separating large trucks and passenger vehicles. Provide an alternative for freight to avoid certain corridors due to peak hour passenger vehicle congestion. Engage freight-industry stakeholders and communities in early discussions. Suggested corridors to study: • Illiana Expressway • I-55/Stevenson Expressway • Connections between intermodal freight terminals	Revise

Implementation Examples:

Rationale for Retain/Revise/Complete/Delete Assessment:

- This action refers to specific corridors which may need to be revised.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Implement dedicated and managed truckways	State (IDOT, Tollway), Freight Authority, CMAP, municipalities	Preserve right-of-way in potential corridors. Engage in feasibility studies and, if appropriate, preliminary engineering and construction. Provide freight-friendly designs, including pavement design, geometrics, sight distance, and land widths. Engage PPPs, as appropriate.	Revise

Implementation Examples:

- Dedicated truckways are one option being considered in the I-55 Managed Lane Project. That study was initiated in April 2012 and is expected to be completed in early 2014. The scope of this project includes one new lane in each direction from I-90/94 to I-355; various managed lanes strategies could include an express toll lane, high-occupancy vehicle lane, high-occupancy toll lane, congestion-priced lane, or other strategies.

Rationale for Retain/Revise/Complete/Delete Assessment:

- The text should read "lane widths", not "land widths".

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Manage transportation system to reduce peak-period congestion through congestion pricing	State (IDOT, Tollway), CMAP	Analyze, evaluate, and institute congestion pricing on selected road segments.	Retain

Implementation Examples:

- In late 2012, CMAP launched a new microsite to demonstrate the need for congestion pricing as a tool to manage traffic and help pay for infrastructure improvements. The site features new computer-modeled analysis by CMAP and describes significant benefits of congestion pricing, which uses "express toll lanes" to manage traffic for faster, reliable travel times. If it were implemented on five new construction projects, express-lane drivers during the morning rush would reach their destinations 31 to 66 percent quicker, at a modest additional cost.
- The above study looked at five expressway projects as recommended by the GO TO 2040 comprehensive regional plan. These included two new facilities -- the Illinois Route 53 north extension and Illinois Route 120 bypass and the Elgin-O'Hare West Bypass -- plus new lanes on the I-90 Addams Tollway, the I-290 Eisenhower Expressway, and the I-55 Stevenson Expressway.

Rationale for Retain/Revise/Complete/Delete Assessment:

- This action remains a priority for CMAP and the region.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Catalog and update the region's truck routes	State (IDOT), CMAP, counties, municipalities	Analyze and map existing truck routes. Identify the gaps and inconsistencies in the current routes. Coordinate a logical and efficient system to update and implement a regional network of truck routes.	Retain

Implementation Examples:

- CMAP published an updated Regional Freight System Planning Map in March 2013, along with a Chicago Freight System Planning Map. These maps include truck routes.
- As of Fall 2013, the City of Chicago was wrapping up its UWP-funded study of truck routes, with suggested recommendations.

Rationale for Retain/Revise/Complete/Delete Assessment:

- This action remains a priority for CMAP and the region.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Address delivery times and parking restrictions	Counties, municipalities	Assess local delivery times and parking restrictions. Make changes where possible to reduce peak-period truck travel.	Retain

Implementation Examples:

- In April 2013, CMAP published a revised Regional Freight System Planning Map with Level of Overnight Delivery Regulation, as well as a revised Regional Freight System Planning Map with Level of Truck Parking Regulation. CMAP had collected the information as part of its biennial municipal survey.

Rationale for Retain/Revise/Complete/Delete Assessment:

- This action remains a priority for CMAP and the region.

Implementation Action Area #4: Organization and Public Policy

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Explore the establishment of a governance structure, such as a Freight Authority, to identify issues, guide investments and advocate on behalf of the region	State (IDOT, Tollway), CMAP, counties, municipalities, freight carriers	Analyze and plan to establish a Freight Authority, preferably within an existing agency, to serve as an oversight agency for coordinating freight issues and investments in the Chicago region. The Authority should bring together the public and private sectors, working together toward accomplishing goals of mutual interest and benefit to the region. In its oversight capacity, the proposed body would have the authority to collect revenue (such as user fees or tolls) and issue bonds. The agency's oversight responsibilities would include all freight modes, as well as freight-related economic development opportunities within the region.	Revise

Implementation Examples:

- CMAP is convening the Regional Freight Leadership Task Force to meet this call. The task force will first meet in October 2014 and is expected to produce a report for the CMAP Board in June 2014. The task force is composed of members from the private, public, and non-profit sectors, and will address potential institutional responses to the region's freight issues.

Rationale for Retain/Revise/Complete/Delete Assessment:

- GO TO 2040 is fairly specific in calling for an RFA to be housed within an existing agency, to have taxing and/or tolling authority, to be able to issue bonds, and to be involved in economic development. This specificity may or may not be consistent with recommendations to come from the Regional Freight Leadership Task Force.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Conduct further study to implement use fees or container charges	State (IDOT, Tollway), CMAP, counties, municipalities, freight carriers	The largest hurdle to implementing improvements for freight is identifying funding and securing a revenue stream. The region should actively study various methods to collect user fees on container shipments as potential revenue source.	Revise

Implementation Examples:

Rationale for Retain/Revise/Complete/Delete Assessment:

- There are potential constitutional issues with container fees levied by states or local governments. This action should be reworded more generally to support freight user fees.

Implementation Action Area #5: Integrating Freight Needs and Financing into Infrastructure Prioritization

Action	**Lead Implementers**	**Specifics**	**Retain/Revise/ Complete/Delete**
Include freight-related performance measures in project evaluation process	State (IDOT, Tollway), CMAP, counties, municipalities	Develop measures that take into account freight needs and deficiencies in evaluating potential transportation improvements. This performance-based approach will provide a more transparent and quantitative means of project evaluation, and instill more accountability into the project selection process.	Retain

Implementation Examples:

Rationale for Retain/Revise/Complete/Delete Assessment:

- This action remains a priority for CMAP and the region.

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Enhance freight modeling capacity	CMAP	Develop more robust modeling tools that will better predict local and regional impacts of freight based on changes in national and global freight systems. Also, assist to facilitate a better understanding of regional freight movements and impacts on our transportation network as well as nearby land use.	Retain

Implementation Examples:

- CMAP has been working with consultants to develop a mesoscale freight model. That model would act as a middle approach to translate large-scale, global economic trends to the detailed regional transportation system. In June 2011, the team published "A Working Demonstration of a Mesoscale Freight Model for the Chicago Region", including a final report and user's guide.
- Consultants have also developed a draft "Agent-Based Economic Extension to the Meso-Scale Freight Model." This model will better explain micro-scale freight decisions for regional analyses.

Rationale for Retain/Revise/Complete/Delete Assessment:

- This action remains a priority for CMAP and the region.

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MEMORANDUM

To: **CMAP Working Committees**

From: Craig Heither

Date: October 25, 2013

Re: Plan Indicator Updates

GO TO 2040 includes a set of performance measures under each recommendation area, which are intended to serve as benchmarks for monitoring the progress of plan implementation. A decision was made to revise some of the performance measures in the Plan Update to better match the agency's policy needs and the data available following experience gained over the first few years of implementing the plan, as well as the knowledge staff developed in further analyzing the indicators. Much of this work was based on staff assessments of the performance measures conducted over the past two years.

A guiding principle in assessing the performance measures was the need for them to be based on actual measured values and not be reliant upon modeled or estimated figures. Meeting any of the following criteria is considered an improvement to an existing indicator:

- Observed data exist that can be used to replace an indicator currently reliant on modeled data.
- Modifying an existing indicator would result in a more meaningful measure or one more easily understood by a non-planner.
- An alternative dataset is available that is released with greater frequency to create a more robust set of indicator values.
- Modifying the existing indicator would result in a significant reduction in the level of effort necessary to maintain it without reducing the indicator's meaningfulness.
- Modifying the existing indicator would increase its relevance to plan recommendations.

Staff will present an overview of the process CMAP used to develop the revised list of plan indicators and will discuss the indicators that have been modified. Staff is interested in the working committees' input, especially for the indicators related to their areas of expertise. The attachment is a draft report discussing all of the indicators proposed for the plan update.

ACTION REQUESTED: Discussion

Indicator Selection Report

for the GO TO 2040 Plan Update

October 25, 2013

DRAFT

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1. Introduction

GO TO 2040 includes a set of performance measures under each recommendation area, which are intended to serve as benchmarks for monitoring the progress of plan implementation. A decision was made to revise some of the performance measures in the plan update to better match the agency's policy needs and the data available following experience gained over the first few years of implementing the plan, as well as the knowledge staff developed in further analyzing the indicators. Some of these indicator changes were reflected in the second annual GO TO 2040 Moving Forward implementation report.

This Indicator Selection Report identifies all of the performance measures to be used in the plan update. This will include a discussion of the GO TO 2040 indicators that have been modified or replaced and will identify performance measures for the sections of GO TO 2040 that did not establish specific indicators. Much of this work draws on staff assessments of the performance measures conducted over the past two years.

As the performance measures are intended to be used to track the progress of plan implementation, *a guiding principle was the need for indicators to be based on actual measured values and not be reliant upon modeled or estimated figures*. Meeting any of the following criteria is considered an improvement to an existing indicator:

- Observed data exist that can be used to replace an indicator currently reliant on modeled data.
- Modifying an existing indicator would result in a more meaningful measure or one more easily understood by a non-planner.
- An alternative dataset is available that is released with greater frequency to create a more robust set of indicator values.
- Modifying the existing indicator would result in a significant reduction in the level of effort to maintain it without a proportional reduction in its meaningfulness.
- Modifying the existing indicator would increase its relevance to plan recommendations.

The remainder of the report is divided into sections that correspond to the implementation areas of the plan. Following sections discuss all proposed indicators as they relate to each GO TO 2040 recommendation area in order to give the reader a holistic view of how progress is to be measured. Where applicable, it is noted when new plan indicators are being proposed or when modifications to existing indicators are recommended. Visualizations of new or revised indicators are included for illustrative purposes only.

Additionally, this report introduces the concept of **kindred indicators**. These represent a secondary set of identified indicators that will supplement the information provided by the plan performance measures. It is envisioned that the kindred indicators may be used in the narrative

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of the plan update and in the annual GO TO 2040 Moving Forward implementation reports to tell a more complete story of progress, as well as address data gaps in the plan performance measures.

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2. Achieve Greater Livability through Land Use and Housing

Changes are proposed for both of the indicators under this recommendation section.

Redevelopment of Underutilized Acres

GO TO 2040 Indicator:	This measures the number of acres of land within existing municipal boundaries that are available for redevelopment; these are parcels that are vacant or are "underutilized" commercial and industrial properties. The underutilized definition is based on the ratio of the improvement value of the parcel to the land value -- residential parcels are underutilized if the ratio is less than 1.0 and commercial parcels are included if their ratio is under 0.5. Parcel data are obtained from the county assessors.
Proposed Update:	***Development within or adjacent to Existing Municipal Boundaries*** CMAP maintains the Northeastern Illinois Development Database (NDD), a spatial database that tracks all significant development and redevelopment in the seven-county region. Developments must meet one of the following criteria to be included in the NDD: • Consume at least once acre of land, OR • Consist of at least ten residential units, OR • Consist of at least 10,000 square feet of non-residential space. The NDD covers new construction, renovations with a change in land use (e.g., commercial to residential), and expansions of existing uses (e.g., school additions). In general, if a development results in a change of population or employment, it is included in the NDD. The database does not include individual homes that may meet the above criteria unless they are part of a larger development, renovations where there is no change in land use, or condominium conversion of existing rental buildings. The spatial data contained in the NDD can be used to measure the amount of infill development (number of acres, for example) that occurred within or adjacent to existing municipal boundaries over a given time period. Development in close proximity to municipal boundaries is preferred to more distant development, so that occurring within a reasonable distance (1,000 feet for example) should also be considered as infill. That information could be compared to development that occurred outside of municipal boundaries, to assess

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	infill development compared to sprawl.
Rationale for Change:	While the current plan indicator tracks the potential for infill development by measuring available land, the NDD tracks actual developments occurring in the region. Replacing the indicator of available land with one tracking actual infill development would be an improvement.

Percentage of Income Spent on Housing and Transportation by Moderate- and Low-Income Residents

GO TO 2040 Indicator:	This measure uses the Center for Neighborhood Technology's Housing + Transportation (H+T) Affordability Index to estimate the share of household income spent on housing and transportation costs. The housing component is derived from U.S. Census data, while the transportation component is estimated using a multidimensional regression analysis that requires a number of transportation and Census-based data inputs. The H+T index has been calculated using 2000 Census data and data from the 2005-09 American Community Survey.
Proposed Update:	***Percentage of Income Spent on Housing and Transportation by Moderate- and Low-Income Residents*** The indicator would be reported in the same manner, but it would be based on different data: the Consumer Expenditure Survey (CES) conducted annually by the U.S. Bureau of Labor Statistics (BLS). The survey collects information on household income and expenditures, including those for housing and transportation. Data are reported for the Chicago Metropolitan Statistical Area (MSA). While the BLS only publishes average MSA values, the public use microdata are available for download. These data allow for a more-detailed analysis of housing and transportation cost, such as the one included in the Moving Forward 2012 implementation report (shown on the following page).
Rationale for Change:	As the CES data are released annually, they will allow for creation of a more robust dataset that can be used to track plan implementation progress in this area. Additionally, the CES public use microdata allow for a more–detailed investigation of this topic, such as the breakdown of cost by household income range.

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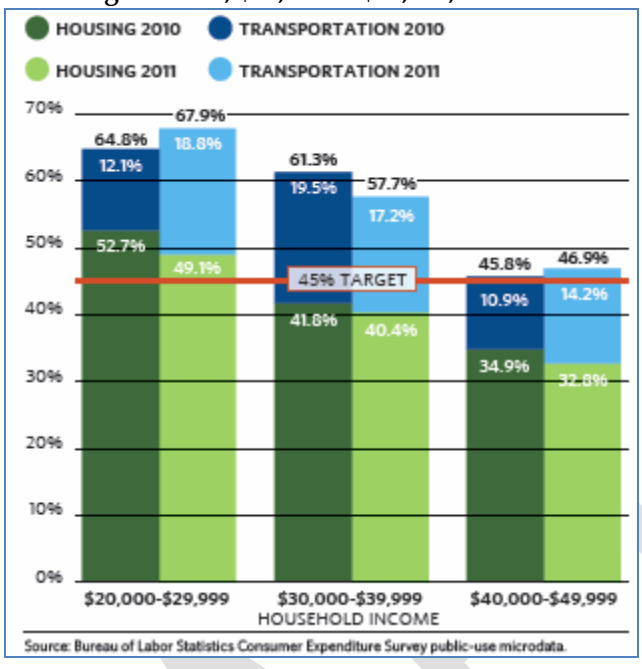
Figure 1. Percentage of income spent on housing and transportation for low- to moderate-income working families, $20,000 to $50,000, 2010 and 2011



From: Chicago Metopolitan Agency for Planning, Moving Forward 2012 implementation report, p. 9.

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3. Manage and Conserve Water and Energy Resources

Changes are proposed for both of the water-related indicators and a kindred indicator addressing water demand in recommended. No changes are proposed for the energy indicator.

3.1 Performance Measures: Water

Water Demand

GO TO 2040 Indicator:	This indicator measures millions of gallons of water used daily, comprised of five sectors: public supply; self-supplied industrial and commercial; self-supplied domestic; irrigation and agriculture; and power generation. These values are directly from the Water 2050: Northeastern Illinois Water Supply/Demand Plan and they apply to the 11-county regional water supply planning area, not just the CMAP region. All future water scenarios included in Water 2050 were developed by Southern Illinois University.
Proposed Update:	***Public Supply Water Demand*** The updated indicator should only focus on public supply water demand, which the U.S. Geological Survey publishes values for every five years. Public supply water refers to water that is withdrawn, treated, and delivered to residential, industrial, commercial, governmental, and institutional users via public water supply systems. Data will be reported for the seven-county region only. Reporting values as per capita measures would be a better way to measure water conservation, as an increase in total demand due to population or industrial growth may mask gains made in conservation.
Rationale for Change:	Public supply water demand comprises 80 percent of total water demand in the 11-county water supply planning region. Modifying the indicator would greatly reduce the effort to track this measure without greatly decreasing its usefulness. Maintaining the indicator as used in GO TO 2040 would require continued consultant support.

Acres of Connected Impervious Area

GO TO 2040 Indicator:	This measures the number of acres of impervious surfaces in the region (such as roofs and streets) that cause runoff and drain directly to surface waters, which results in negative ecological consequences. Conversely, unconnected impervious areas allow for rainfall to infiltrate the ground. The source for this data is the National Land Cover Dataset, a raster dataset with a 16-class land cover classification

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	that is produced every five years.
Proposed Update:	**Acres of Impervious Area** No change in how this measure is calculated, only its label.
Rationale for Change:	The source dataset allows for the measurement of total impervious acres, but cannot distinguish between connected and unconnected areas. For GO TO 2040 a simplifying assumption was made that all impervious areas are connected. Making this change would allow the indicator to continue measuring total impervious area in the region, while keeping the underlying analysis and source data the same.

Kindred Indicator: Lake Michigan Withdrawals

Description:	In addition to overall water demand, the diversion of water from Lake Michigan is an area of interest for the CMAP region. By a U.S. Supreme Court consent decree, the State of Illinois is allowed to divert water from Lake Michigan at a rate of no more than 2,068 million gallons per day on average.
Data Source:	The U.S. Army Corps of Engineers is responsible for the official accounting of water diverted from Lake Michigan. There is some lag involved in reporting the final values.

Kindred Indicator: Deep Bedrock Aquifer Withdrawals

Description:	In addition to reporting on the diversion of water from Lake Michigan, it will also be instructive to measure withdrawals from deep bedrock aquifers in the CMAP region. This will help provide a more complete assessment of water conservation in the region.
Data Source:	The Illinois State Water Survey (housed at the University of Illinois at Urbana-Champaign) is the source for this groundwater data.

3.2 Performance Measures: Energy

Greenhouse Gas Emissions

GO TO 2040 Indicator:	This indicator measures the total of greenhouse gas (GHG) emissions produced in the CMAP region and serves as a proxy for energy consumption. GHG emissions are calculated for a number of different

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	sectors, with the two largest being building energy (i.e., electricity and natural gas) and transportation, which together comprise nearly 90 percent of GHG emissions. Emissions are reported in million metric tons of carbon dioxide equivalent ($MMTCO_2e$). Both GHG analyses completed to-date were conducted by consultants. *CMAP staff should investigate the feasibility of conducting these analyses in-house over the longer term.*
Proposed Update:	No change.

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4. Expand and Improve Parks and Open Space

No changes are proposed for the parks and open space indicators; however, a kindred indictor is recommended for regional trails.

Acres of Conservation Open Space

GO TO 2040 Indicator:	This indicator measures the total number of acres in the region geared for recreation (parks) or conservation (preserves and natural areas). This information is gathered from a number of data sources including the Illinois Department of Natural Resources, county forest preserves or conservation districts, CMAP's Land Use Inventory, and private sources.
Proposed Update:	No change.

Regional Access to Parks per Person in Acres

GO TO 2040 Indicator:	This is an aggregate per capita measure of park accessibility based on proximity to park land. Values are reported as the percentage of the regional population with access to parks at the rates of four acres per 1,000 people (representing the denser parts of the region) and ten acres per 1,000 people (representing less-dense areas). The CMAP Land Use Inventory is the data source for determining park locations; subzone population data are used to calculate the per capita values.
Proposed Update:	No change.

Trail Greenway Mileage

GO TO 2040 Indicator:	Trail greenways are defined as off-street trails for walking or bicycling that connect parks or conservation areas; they exclude on-street trails. This indicator measures the number of miles of trail greenways in the Northeastern Illinois Regional Greenways and Trails Plan that have been completed or let. This information is maintained by CMAP staff in the Bicycle Information System.
Proposed Update:	No change.

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Kindred Indicator: Percentage of the Regional Trails Plan Completed

Description:	This indicator tracks the total miles of all trails in the Northeastern Illinois Regional Greenways and Trails Plan that are completed in the region. This is a broader measure of the trails available, as it includes on-street trails and key connector side paths and allows for analyzing trends in the entire planned trails system.
Data Source:	This information is maintained by CMAP staff in the Bicycle Information System.

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5. Promote Sustainable Local Food

A change is proposed for one of the local food indicators and a kindred indicator for tracking farmer's markets is recommended.

Acres of Land Harvesting Food for Human Consumption

GO TO 2040 Indicator:	Data for this indicator also come from the U.S. Census of Agriculture. The U.S. Department of Agriculture defines "direct consumption" as the totals found in these categories: orchards, peanuts, potatoes, sweet potatoes, and vegetables. This indicator lists the total number of acres in the region that support food for direct human consumption. This data excludes community gardens and other entities not counted in the Census of Agriculture. As with the "Value of Agricultural Products Sold Directly to Individuals for Human Consumption," these data are also subject to data suppression.
Proposed Update:	No change.

Value of Agricultural Products Sold Directly to Individuals for Human Consumption

GO TO 2040 Indicator:	This indicator measures the dollar value of agricultural products produced and sold directly to individuals for human consumption from roadside stands, farmers' markets, pick-your-own sites, etc. in the seven-county region. The value excludes non-edible products such as nursery crops, cut flowers, and wool, but does include livestock sales. Data are from the Census of Agriculture conducted every five years. There have been issues with data suppression: Cook and Kendall in 2007, and Kendall in 2002. Generally, county data are suppressed (i.e., county totals are not reported) when the actual data of a dominant entity can be ascertained fairly accurately from the aggregate data reported.
Proposed Update:	***Value of Agricultural Products Sold Directly to Individuals for Human Consumption (Inflation-Adjusted)*** This measure would use the same data as the current indicator, but would adjust for inflation to show real (not nominal) value. The values

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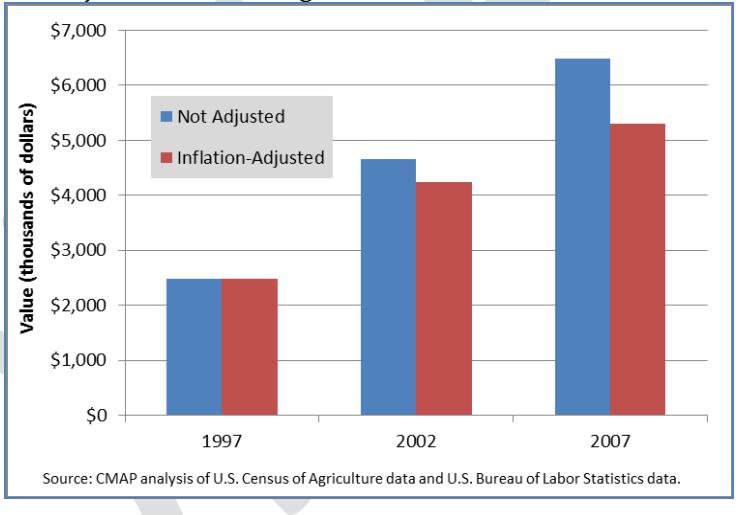
	reported by the Census of Agriculture would be converted to 1997 dollars to make them directly comparable across years. Specifically, the Consumer Price Index for "Food at Home" for the Chicago-Gary-Kenosha Consolidated MSA would be used to convert the values to real dollars. "Food at Home" is defined by the BLS as "the total expenditures for food at grocery stores (or other food stores) and food prepared by the consumer unit on trips, [excluding] the purchase of nonfood items". An example of the differences between the nominal and real values is shown in the following chart.
Rationale for Change:	Economic comparisons, especially ones that may cover decades of data, should use real dollars as a basis for comparison. Removing the effects of inflation reveals the true growth (or decline) in value.

Figure 2. Inflation-Adjusted Value of Agricultural Products Sold for Human Consumption



Percentage of Population Living in Food Deserts

GO TO 2040 Indicator:	This indicator measures the percentage of the population that lives in a Census tract where the median household income is below the weighted average median income level for the seven counties ($52,170 for GO TO 2040) and that has a low accessibility to large supermarkets. For the study, supermarkets are defined as "full-service chains, supercenters, and local chains or independents with at least five check-out lanes and a full line of groceries." Data collection and analysis were led by Daniel Block at Chicago State University. This analysis was recently updated to reflect conditions in 2011.

Proposed Update:	No change.

Kindred Indicator: Farmers' Markets in the Region

Description:	This kindred indicator would track the number of farmers' markets operating in the region annually; a similar value (for the State of Illinois) was included in the Moving Forward 2012 implementation report. Farmers' markets offer consumers farm-fresh, affordable, convenient, and healthy products such as fruits, vegetables, cheeses, herbs, fish, baked goods, and meat in their local communities and can fill an important role in offering fresh nutritious food to under-served areas.
Data Source:	The Illinois Department of Agriculture website maintains a list of the farmers' markets occurring throughout the state. The functionality includes the ability to search by county, so the number of farmers' markets occurring in the region could be determined.

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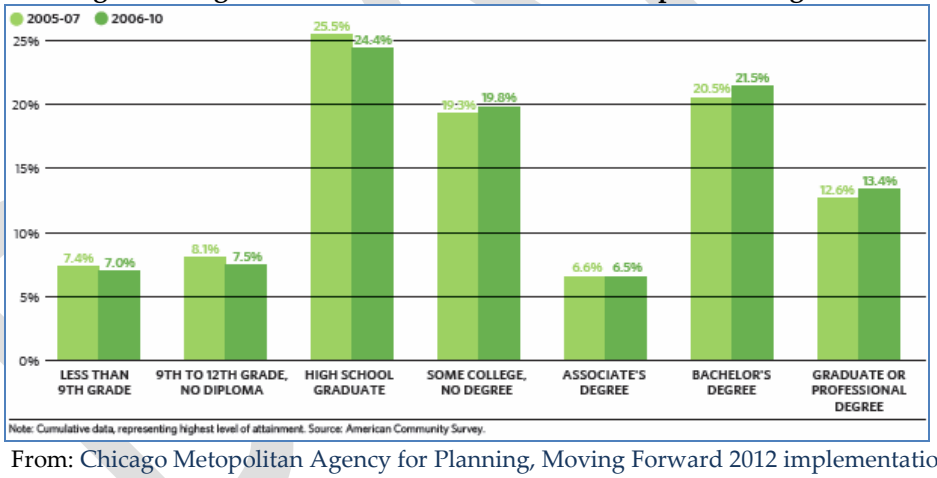
6. Improve Education and Workforce Development

Two indicators are proposed to track progress in this implementation area.

Educational Attainment

Description:	This measure reports the highest level of educational attainment for the regional population age 25 and older. To compete in the global economy, the region must develop, retain, and attract a skilled labor force. Particular emphasis should be placed on "middle skill" jobs, which require some training beyond high school but less than a bachelor's degree. An example of what the indicator could look like is shown in the following chart.
Data Source:	Data come from the American Community Survey and represent the metropolitan statistical area.

Figure 3. Regional Educational Attainment of Population Age 25+



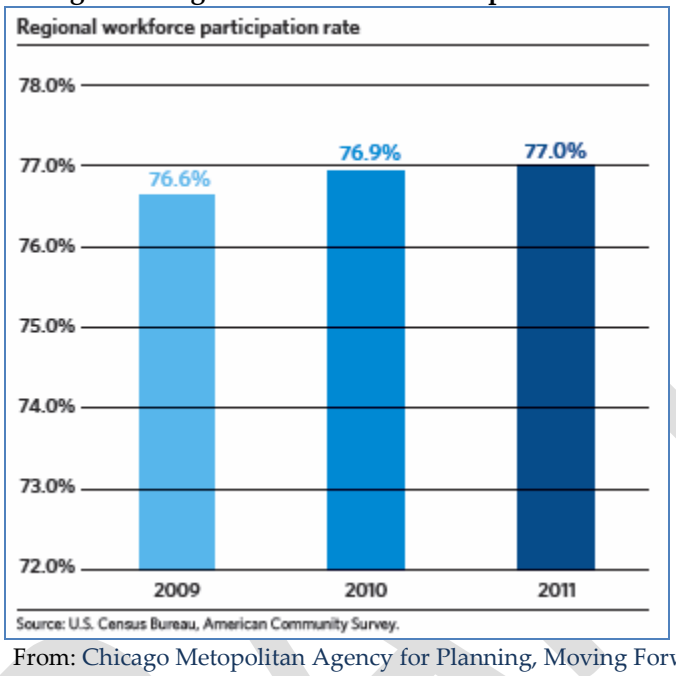
From: Chicago Metopolitan Agency for Planning, Moving Forward 2012 implementation report,p. 19.

Workforce Participation

Description:	This value represents the percentage of the population that is working. The total labor force is defined as the number of people 16 years of age and older that are either employed or unemployed. An example of what the indicator could look like is shown in the following chart.

Data Source:	Data are from the American Community Survey and represent the metropolitan statistical area.

Figure 4. Regional Workforce Participation Rate



From: Chicago Metopolitan Agency for Planning, Moving Forward 2012 implementation report, p. 19.

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7. Support Economic Innovation

Three indicators are proposed to track progress in supporting economic innovation. In addition, two kindred indicators are recommended to help fully measure the region's progress in this area.

Private Sector Employment in Research and Development

Description:	This indicator measures the number of people employed in research and development in the private sector. Specifically, it counts the number of people employed in category 5417 (Scientific Research and Development services) of the North American Industry Classification System (NAICS). Data are reported for the Chicago MSA. Data only represent private sector employment for firms whose primary function is research; people employed in research departments of firms with other NAICS codes are not counted. Nevertheless, this is a standard measure commonly-used. An example of what the indicator could look like (from the February 2012 Innovation Index) is shown in the following chart.
Data Source:	The source for the data is Moody's Analytics, although it can also be obtained from the Bureau of Labor Statistics.

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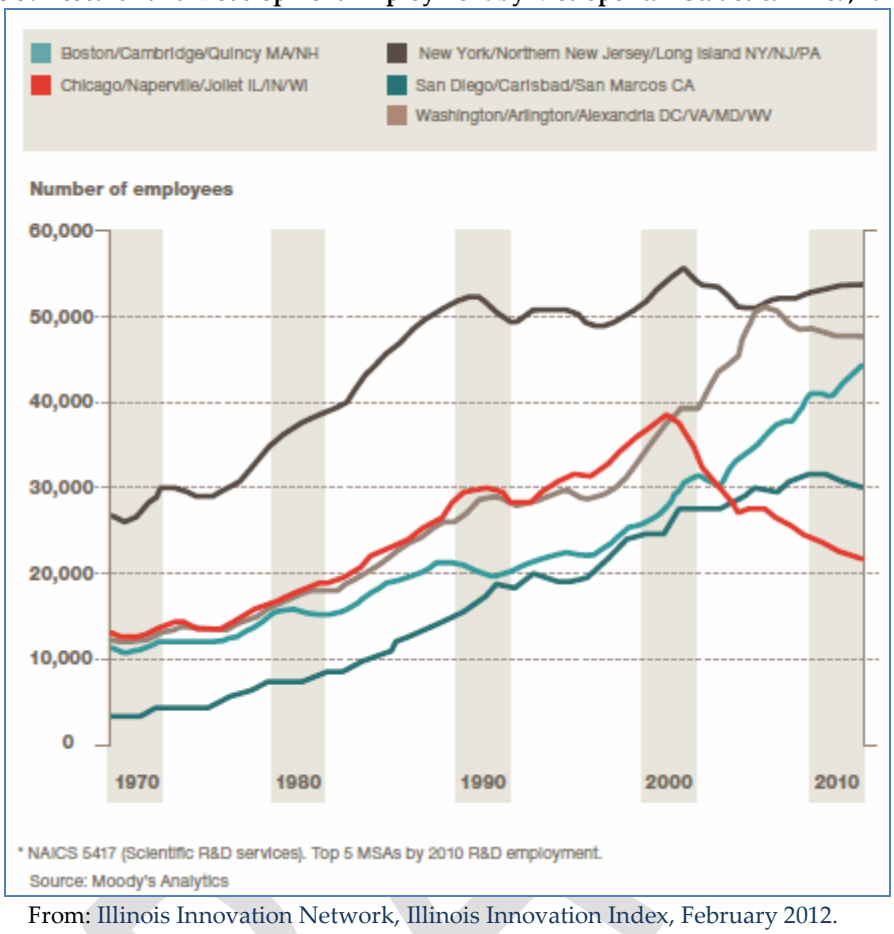
Figure 5. Research and Development Employment by Metropolitan Statistical Area, 1970-2010



From: Illinois Innovation Network, Illinois Innovation Index, February 2012.

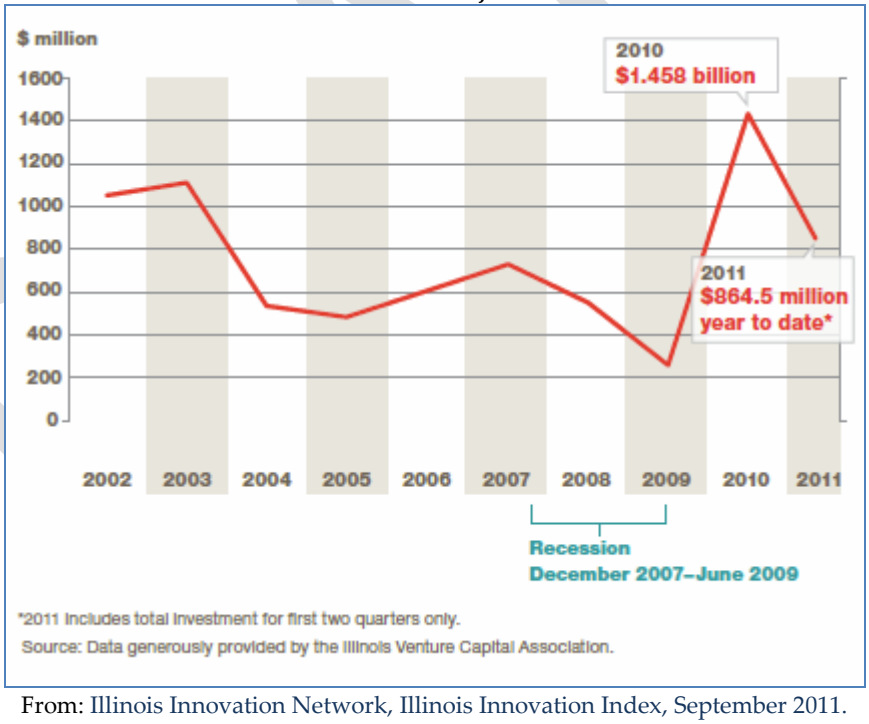
Venture Capital Funding

Description:	This indicator measures venture capital funding (adjusted for inflation), which is financial capital provided to innovative early-stage startup companies. Through the Illinois Innovation Index, data are available for both the State of Illinois and for the nine-county Chicago region. Examples of how the indicators have been represented in the September 2011 Innovation Index and the 2013 Quarter 1 Innovation Index are shown in the following charts.
Data Source:	Data are provided by the Illinois Venture Capital Association, available through the Chicagoland Chamber of Commerce.

Figure 6. Metropolitan Venture Capital Funding

From: Illinois Innovation Network, Illinois Innovation Index Quarter 1 report, 2013.

Figure 7. Statewide Venture Capital Funding, Total Equity Invested in Illinois, Yearly Totals 2002-11, Inflation Adjusted



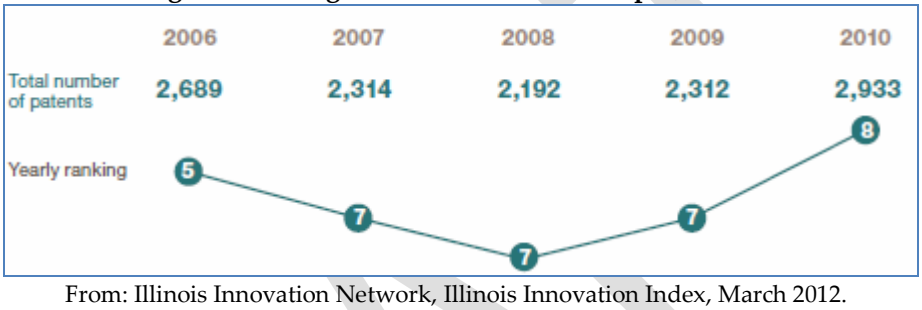
From: Illinois Innovation Network, Illinois Innovation Index, September 2011.

Number of Patents Issued Annually

Description:	This indicator measures utility patent output, an accepted comparative measure of innovation robustness. According to the U.S. Patent and

	Trademark Office (USPTO), utility patents may be granted "to anyone who invents or discovers any new or useful process, machine, article of manufacture, or composition of matter, or any new or useful improvement thereof." Data are reported for the metropolitan statistical area. An example of how the indicator was represented in the March 2012 Innovation Index is shown in the following chart.
Data Source:	The source for the data is the USPTO.

Figure 8. Chicago MSA Total Patent Output, 2006-10



From: Illinois Innovation Network, Illinois Innovation Index, March 2012.

Kindred Indicator: Technology Transfer

Description:	This indicator measures the technology transfer of university research into the private market through licensing revenue, number of university startups, and university patents. In other words, the commercialization of academic research. Information is provided at the state level; with some additional work it is possible to report this information for specific universities. Two examples of how these data were represented in the August 2012 Innovation Index are shown in the following charts.
Data Source:	Data are from the Association of University Technology Managers. This is proprietary data that CMAP is able to access through the Illinois Innovation Index.

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Figure 9. Technology Licenses and Options, Top U.S. States, 2007-10 (Fiscal Years)

	2007	2008	2009	2010
California	432	466	417	461
Florida	133	133	162	177
Illinois	130	138	111	142
Massachusetts	527	476	528	494
Minnesota	145	128	131	146
North Carolina	299	243	290	237
New York	230	253	242	278
Pennsylvania	185	217	221	279
Texas	291	312	296	296

Source: AUTM, *U.S. Licensing Activity Survey*, and university-reported data for Illinois

From: Illinois Innovation Network, Illinois Innovation Index, August 2012.

Figure 10. Top Technology Transfer Universities

Rank	University	License Income in 2007 ($mil.)	Active Licenses	Start-up Firms 2004-2007	Tech Transfer Staff
1	NYU	791.2	38	18	4
2	Columbia	135.6	N/A	N/A	N/A
3	U. of Cal. System	97.6	1819	101	77
4	Northwestern	85.3	173	23	11
5	Wake Forest	71.2	N/A	7	4
6	U. of Minnesota	63.3	756	11	26
7	U. of Washington	63.3	1040	32	16
8	MIT	61.6	840	87	18
9	U. of Rochester	53.3	106	21	7
10	Stanford	50.4	986	30	14
20	U. of Chicago	15.1	192	2	22
31	U. of Illinois	8.1	399	40	23

Source: AUTM annual surveys

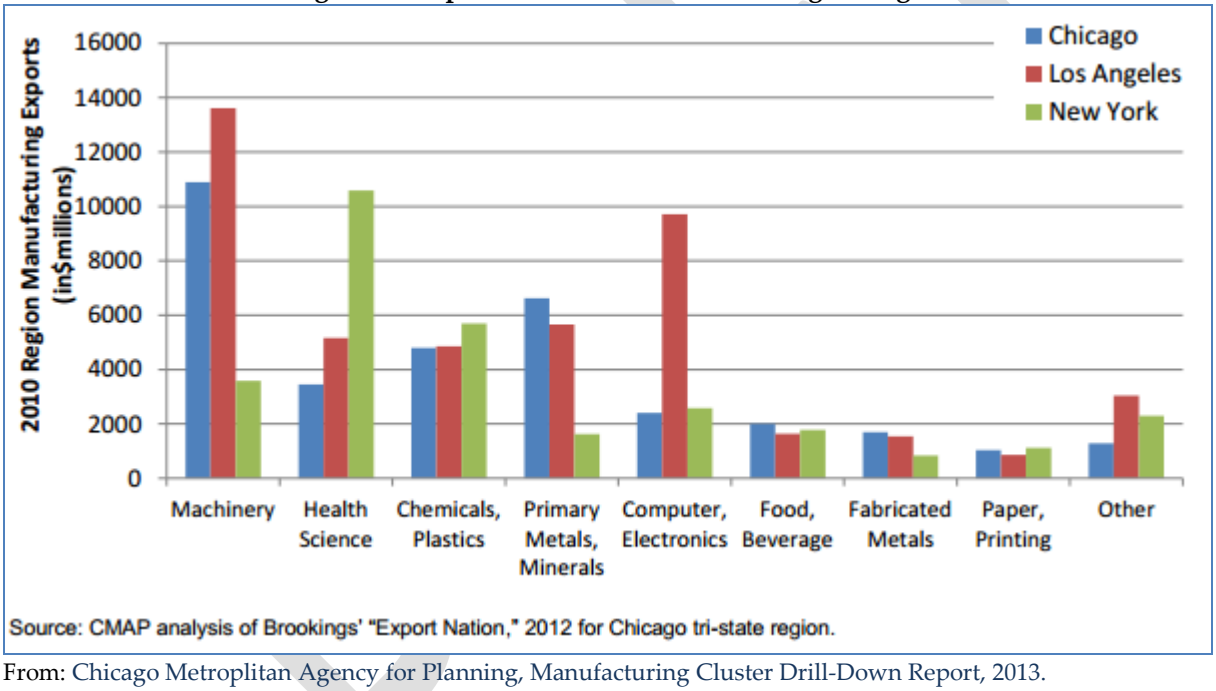
From: Illinois Innovation Network, Illinois Innovation Index, 2012.

Kindred Indicator: Manufacturing Exports

Description:	This measure is based on CMAP's analysis of manufacturing data (as described in its manufacturing drill-down report). Use of this indicator ties in with GO TO 2040's call for organizing the region around its clusters of specialization. Historically, manufacturing has been a key

	driver of economic growth in the region. The geography for this data is the unique Chicago Customs District comprised of: Chicago (including Waukegan Harbor, Calumet Harbor, and Chicago River to Lockport); Peoria; Gary, IN (including Michigan City Harbor); Davenport, IA; Rock Island and Moline, IL; Greater Rockford Airport; Waukegan Regional Airport; Chicago Executive Airport (formerly Palwaukee); and Decatur User Fee Airport (Decatur, IL).
Data Source:	The data from USA Trade Online includes all goods exported by the region. We need to draw out just the manufactured goods since this indicator is looking at the manufacturing cluster. This is done by summing the total of all manufacturing NAICS codes (31-33). The data are updated monthly, but annual data are updated in June.

Figure 11. Exports from Nation's Three Largest Regions



From: Chicago Metroplitan Agency for Planning, Manufacturing Cluster Drill-Down Report, 2013.

8. Reform State and Local Tax Policy

The tax policy section of the plan suggested that indicators be used to track the efficiency, equity, and transparency of the tax system. Proposed indicators to address each of these factors are listed below.

Sales Tax Efficiency Index

Description:	As described in a corresponding Policy Update, an efficient tax system can be defined as one that has a broad (rather than narrow) tax base and that includes fewer exemptions. A broad tax base also allows for lower tax rates, which can enhance economic competitiveness. Additional benefits of an efficient tax system include reduced economic distortions and improved revenue stability. While the Policy Update discusses three types of taxes (sales, individual income, and property), the proposed plan performance measure will focus specifically on the number of services included in the sales tax base in Illinois compared to the average number of services taxed by the remaining 49 states and Washington, D.C. The indicator will be the following ratio: $\frac{\textit{number of services in Illinois sales tax base}}{\textit{weighted average number of services in sales tax bases of 49 states \& D.C.}}$ The denominator of the index uses the number of services taxed by each locale and weights each by the size of its gross domestic product, thus reflecting the relative importance of each within the national economy. For 2012 the index is: $\frac{17}{52} = 0.33$. The index shows that Illinois includes only one-third of the number of services in its sales tax base compared to the "average" state, thus rating it low on sales tax efficiency. Merely counting the number of services included in a state's tax base does not address the economic impact of the services that are taxed, e.g. a state could tax a small number of services that account for a disproportionate segment of the economy. Nevertheless, comparing the number of services taxed offers a reasonable benchmark of where Illinois stands.
Data Source:	The data source for the number of services included in the sales tax base is the Federation of Tax Administrators Survey of Services Taxation 2007. The source for the gross domestic product values is the

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	U.S. Bureau of Economic Analysis.

Percentage of Municipalities with a Per Capita Sales and Property Tax Base of More than 25 Percent Below the Median

Description:	This plan indicator uses the measure described in a Policy Update dealing with the equity of the tax system. Equity is viewed in terms of municipalities' ability to fund necessary services. The per capita tax base value used to measure a community's ability to raise funds is: $\frac{\text{municipal retail sales} + \text{municipal equalized assessed value for property}}{\text{municipal population}}$ The tax base value is normalized by municipal population to provide a common basis for comparison. The median per capita tax base for the region ($42,322 for 2012) was calculated and municipalities were categorized by how far above or below the median value their municipal tax base is. For 2012, 31 percent of the region's municipalities have per capita tax bases more than 25 percent below the median. This percentage has remained fairly stable over the last decade (see the following graphic). Because some communities have few residents and many businesses, normalizing with population can result in some outliers. These outliers are included in the indicator calculation.
Data Source:	The tax base information was derived from Illinois Department of Revenue data. Population figures are from the U.S. Census Bureau.

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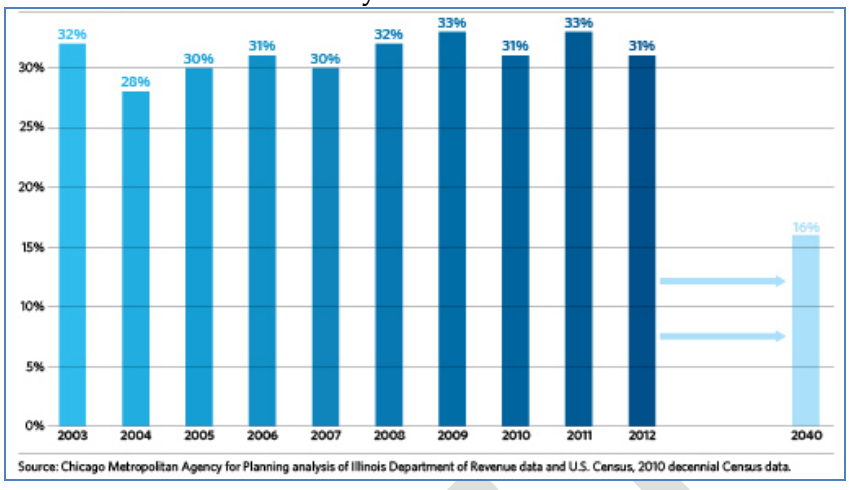
Figure 12. Percent of Region's Municipalities with Per Capita Tax Capacity Lower than the Regional Median by at Least 25 Percent



Tax System Transparency Score

Description:	This plan indicator uses the measure described in a Policy Update dealing with the transparency of the tax system regarding public access to local taxation and other fiscal data. CMAP developed a transparency scorecard to track the availability of ten categories of tax and finance-related documents on the websites of the seven counties (the categories are listed in the chart below). The scorecard is loosely based on the system once used by the Sunshine Review, an organization that rated governments on transparency and was recently acquired and merged into Ballotpedia. Each county is given one point for each category of materials that is available on their website. The total score for each county is determined and those seven values are averaged to calculate the Tax System Transparency Score for the region. For 2012 the score is 6.7 out of 10. CMAP did not examine the extent that the information provided in the materials was itself transparent and understandable.
Data Source:	County websites, chosen because their size and level of internal resources makes them ripe for implementing transparency measures and because trying to monitor this information at a municipal (or other local level) would prove unwieldy.

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Figure 13. CMAP Tax Transparency Indicator Scoring

County average for number of attributes (out of 10) available on-line	**6.7**
MATERIAL AVAILABLE ON-LINE	NUMBER OF COUNTIES
Past five budgets	5
Checkbook register	5
Board meeting agendas and minutes for past five years	7
Bond official statements	1
Past five CAFRs	6
Information on bids and bid process	4
Active contracts	4
Sales taxes imposed	5
Property tax rates by district	5
Property tax rate computation data	5
Source: Chicago Metropolitan Agency for Planning analysis of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will County websites.	

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9. Improve Access to Information

The indicators for this section of GO TO 2040 (availability of municipal construction permits and zoning ordinances) were focused on the availability of governmental datasets. The proposal for the plan update is to drop the two original municipal-level indicators in favor of an indicator that examines government transparency in a larger context.

Regional Government Transparency Index

Description:	The index is an attempt to measure not only the availability of on-line government information, but also the ease with which it can be accessed (as measured by the number of mouse clicks required to reach the information from the county website home page). Additionally, each county can raise their score within a given category by one increment by providing information that is beyond the norm. The intent is to measure access to government information in an objective way. The websites of the seven CMAP counties were reviewed in August-September 2013 to determine whether they provided information in the following ten categories (more complete descriptions of the categories can be found in Appendix A): 1. Government Officials and Staff Directory 2. Online resources for access to open meetings & records 3. Document Library 4. Ways to file record requests online (FOIA) 5. Access to budget and financial information 6. Archives of meetings, ordinances, votes 7. Links to public notices 8. Access to e-government applications 9. Public procurements (bids or RFPs) 10. Maps and Data A score was assigned to the information categories for each county based on the following scale: 0 = Information not available on website. 1 = Three or more mouse clicks were required to reach the information from the county homepage, or the website Search function was needed to locate the information. 2 = Two mouse clicks were required to reach the information from the county homepage (or 3+ clicks plus a bonus for supplemental information). 3 = One mouse click was required to reach the information from the county homepage (or two clicks plus a bonus for supplemental information). 4 = Maximum score possible; requires one mouse click from

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	homepage to reach information plus a bonus for having supplementary information or functionality available. For 2013, the regional index value is: 3.0 out of 4.0. This is calculated as the average of all of the individual category scores. A summary table of the category scores for each county is provided below, along with the overall regional score. Where applicable, it has been noted when counties received a bonus under each category. In addition, the row scores can be averaged to determine how transparent the region is for a specific information category, or the columns can be averaged to show how each county is doing with overall transparency. Development of this index was inspired by the work of Ballotpedia (formerly Sunshine Review) and Salt Lake City's Open Government Initiative, especially their website report card. The categories in the website report card were the basis for the ten categories included in this indicator. In reviewing government transparency ratings, the scorecard concept was most prevalent. This index value is based solely on data made available by county governments; attempting to monitor this information at a municipal (or other local level) would prove unwieldy. CMAP did not examine the extent to which the information provided in the materials was itself transparent and understandable. There is some overlap in the categories used for this proposed indicator and the proposed regional Tax System Transparency Score described earlier. Specifically, both include information on meeting agendas and minutes, budget and financial information, and bids. The Tax System Transparency Score, however, merely tabulates whether the information is available or not. Appendix A provides more detailed information on how county scores were determined.
Data Source:	Data were gathered by searching the websites of the seven counties in the CMAP region.

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Figure 14. Summary of Government Transparency Index Results, August to September, 2013

Categories	Cook	DuPage	Kane	Kendall	Lake	McHenry	Will	CMAP Avg
Government Officials & Staff Directory	3	4	3	4	2	4	3	*3.3*
▪ DuPage bonus: personalized contact\background information for county board members; links to election information.								
▪ Kane bonus: some county board members provided office, home and cell phone numbers.								
▪ Kendall bonus: personalized contact\background information for county board members.								
▪ McHenry bonus: personalized contact\background information for county board members.								
Online resources for access to open meetings & records	3	4	4	3	4	4	3	*3.6*
▪ DuPage bonus: meeting agendas\supporting documents available in advance; committees section provides users with committee information.								
▪Kane bonus: Events lead to links with downloadable Agenda packets for the nearest meetings.								
▪ Lake bonus: downloadable meeting details\agendas made available; link on the homepage to "Watch LCTV" where users can watch live broadcast from the local access channel.								
▪ McHenry bonus: meeting agendas\supporting documents available in advance.								
Document Library	1	1	3	1	1	1	1	*1.3*
Ways to file record request online	1	3	4	3	3	3	3	*2.9*
▪ Kane bonus: Request Form PDF that users can fill out online and either print or attach to an email.								
Access to budget & Financial information	3	3	3	3	3	3	3	*3.0*
Archives of meetings, ordinances, votes	3	4	2	3	4	4	3	*3.3*
▪ DuPage bonus: complete video archive of county meeting proceedings within the Meeting Portal.								
▪ Lake bonus: some archived board meetings had accompanying video records; users can export excel, word, and PDF copies of Legislation.								
▪ McHenry bonus: complete video archive of county meeting proceedings.								
Links to public notices	3	3	3	3	3	3	3	*3.0*
Access to e-government applications	3	4	1	4	4	3	2	*3.0*
▪ Cook bonus: users can pay fines\taxes\bills online.								
▪ DuPage bonus: able to pay taxes, traffic tickets and some permit fees online.								
▪ Kendall bonus: can pay court fees and certain traffic tickets online.								
▪ Lake bonus: site has clearly accessible online access to these functions on the home screen and/or users were able to pay property taxes & water/sewer bills online.								
Public procurements (bids or RFPS)	3	4	3	3	4	3	4	*3.4*
▪ Cook bonus: Browse Cook County Contracts is a searchable dataset that users can filter and manage; records date back to 2003.								
▪ DuPage bonus: a sortable RFP database.								
▪ Lake bonus: bids and RFPS can be sorted by their current status.								
▪ Will bonus: sortable database of Will County Government Bids.								
Maps and Data	4	4	2	2	3	4	1	*2.9*
▪ Cook bonus: datasets can be exported as .csv, .xls, .pdf and other formats.								
▪ DuPAge bonus: users can export a PDF report of the information the interactive map displays.								
▪ McHenry bonus: users can export .csv files of parcel information.								
Average Score	*2.7*	*3.4*	*2.8*	*2.9*	*3.1*	*3.2*	*2.6*	**3.0**

Source: Chicago Metropolitan Agency for Planning analysis, 2013.

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10. Pursue Coordinated Investments

As with GO TO 2040, this section includes no specific indicators or targets. Success will be measured by tracking the level of implementation of all of the plan update recommendations.

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11. Invest Strategically in Transportation

Changes are proposed for three of the four existing indiactors in this section. The other indicator, measuring the percentage of transit assets in good condition, was in developemnt at the time GO TO 2040 was approved. The transit asset condition measure can now be implemented.

Percentage of Principal Arterials with Acceptable Ride Quality

GO TO 2040 Indicator:	This measures the percentage of principal arterial route miles in the region with an "acceptable" ride quality. This is defined by an International Roughness Index (IRI) score of less than 170, which measures the cumulative deviation from a smooth surface on a mile of roadway. "Good" ride quality is defined by a score under 95 inches per mile.
Proposed Update:	***Percentage of National Highway System with Acceptable Ride Quality*** This would include measurement of the region's expressway system (both freeways and tollways), which is mentioned in GO TO 2040 but was not included in the indicator.
Rationale for Change:	Including the expressway system along with the principal arterials would provide a more complete assessment of the quality of the region's roadways.

Percentage of Bridges Found to Be in "Not Deficient" Condition

GO TO 2040 Indicator:	This measures the percentage of bridges categorized by the Federal Highway Administration's National Bridge Inventory (NBI) as "not deficient." By default, bridges in the inventory categorized as "functionally obsolete" or "structurally deficient" are deemed to be "deficient" in this scheme.
Proposed Update:	***Percentage of Bridges Found to Be in "Not Structurally Deficient" Condition*** Bridges in the NBI assigned to the "structurally deficient" category are most in need of repair. This classification refers to bridges with one or more structural defects that require attention, such as significant load-carrying elements are found to be in poor condition or the waterway adequacy is not sufficient. While a bridge with this classification is in the most severe rating category, it does not necessarily mean that it is unsafe.

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	A bridge is considered "Functionally Obsolete" if the geometrics of the bridge (i.e., lane widths, overhead clearance, etc.) do not meet the minimum specifications under current federal design standards. A bridge with this classification may be in excellent condition or may even be brand new.
Rationale for Change:	The use of the term "not deficient" in the current indicator leads one to believe that all other bridges must then be, by definition, "deficient", which is generally a negative term. If the primary goal of this section of the plan is to improve public safety, a more representative indicator would be to measure the bridges that are defined as "Not Structurally Deficient." By using the broader category of "not deficient," the plan exaggerates the severity of bridge repair needs in the region, which may be especially confusing for the general public without additional clarification within the plan document.

Percentage of Transit Assets in a State of Good Repair

Description:	The Regional Transportation Authority (RTA) has been leading the effort to measure transit asset conditions. The RTA's asset inventory classifies assets into five categories (consistent with the Federal Transit Administration's (FTA) reporting requirements under MAP-21): • Facilities (buildings, equipment, storage yards) • Guideway elements (track, rail, bridges, ties) • Stations (passenger facilities, parking lots) • Systems (signals, fare collection equipment, radios, phones, interlockings) • Vehicles (both revenue and non-revenue) The asset condition assessment has also adopted the transit asset decay curves developed by the FTA. These predict the physical condition of assets based on factors such as age and maintenance history, and convert them to a standardized "5 to 1" rating scale. The table below shows the condition ratings used in the RTA's assessment.

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Condition	Definition
Excellent 4.8 to 5.0	▸ New asset ▸ No visible defects
Good 4.0 to 4.7	▸ Asset showing minimal signs of wear ▸ Some (slightly) defective or deteriorated component(s)
Adequate 3.0 to 3.9	▸ Asset has reached its mid-life (condition 3.5) ▸ Some moderately defective or deteriorated component(s)
Marginal 2.0 to 2.9	▸ Asset reaching or just past the end of its useful life (typically reached between condition 2.75 and 2.5) ▸ Increasing number of defective or deteriorated component(s) and increasing maintenance needs
Worn 1.0 to 1.9	▸ Asset is past its useful life and should be prioritized for repair or replacement

Source: (CH2MHillet al., 2012) Figure 5-1. Condition Rating Levels, p.14.

The RTA is supplementing this information by randomly sampling the assets, which involves site visits by experts to determine their condition based on a visual (but not engineering) examination. In the future, data from the sampling program will be used to validate and possibly re-calibrate the FTA's asset decay curves.

For reporting purposes, assets with a rating of 2.5 or higher are deemed to be in a "State of Good Repair". The 2012 Regional Report Card shows the percentage of regional assets in a state of good repair for the five asset categories (page 16), while the 2012 Sub-Regional Report Card shows the asset conditions for each of the transit operators by asset category (page 26).

The initial assessment (RTA Capital Asset Condition Assessment - August 2010) determined the condition ratings based entirely on the age of the assets (a "5" was assigned to assets in the first quarter of their useful life, down to a "1" assigned to assets past their useful life). The revised assessment procedures used a more sophisticated and data-driven process to assess asset conditions.

The best reference document for a description of these activities is the Capital Asset Condition Assessment Update: Report for Calendar Year 2011.

Data Source:	Data on transit asset age, level of usage, maintenance regimen, etc. are provided to the RTA by the transit operators.

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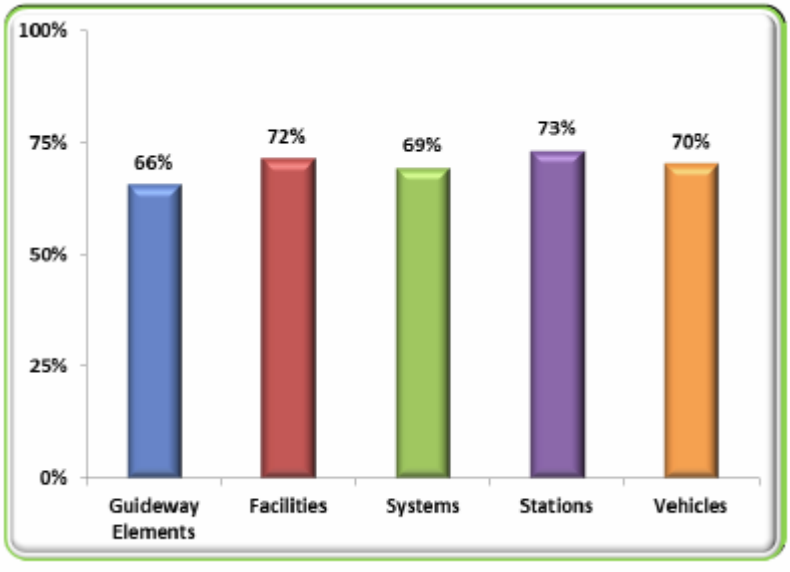
Figure 15. Percentage of Transit Assets in a State of Good Repair



Source: Regional Transportation Authority, 2013, p.16.

Daily Congested Hours of Travel

GO TO 2040 Indicator:	This indicator measures the aggregate daily congested vehicle hours of travel (VHT) derived from CMAP's regional travel demand model.
Proposed Update:	***Average Congested Hours of Weekday Travel for Limited Access Highways*** This represents the average number of hours during weekdays when at least 20 percent of the traffic on instrumented roadways is congested (defined as having a travel speed below 50 miles per hour). Data are from the U.S. Department of Transportation's Mobility Monitoring Program and are available quarterly.
Rationale for Change:	Roadway congestion is a reasonable way to measure system performance but is not easily comprehended in aggregate terms. Average Congested Hours of Weekday Travel provides a more-intuitive measure of roadway performance than aggregate VHT. Data drawn from roadway sensors will more accurately gauge the impact changes in the overall economy and highway capacity have on traffic (as evidenced in the decrease in congestion recorded during 2008) than will data from the regional model, which are dependent upon how scenarios are defined. Additionally, a guiding principal of this indicator assessment is that indicators should be based on observed data, not modeled or simulated values.

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Figure 16. Average Daily Congested Hours in the Chicago Region

	2007	2008	2009	2010	2011	2012
Congested Hours per Day, Limited Access Highways, Second Quarter	12.4	13.45	10.05	9.39	8.07	8.38

Source: Federal Highway Administration, Urban Congestion Reports.

Kindred Indicator: Condition Rating Survey

Description:	In addition to IRI scores, IDOT collects Condition Rating Survey (CRS) data for the state highway system. While the IRI value measures ride quality, the CRS values are a measure of overall pavement distress conditions, which is likely a more accurate measure of maintenance needs. The following categories are used to define pavement condition based on the CRS scores: • Excellent (CRS score 7.6-9.0): low distress • Good (CRS score 6.1-7.5): not in immediate need of improvement • Fair (CRS score 4.6-6.0): will likely need improvement in the short term • Poor (CRS score 1.0-4.5): generally in need of improvement Additional documentation to the CRS can be found in the FY 2011 Condition Rating Survey Summary Report.
Data Source:	Along with the ride quality information, IDOT collects pavement distress conditions. Data are available in the long version of the Illinois Roadway Information System, available only by special request.

Kindred Indicator: Planning Time Index for Limited Access Highways

Description:	The Planning Time Index is a measure of travel time reliability. It is calculated as the ratio of the total time needed to ensure a 95 percent on-time arrival compared to the free-flow travel time. Measuring system reliability is an important component of understanding

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	congestion, as it addresses the non-recurring causes of congestion. The Planning Time Index is a key metric included in the U.S. DOT's Mobility Monitoring program.
Data Source:	Data for this indicator are developed using the same roadway sensor information used to calculate the proposed "Average Congested Hours of Weekday Travel for Limited Access Highways" measure.

Figure 17. Planning Time Index for Chicago Region

	2007	2008	2009	2010	2011	2012
Planning Time Index, Limited Access Highways, Second Quarter	2.03	1.95	1.72	1.74	1.7	1.65

Source: Federal Highway Administration, Urban Congestion Reports.

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12. Increase Commitment to Public Transit

Changes are proposed for both indicators under this implementation area. A per capita transit trip measure is also recommended as a kindred indicator.

Weekday Transit Ridership

GO TO 2040 Indicator:	The number of people riding public transit on weekdays.
Proposed Update:	***Average Weekday Unlinked Transit Trips*** The average number of weekday unlinked trips (excluding paratransit). Trips are "unlinked" in that this is a total count of trips, so that an individual making one transfer is counted as two unlinked trips. This value is taken directly from the National Transit Database and unlinked trips are the only way FTA reports transit service used by the public.
Rationale for Change:	The term ridership in the current plan indicator is a bit misleading, as an individual will be counted multiple times if they use transfers. The term "unlinked transit trips" clarifies that each trip taken on a different vehicle is included in the count, and it is not an attempt to measure the total number of riders.

Population and Jobs with Access to Transit

GO TO 2040 Indicator:	This measures the percentages of regional population and jobs that are accessible to transit. Accessibility is defined as being within one-quarter mile of a CTA bus stop or Pace bus route, or within one-half mile of a rail station. The values are calculated by buffering the transit stops by the appropriate distances, then intersecting with the modeling subzones and calculating accessible values by apportioning the subzone population and employment.
Proposed Update:	***Population and Jobs with Access to Transit*** The indicator would be reported in the same manner ("Percentage of Population and Jobs with Access to Transit"), but accessibility would be defined differently and calculated in a different manner. Transit accessibility would be defined by four factors (weighted equally): • Transit service frequency – calculated using the files the transit operators submit to Google for the Google Transit application (and which CMAP modeling staff use to develop model transit coding). • Pedestrian Environment Factor – a measure of subzone pedestrian-friendliness. • Proximity to the nearest transit stop – measured using the

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	transit stop file and the NAVTEQ street network to develop the average distance someone within a subzone would need to travel to reach the closest transit stop. • Transit connectivity – calculated as the number of destination subzones that can be reached from a given subzone using a direct transit route (i.e., no transfers). An overall index is developed for each subzone by averaging the four factors above. Subzones in the two highest index categories are deemed "highly accessible" and are used for the population-employment calculation. Total subzone values would be used, no apportioning of population or employment (note: most subzones in the CMAP region are quarter sections -- 0.5 miles by 0.5 miles square). The following figure shows the results of the transit accessibility index calculation. Appendix B includes a more detailed discussion of the development of this index. It also includes a comparison of the current transit accessibility measure and the proposed accessibility measure.
Rationale for Change:	While the transit accessibility measure used in GO TO 2040 is easy to understand, mere proximity to transit is a fairly simplistic way to measure accessibility. The proposed measure attempts to look at accessibility more holistically by assessing the relative quality of the transit service offered throughout the region.

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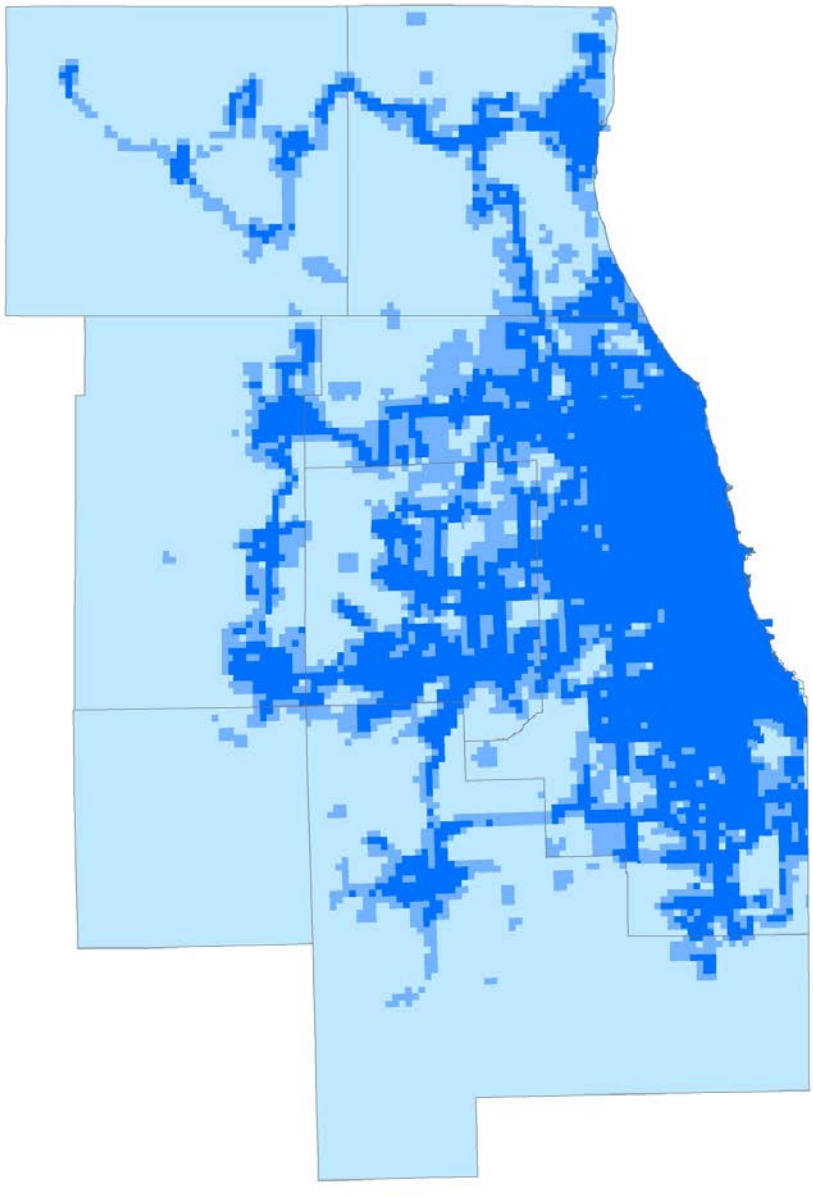
Figure 18. Transit Accessibility



Index Range	Population (2010)	% Total Population	Employment (2010)	% Total Employment
High Accessibility (4, 5)	5,581,588	67.3	2,728,860	71.7
Moderate Accessibility (3)	1,231,341	14.9	577,539	15.2
Low Accessibility (1, 2)	1,477,954	17.8	497,234	13.1

Source: Chicago Metropolitan Agency for Planning analysis, 2013.

Kindred Indicator: Average Weekday Unlinked Transit Trips per Capita

Description:	Unlinked transit trips per capita can be used to illustrate whether transit mode share is actually increasing. For instance, if population growth outpaces the increase in transit trips, the region is still losing ground in terms of shifting trips to transit.
Data Source:	Transit data are from the National Transit Database.

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13. Create a More Efficient Freight Network

No changes are proposed for the two indicators in this section.

CREATE Project Completion

GO TO 2040 Indicator:	This provides a count of the number of Chicago Region Environmental and Transportation Efficiency Program (CREATE) projects that are complete. The count is of projects actually completed, as opposed to "underway" or "obligated." The source for this information is the CREATE program website maintained by the Chicago Department of Transportation.
Proposed Update:	No change.

At-Grade Highway-Rail Crossing Delay

GO TO 2040 Indicator:	This indicator measures the aggregate hours of weekday delay experienced by motorists at railroad crossings. The source for these data is periodic analyses conducted by the Illinois Commerce Commission.
Proposed Update:	No change.

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Appendix A: Government Transparency Documentation

The following pages provide documentation of where information for each of the Government Transparency categories was found on the county websites. The websites were viewed during August-September 2013.

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Cook County

Note: For this assessment the http://home.cookcountyil.gov/ website was designated as the homepage. One of the confusing things about Cook County's web presence is that it has multiple websites with some overlapping information as well as some site-specific information.

	Cook
Government Officials & Staff Directory (*Is there a link to contact info for county staff & government officials with pictures of major officials?*) Users can get information about the **County Board** from the "Cook County Leadership" link in the "The Board" drop down menu on the main banner of the home page.	3
Online resources for access to open meetings & records (I*s there a link to a 'calendar' or 'upcoming meetings' or something with information about the meetings?*) On the lower right side of the home page is a "Media Center" panel with interchangeable displays. User can select the "Event Calendar" button to get a schedule of upcoming events.	3
Document Library i.e. An area for frequently requested records and forms (*Is there a central location where a user could access most of the websites relevant documents and forms?*) The **Open Data** website has a "Files and Documents" filter with about 28 objects; however it has not been updated recently.	1
Ways to file record request online (*Is there a clear link to file a FOIA request?*) The top four results of a search for "FOIA" are located on different cook county websites: **The Office of the President**, **Cook County FOIA**, **Cook County Treasurer**, and **The Cook County Clerk**.	1
Access to budget & Financial information (*Is there access budget and financial information?*) Within the "More Cook County Websites" drop-down menu on the main banner is link to the **Cook County Budget** website. Additionally, within the "Finance & Administration" drop-down menu is a link to the "**Bureau of Finance**" which has the 2012 financial report on its home page and other links along the right-side of the page.	3
Archives of meetings, ordinances, votes (*Are there archives of meeting minutes, ordinances, and/or votes?*) Within the "The Board" drop-down menu on the main banner there are links to Cook County Legislation and Cook County Ordinances. The Ordinance drop-down menu leads to the **Cook County Code of Ordinances** page. The Legislation link leads to the Cook County **Legislative Reference Service** which allows users to search for legislation and ordinances from **Cook County**, **Forest Preserve District**, **Cook County Code of Ordinances**, and **Forest Preserve District Code of Ordinances**.	3
Links to public notices (*Is there an 'alerts', 'notices', and/or 'updates' section with relevant information to the public?*) At the bottom of the home page is "County News" section as well as feed of Tweets from board President Toni Preckwinkle.	3
Access to e-government applications (*Are there links with clear information about/ forms to pay fines, pay taxes, pay bills, and/or register to vote?*)	3*

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On the home page there are "Apply or Register" and "Pay" buttons. The "**Apply or Register**" page contains a number of links do different applications and forms. The link to "**Elections**" goes to the County Clerk website's election portal. It takes some more navigation to get to the online **Voter Registration** portal, which is located within the Illinois State Board of Elections webpage. The "**Pay**" page also has a number of links to places where users can pay for: **Building Permits**, **Adoption & Child Advocacy**, and **Business License.** There is also a link the Cook County **Property Tax Portal** which has contains a link to **Pay Property Taxes** online. ▪ A bonus was given because users could perform these functions online.	
Public procurements (bids or RFPS) (*Is there information regarding doing business with county government, open requests for proposals, and past RFPs*?) The secondary banner contains a "Business & Lobby Center" link. Within the "**Business & Lobby Center**" users can select the "**Browse Cook County Contracts**" button to see granted contracts. The "Doing Business with Cook County" button takes users to the **Chief Procurement Officer's** website where there are links to **Procurement Opportunity** ▪ A bonus was given because the **Browse Cook County Contracts** is a searchable dataset that users can filter and manage. It has records of contracts going as far back as 2003.	3*
Maps and Data (*Are there interactive Maps and/or supporting data?*) The secondary banner contains a "More Cook County Websites" drop-down menu with a link to the "**Open Data Portal**". There is a menu on the left side, titled "View Types." Here users can view maps of different information with Cook County. The data portal contains **datasets**, **charts**, **maps**, and more. All of which is exportable. A bonus was given because datasets can be exported as .csv, .xls, .pdf and other formats.	4*
Average Score:	**2.7**

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DuPage County

	DuPage
Government Officials & Staff Directory (*Is there a link to contact info about government officials with pictures of major officials?*) Along the banner there are a series of drop down menus. There are **County Board** and **Elected Officials** drop down menus. You can click on the menu title or you can select specific individuals within the menu. It is very easy to access information about these officials. ▪ A bonus was given because more personalized contact and background information was given for elected county board members. There are even links to election information for each elected official. Example: **Paul Fitchner** and his **election information**	4*
Online resources for access to open meetings & records (*Is there a link to a 'calendar' or 'upcoming meetings' or something with information about the meetings?*) There are multiple ways to access information about meetings; these links you to one of 3 pages: the **Calendar**, County Board Committees' **Agendas & Minutes**, and the **Meeting Portal** ▪ A bonus was given because meeting agenda and supporting documents were available in advance of the meeting. Additionally, the committees section provides users with **committee information**.	4*
Document Library i.e. An area for frequently requested records and forms (*Is there a central location where a user could access most of the websites relevant documents and forms?*) There is not a central location where one can access all/most documents. When the word 'documents' is searched the best result is the **Online Forms** section within the "**Services**" drop-down menu.	1
Ways to file record request (*Is there a clear link to file a FOIA request?*) There are multiple ways to locate information about FOIA requests. In the lower banner of the website there is a link for **FOIA Requests**. Within the Elected Officials drop-down menu there are links to FOIA information for: **County Clerk**, **Auditor**, **Coroner**, **Treasurer**, **Circuit Court Clerk**, & **Recorder**. Within the County board drop down menu there is a link to **FOIA for County Board**. Within the "I Want To…" drop-down menu there is a link to Request **FOIA/Public Records**.	3
Access to budget & Financial data (*Is there access budget and financial data?*) The **Financial & Budget Reports** link on the "Quick Links" left-side panel of the home page takes users to budget reports and other information from the Finance department.	3
Archives of ordinances and votes; of minutes, video and/or audio records (*Are there archives of meeting minutes, ordinances, and/or votes?*) There are multiple ways to access meeting archives. From the **Calendar** link users can select event on the calendar. Within these pages users can select links to meeting **agenda& minutes** The "Watch Meetings" link on the "Quick Links" left-side panel of the home page takes users to the **Meeting Portal**. Within, this site one can see supporting documents for **past meetings**. ▪ A bonus was given because within the **Meeting Portal** there is a complete **video archive** of county meeting proceedings	4*
Links to public notices (*Is there an 'alerts', 'notices', and/or 'updates' section with relevant information to the public?*) On the home page, there is a "**News**" link. Currently there is also a "**West Nile Virus**" panel	3

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indicating risk level recommendations for fighting West Nile Virus. There is also a rotating banner in the middle of the home screen with various links to information for users.	
Access to e-government applications (*Are there links with clear information about/ forms to pay fines, pay taxes, pay bills, and/or register to vote?*) From the "I Want To" drop-down menu there is a "Pay" section with information about paying: highway permits, OW/OD permits, court fees, property/real estate taxes, special road & trail permits, and traffic tickets ▪A bonus was given because users are able to pay **taxes**, **traffic tickets** and some **permit fees** online.	4*
Public procurements (bids or RFPS) (*Is there information regarding doing business with county government, open requests for proposals, and past RFPs?*) Within the "Quick Links" left-side panel there is a link to "Doing Business with DuPage" which leads to the **Procurement page**, this contains information for companies attempting to do business with the county. There is also a link to the **Bids and RFPs** website. This website can also be accessed from the "**I Want To**" drop down menu within the "Find" section. ▪Bonus was given because there was a sortable **RFP database**	4*
Maps and Data (*Are there interactive Maps and/or supporting data?*) From the "I Want To" drop-down menu there is a "Find" section with a link to Online "**Maps and Data**." This link leads to an interactive map of DuPage County. Users can manipulate the map and export a PDF copy of the map A bonus was given because users export a PDF report of the information the map displays	4*
Average Score:	**3.4**

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Kane County

	Kane
Government Officials & Staff Directory (*Is there a link to contact info for county staff & government officials with pictures of major officials?*) Along the main banner, there is a "**Government**" link. This leads to a page with an organizational chart of Kane County offices and departments (each contains a link to the Department. Along the left side of this section is a link to "**County Board Members**" which has links and contact information for all board members ▪ A bonus was given because some members provided office, home and cell phone numbers	3*
Online resources for access to open meetings & records (I*s there a link to a 'calendar' or 'upcoming meetings' or something with information about the meetings?*) On the home page there is "Current Calendar Events" panel with links to upcoming County meetings. Along the main banner, there is a "**Calendar**" link. On this page are sections for events within the Next 7 Day, Next 30 Days, and Cancelled & Rescheduled for Next 30 Days. ▪ A bonus was given because the events lead to links with downloadable Agenda packets for the nearest meetings. (**Example** the Sept 26th, 2013 KANECOMM Committee meeting.)	4*
Document Library i.e. An area for frequently requested records and forms (*Is there a central location where a user could access most of the websites relevant documents and forms?*) At the bottom of the pages within the Kane County website is a link to the county's **Document Library.** Another way to access the data library is from the "**Government**" link on the main banner. Along the left-side of this page is a link to the "**Document Library**"	3
Ways to file record request online (*Is there a clear link to file a FOIA request?*) At the bottom of the pages within the Kane County website is a link to an "**FOIA**" page. This page has information about the FOIA process as well as contact information for the FOIA Officers for each department and elected official. ▪ A bonus was given because there is **Request Form PDF** that users can fill out online and either print or attach to an email.	4*
Access to budget & Financial information (*Is there access budget and financial information?*) Under the Featured Links panel on the home page, "2013 Adopted Budget" and "Your Tax Dollars" links. The budget link leads to a PDF of the **2013 Budget**. "Your Tax Dollars" leads to the Kane County **Finance Department** This page has expandable menus with information including Annual Financial Reports, County Budgets back to 2006, and Wage and Salary Reports.	3
Archives of meetings, ordinances, votes (*Are there archives of meeting minutes, ordinances, and/or votes?*) Under the Featured Links panel on the home page, is a link to "**Agendas & Meeting Minutes**." This page contains links to different active committees. There's also an option to show inactive committees as well. Within these Committee page users can view PDF copies of agendas and meetings minutes. (**Example** the Agriculture Committee)	2

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Links to public notices (*Is there an 'alerts', 'notices', and/or 'updates' section with relevant information to the public?*) Along the bottom of the home page is banner with links to different alerts, including: **Emergency Alerts**, **Health Alerts**, **Traffic Advisories**, **Road Closures**, and **CodeRED** (an emergency telephone alert system)	3
Access to e-government applications (*Are there links with clear information about/ forms to pay fines, pay taxes, pay bills, and/or register to vote?*) On the main banner of the home page is a link to "**A-Z Service**." Within the section users should select the "**UVWXYZ**" link. On this page users can locate "Voter Registration". This link will take them to the Kane County **Clerk's website**. Here they will find information about registering to vote. There is "**Real Estate Tax Information**" link; however this does not provide information about paying taxes.	1
Public procurements (bids or RFPS) (*Is there information regarding doing business with county government, open requests for proposals, and past RFPs*?) Under the Featured Links panel on the home page, is a link to "**County Bids**." On this page users can see information such as "Bids & RFPs" and "Results of Bids & Proposals"	3
Maps and Data (*Are there interactive Maps and/or supporting data?*) On the main banner of the home page is a link to "**Maps**." This page has links to different county maps, including an **Interactive GIS Online Map**. Users can print or download a PDF version of their map.	2
Average Score:	**2.8**

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Kendall County

	Kendall
Government Officials & Staff Directory (*Is there a link to contact info for county staff & government officials with pictures of major officials?*) From the "County Board" drop-down menu, users can access information about the county board. Just click the "**County Board**" drop-down menu takes users to a page with contact information about each board member. ▪ A bonus was given because more personalized contact and background information was given for elected county board members. **Example**	4*
Online resources for access to open meetings & records (I*s there a link to a 'calendar' or 'upcoming meetings' or something with information about the meetings?*) There is a **Calendar** link on the drop-down menu. On this page users can select meetings which contain links providing further details such as time and location.	3
Document Library i.e. An area for frequently requested records and forms (*Is there a central location where a user could access most of the websites relevant documents and forms?*) There is not a sort of data library. The closest thing is the "**Kendall County Transparency**" page, which can be accessed from a link at the very top, right corner of the website.	1
Ways to file record request online (*Is there a clear link to file a FOIA request?*) From the drop-down menu users can either select a department-specific FOIA information or just click the "**FOIA**" menu and view the same options with more information about the departments. This allows users to consider which departments would have the information they desire.	3
Access to budget & Financial information (*Is there access budget and financial information?*) Along the left-side panel of the home page users can select the "**Financial Reports**'" link where users can choose from links to **Audits**, **Fiscal Budgets**, & **Monthly Fund Balances**. Also under the Quick Links panel, users can select the "2013 Annual Fiscal Budget" which opens a PDF copy of the **2012-2013 Budget**.	3
Archives of meetings, ordinances, votes (*Are there archives of meeting minutes, ordinances, and/or votes?*) From the County board drop down menu users can select the "**Meeting Information**" link. This provides a set of links to all of Kendall County's committees with agendas, packets, and minutes. Under the Quick Links panel is a link to "**Kendall County Ordinances**" where users can view PDF copies of ordinances dating back to 2007.	3
Links to public notices (*Is there an 'alerts', 'notices', and/or 'updates' section with relevant information to the public?*) On the right-side of home page is an "**Alerts**" link. Additionally, there is a "News" panel along the center of the home page.	3
Access to e-government applications (*Are there links with clear information about/ forms to pay fines, pay taxes, pay bills, and/or register to vote?*) Beneath the "Quick Links" panel on the left-side of the home page is a link to "**Pay Traffic /Court Case**"	4*

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▪ A bonus was given because users can pay traffic tickets (that don't require a court appearance) and court fees online.	
Public procurements (bids or RFPS) (*Is there information regarding doing business with county government, open requests for proposals, and past RFPs*?) There is "**RFP, RFQ, Call for Bids**" link on the left-side panel of the home page where current RFPs and call for bids or displayed. (*There were none when I checked on 9/23/13*)	3
Maps and Data (*Are there interactive Maps and/or supporting data?*) From the "County Offices" drop-down menu users can select "**Geographic Information Systems**." Along the left side of this page is "GIS Links" menu from which users can select "**Interactive Maps**" which leads them to menu of four interactive maps. Users can print the maps that they work on.	2
Average Score:	**2.9**

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Lake County

	Lake
Government Officials & Staff Directory (*Is there a link to contact info for county staff & government officials with pictures of major officials?*) From the "County Government" drop down menu users can select the "County Board" link. From the **County Board** users can select the "**County Board Members**" page. Within this one can select a board member to receive contact and background information	2
Online resources for access to open meetings & records (*Is there a link to a 'calendar' or 'upcoming meetings' or something with information about the meetings?*) On the right-side panel of the home page, users can select the "**Public Meeting Info/Legislation**" link. From This page, users can select the **Meetings** tab which gives users time and location for upcoming meetings. ▪ A bonus was given because downloadable meeting details and agendas available as the dates get closer. Additionally, there is a link on the homepage to "**Watch LCTV**" where users can watch live broadcast from the local access channel.	4*
Document Library i.e. An area for frequently requested records and forms (*Is there a central location where a user could access most of the websites relevant documents and forms?*) There is not a document library the closest thing is the **Legislation** tab within the "Public Meeting Info/Legislation".	1
Ways to file record request online (*Is there a clear link to file a FOIA request?*) There is link on the right-side panel to "**Freedom of Info Act (FOIA)**". **This page** has information about the process of submitting and FOIA request. There is no way to file a record request online.	3
Access to budget & Financial information (*Is there access budget and financial information?*) From the right-side panel there is "**Budget**" link. **This page** contains the 2013 budget. Along the left-side panel, there are also links to **Monthly Expense Reports** & **Budget Documents**.	3
Archives of meetings, ordinances, votes (*Are there archives of meeting minutes, ordinances, and/or votes?*) On the right-side panel of the home page, users can select the "**Public Meeting Info/Legislation**" link. From this page, users can select the **Meetings** tab which gives meeting details, agendas, and minute for most meetings dating back to June 2008. ▪ Bonus was given because some archived board meetings also had video records. These videos can be accessed from the "Public Meeting Info/Legislation" link. Additionally, from the "I Want To..." drop-down menu within the "Watch" section, users can select **Board Meetings** to watch archives of monthly board meetings. Users can export excel, word, and PDF copies of **Legislation**.	4*
Links to public notices (*Is there an 'alerts', 'notices', and/or 'updates' section with relevant information to the public?*) Along the left-side of the home page there is link to "**Alert Lake County.**" This can also be accessed from the "I Want To…" drop-down menu in the "Check" section. The majority of the home page is occupied with Lake county news updates, with link at the bottom of the page to the **County News** page.	3

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Access to e-government applications (*Are there links with clear information about/ forms to pay fines, pay taxes, pay bills, and/or register to vote?*) From the "I Want To…" drop-down menu in the "Pay" section, users can choose **Fees**, **Property Taxes**, & **Water/Sewer Bills** ▪ A bonus was given had clearly accessible online access to these functions on the home screen and/or users were able to pay **property taxes** & **water/sewer bills** online.	4*
Public procurements (bids or RFPS) (*Is there information regarding doing business with county government, open requests for proposals, and past RFPs*?) There are two ways from the home page to access information about bids and RFPS. From the "I Want To…" drop-down menu in the "Find" section users can select "Bids" which takes them to a page of **sortable bids and RFPs** From the right-side panel there is a link for "**Doing Business with Lake County**." from this page users can select "Invitation for Bids" or "Requests for Proposals" which lead to the same **sortable bids and RFPs** ▪ A bonus was given because the Bids and RFPS could be sorted by their current status.	4*
Maps and Data (*Are there interactive and printable Maps and/or supporting data?*) On the right-side panel of the home page, users can select the "**Maps Online**" link. From this page users can choose from four maps. The primary "**Maps Online Map**" also allows users to print and share maps that they manipulate.	3
Average Score:	**3.1**

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McHenry County

	McHenry
Government Officials & Staff Directory (*Is there a link to contact info for county staff & government officials with pictures of major officials?*) From a drop-down menu that is present on most pages within the website users can access the **County Board** & **Department Staff** pages with contact information. ▪ A bonus was given because more personalized contact and background information was given for elected county board members. **Example**	4*
Online resources for access to open meetings & records (I*s there a link to a 'calendar' or 'upcoming meetings' or something with information about the meetings?*) From the homepage there are a number of ways to get to the **County Meetings** & **Monthly Calendar** pages. There a clear links above the drop-down menu and search bar. Within the County Government drop-down menu there is a section for 'County Meetings." ▪ A bonus was given because meeting agendas and supporting documents were available in advance of the meeting	4*
Document Library i.e. An area for frequently requested records and forms (*Is there a central location where a user could access most of the websites relevant documents and forms?*) There is a **Document Library** which can be found on the county board page. However getting to this information is counterintuitive. There is a link from the "County Government" drop-down menu to "**Meet Your County Board Members**," but the average user might not realize that this section is actually a subsection of the "**County Board**" section of the website.	1
Ways to file record request online (*Is there a clear link to file a FOIA request?*) From the County Government drop-down menu there is a link to **FOIA Requests.** This section has FOIA forms, possible sources of information within the website, fee information, and departments' FOIA Officers' contact information	3
Access to budget & Financial information (*Is there access budget and financial information?*) Located between the dropdown menu and the search bar is small white drop down menu with the words "Connect Me To…" written inside. From this users can access pages for: **Bids & RFPs**, the **County Budget** & **Financial Reports**, **E-news Archives** & **Subscriptions**, **FOIA Request**, and more.	3
Archives of meetings, ordinances, votes (*Are there archives of meeting minutes, ordinances, and/or votes?*) Within the **County Meetings** *(ref. criteria 2)* site there is a complete archive of **past meetings**, supporting documents, minute from proceedings ▪ A bonus was given because within the **County Meetings** site there is a complete **video archive** of county meeting proceedings	4*
Links to public notices (*Is there an 'alerts', 'notices', and/or 'updates' section with relevant information to the public?*) On the **home page** there is prominent **Latest News** section and an **Upcoming Events** section just underneath. Additionally, there is currently a bright red alert at the very top of every	3

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page alerting users that they can make **flu shot appointments** through the health department	
Access to e-government applications (*Are there links with clear information about/ forms to pay fines, pay taxes, pay bills, and/or register to vote?*) From the "How Do I…" drop-down menu there is link to "**Pay…**" This page has links to post bond, pay child support, liquor license, property tax, and traffic tickets. Additionally, within the "Services" drop-down menu there is a section for **Online Services.** This page provides links to a number of the resources available through the website. The FAQs page, a link is visible on the home page	3
Public procurements (bids or RFPS) (*Is there information regarding doing business with county government, open requests for proposals, and past RFPs*?) Located between the dropdown menu and the search bar is small, white drop down menu with the words "Connect Me To…" written inside. From this users can access pages for: **Bids & RFPs**, the **County Budget** & **Financial Reports**, **E-news Archives** & **Subscriptions**, **FOIA Request**, and more.	3
Maps and Data (*Are there interactive and printable Maps and/or supporting data?*) From the "County Government" drop-down menu users can select "**Maps – Aerial (GIS)**"This takes users directly to McHenry County's interactive map where users can manipulate and print maps that they work on. A bonus was given because users can export .csv files of parcel information that they look up	4*
Average Score:	**3.2**

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Will County

	Will
Government Officials & Staff Directory (*Is there a link to contact info for county staff & government officials with pictures of major officials?*) On the drop down mention there is an "Elected Officials" and a "Department Directory" drop-down menu. Clicking these menus takes user to contact information for **County Elected Officials** and a **Department Directory**, respectively.	3
Online resources for access to open meetings & records (I*s there a link to a 'calendar' or 'upcoming meetings' or something with information about the meetings?*) There is an "Upcoming Meeting & Events" panel on the home page. On the bottom of this panel is a link to a more **complete calendar** with information about meetings.	3
Document Library i.e. An area for frequently requested records and forms (*Is there a central location where a user could access most of the websites relevant documents and forms?*) There is not a document library. There is a **Frequently Requested Forms** section with four forms: Liquor Ordinance, Application for Raffle License, Solicitor Application, and FOIA Request Form.	1
Ways to file record request online (*Is there a clear link to file a FOIA request?*) On the right side, just below the red banner, drop-down menu on the home page, is another drop-down menu. From this menu, users can select Freedom of Information Act (FOIA) Request. This takes users to a **PDF** with information about FOIA request in Will County.	3
Access to budget & Financial information (*Is there access budget and financial information?*) There are multiple ways to access Will County budget and financial information. From the "Department Directory" drop-down menu, users can select the **Finance Department** link. On this page are links to final approved, budgets, annual financial reports, and audits. From the "Elected Officials" drop-down menu, within the "**County Executive**" section users can find links to county budgets back to 2010.	3
Archives of meetings, ordinances, votes (*Are there archives of meeting minutes, ordinances, and/or votes?*) From the "Links" drop-down menu users can select the "**County Board Minutes**" link.	3
Links to public notices (*Is there an 'alerts', 'notices', and/or 'updates' section with relevant information to the public?*) There is a "Will County News & Services Panel" and an "Informational Links" panels on the right side of the home page. They contain links to news (Information about **Cooling Centers** during the summer), information (the new **RTA Reduced Fare** program), and updates (**Election Results**) for Will County.	3
Access to e-government applications (*Are there links with clear information about/ forms to pay fines, pay taxes, pay bills, and/or register to vote?*) From the "Property Tax Bill Information" link within the "Taxes" drop-down menu on the home page users are taken to the **County Treasurer**'s page. From this home page users can select links to view their Tax Bill or use the "I Need To…" drop down menu to pay **Property**,	2

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This drop-down menu also has link to information about paying **Back** and **Forfeited** taxes. User can select the Will County Clerk Link from the "County News & Services" panel or from the "Elected Officials" drop-down menu. It's from the **County Clerk**'s website that users can get election information such as **Results** and **Voter Registration**.	
Public procurements (bids or RFPS) (*Is there information regarding doing business with county government, open requests for proposals, and past RFPs*?) From the "Links" drop-down menu users can select links from within the Invitations to Bid section. These links include **Current Bids** and past warded bids all the way back to **2008** ▪ This received a bonus for including a link to a sortable database of **Will County Government Bids.**	4*
Maps and Data (*Are there interactive Maps and/or supporting data?*) From the "Department Directory" drop-down menu users can select "**GIS Department**." From the GIS Home page users can select "**WISARD**" to access the Will Interactive Spatial Application and Resource Depiction home page, Will County's interactive map (**Note**: I only accessed this because of a lucky guess, the average person probably would be deterred by an acronym they don't recognize and isn't intuitive.) On this page users can select a **link to access WISARD.** From this page they can launch the **WISARD** application. Users can print PDF versions of their maps.	1
Average Score:	**2.6**

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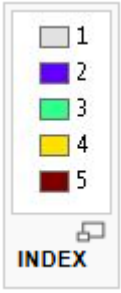
Appendix B: Transit Accessibility Index Documentation

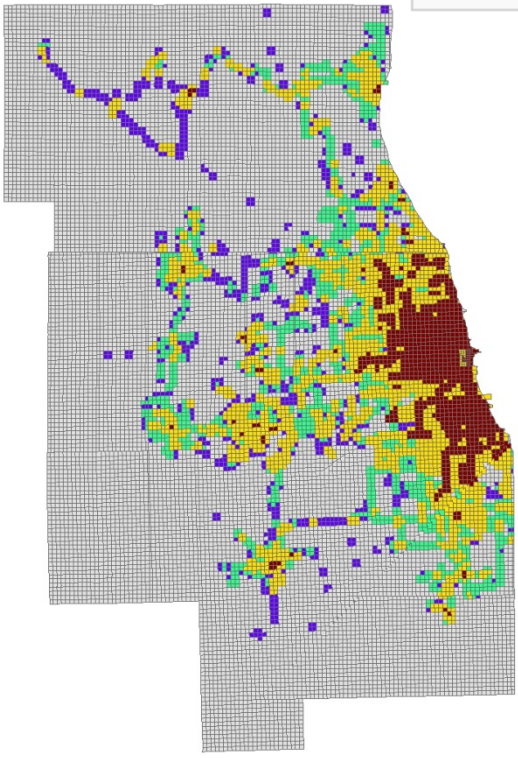
The Transit Accessibility Index is a metric that takes into account transit service frequency, pedestrian friendliness, network distance to transit stops, and number of subzone connections. Each factor is measured individually at the subzone level and an index value is assigned to each subzone. The Transit Accessibility Index is then the average of these four factor indices that have been assigned to each subzone. Each individual index uses the color scheme shown to the right.



Transit Service Frequency

This factor is measured for each subzone by counting the number of times during a week that a transit service vehicle makes a stop in the subzone. Express services that run only on special occasions, such as during sports events and concerts, are not included. The resulting measurement for each subzone is the number of transit vehicle stops per week and the assigned index values are shown below.

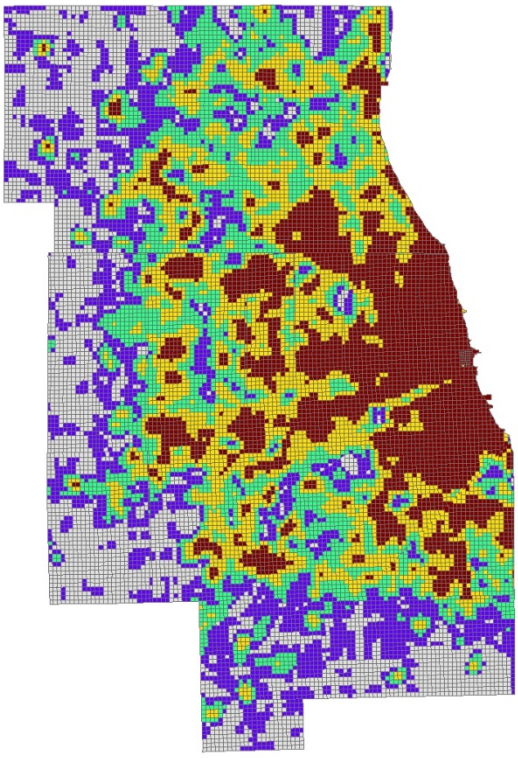
Frequency_Index	Value_Range	Subzone_Count
1	0 - 6	11346
2	7 - 100	853
3	101 - 1,000	1317
4	1,001 - 10,000	2108
5	10,001+	819



Pedestrian Environment Factor

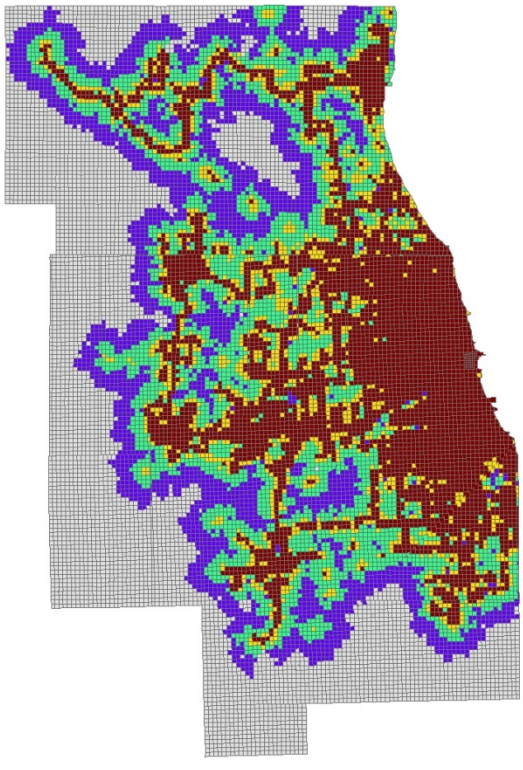
The Pedestrian Environment Factor (PEF) is the same measure of walkable street density that is used in our trip generation model. Subzones are assigned index values based on their PEF score, as shown below.

PEF_index	Value_Range	Subzone_Count
1	0 - 2.88	3285
2	2.881 - 7.49	3249
3	7.491 - 15.87	3297
4	15.871 - 25.73	3301
5	25.731+	3311



Proximity to Nearest Transit Stop

This factor is measured differently depending on whether or not the subzone being measured contains transit stops. For subzones containing transit stops, the measurement is the longest network distance to a transit stop from within the subzone. More precisely, it is the average longest distance to a stop within the subzone, with distances weighted by each stop's service frequency. For subzones that do not contain transit stops, the measurement is simply the shortest network distance from the subzone centroid to the nearest transit stop. Index values are assigned to subzones as in the table below. The distance values are in miles.



Proximity_Index	Value_Range	Subzone_Count
1	5+	4865
2	2.50001 - 5	2889
3	1.00001 - 2.5	3048
4	0.50001 - 1	1413
5	0 - 0.5	4228

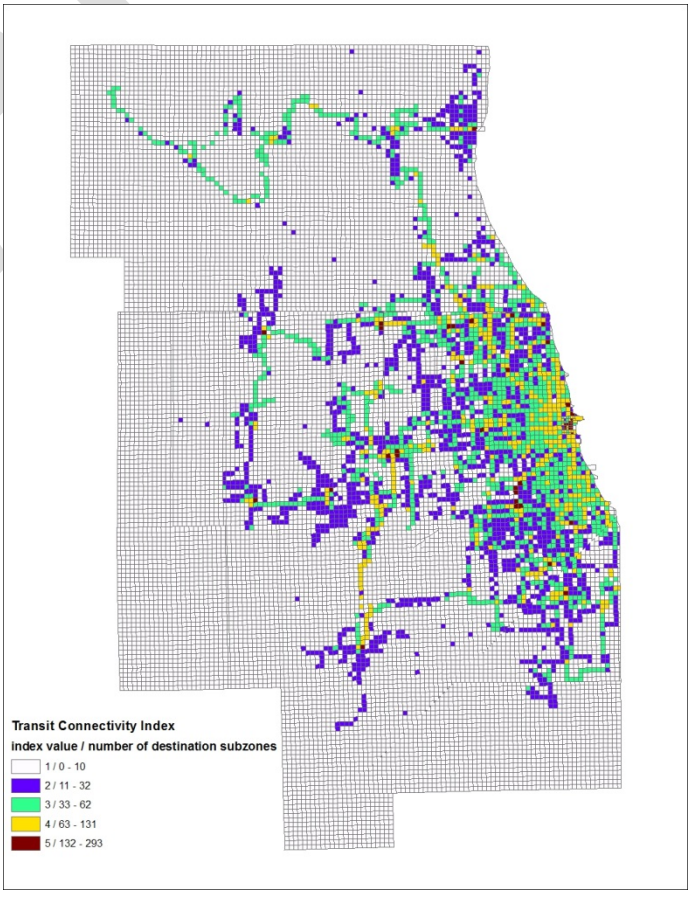
Transit Connectivity

Transit connectivity is measured for each subzone as the number of other subzones that can be reached using a direct transit route. This factor excludes express services used on special occasions and does not take transfers between transit lines or transit modes into account. The index values are assigned according to the map legend below.

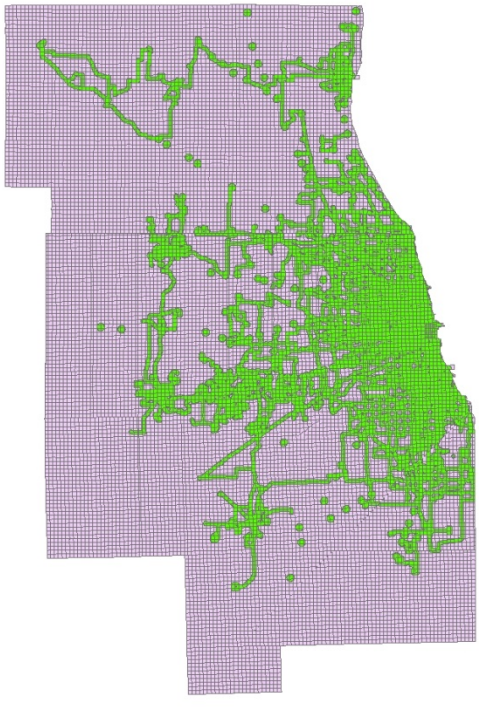
Transit Connectivity Index

index value / number of destination subzones

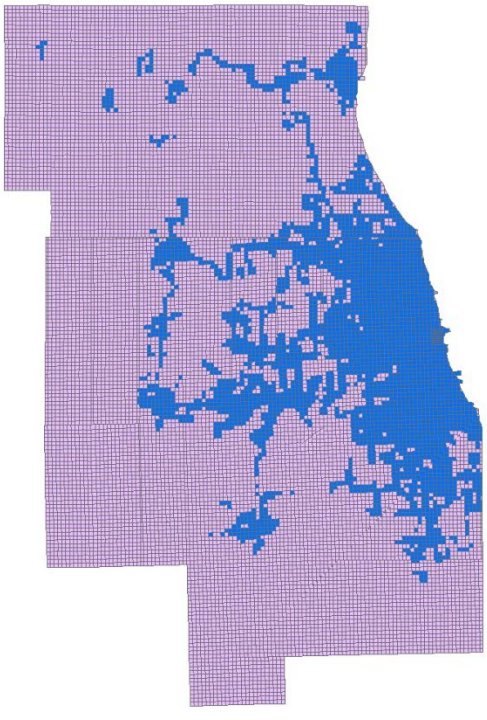
- 1 / 0 - 10
- 2 / 11 - 32
- 3 / 33 - 62
- 4 / 63 - 131
- 5 / 132 - 293



The figures and table below show a comparison of the current GO TO 2040 transit accessibility indicator and the proposed accessibility indicator. Note that the population and employment values for the current indicator do not match those in the plan – the numbers in this document are based on 2010 Census data, while those in the plan were developed using an interim socio-economic forecast file for 2010.



Transit stop buffer ratio — Current indicator



High (4, 5) mean index value — Proposed indicator

	Population (2010)	% Total Population	Employment (2010)	% Total Employment
Current indicator	5,294,971	63.9	2,771,063	72.9
Proposed indicator	5,581,588	67.3	2,728,860	71.7

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MEMORANDUM

To: **CMAP Transportation Committee**

From: CMAP staff

Date: November 15, 2013

Re: GO TO 2040 Financial Plan for Transportation Update: Draft Forecasts

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CMAP is required by federal law to prepare a detailed financial plan for transportation, which compares the estimated revenue from existing and proposed funding sources with the estimated costs of constructing, maintaining, and operating the region's transportation system. To fulfill these requirements as part of the long range plan quadrennial update, CMAP is updating the GO TO 2040 financial plan, including revenue and expenditure forecasts and allocations to operating expenditures, safe and adequate capital maintenance expenditures, state of good repair/systematic enhancements, and major capital projects. Last month, CMAP staff presented information on major transportation revenue trends to the Transportation Committee.

Long-range financial forecasting requires determining a base set of assumptions regarding revenues and expenditure trends, understanding the future implications of current policies, and developing a robust, accurate, and straightforward methodology that is appropriate for a planning-level forecast. Over the past several months, CMAP worked closely with representatives from the Illinois Department of Transportation (IDOT), the Illinois Tollway, the Regional Transportation Authority (RTA), as well as county and municipal transportation departments to prepare revenue and expenditure forecasts for the financial plan update.

This memo describes the GO TO 2040 plan update's initial forecasts for core revenues and operating and "safe and adequate" capital expenditures, compares these forecasts to GO TO 2040, and provides a menu of potential "reasonably expected revenues" which will be necessary for the region to safely and adequately maintain, modernize, and expand the system between now and 2040.

Core revenues, operating expenditures, and capital maintenance expenditures

As required by federal regulations, revenues and expenditures were forecast in year of expenditure dollars rather than real or constant dollars, meaning that inflationary increases are

included in the forecasts. Table 1 summarizes the updated estimates for revenues and expenditures over the 26-year GO TO 2040 update planning period (2015-2040).

Table 1. Summary of draft forecast of core revenues, operating expenditures, and safe and adequate capital expenditures, 2015-2040, in $ millions (year of expenditure)

Federal revenues	$53,521
State revenues	$106,879
Local revenues	$167,107
Total core revenues	**$327,507**
Highway operating expenditures	$78,755
Transit operating expenditures	$113,266
Safe and adequate capital maintenance for highway	$108,683
Safe and adequate capital maintenance for transit	$31,006
Total operating and safe and adequate expenditures	**$331,710**
Difference between core revenues and expenditures	**($4,202)**

CMAP staff estimates that the expenditures for operating and maintaining the transportation system will exceed the core revenues forecasted to be available over the planning horizon 2015 to 2040. Moreover, the expected funding will not allow for additional modernization, enhancements, or expansions to the system. GO TO 2040 prioritized investments in maintaining the existing transportation system first, as well as improvements and enhancements to achieve the goal of a modern, world class transportation system. Pursuing major capital projects, while important, remained a lower priority than these other activities. In order to fiscally constrain modernization and expansion activities within the long range planning context, the region will need to prioritize the advancement of a series of "reasonably expected revenues" as major transportation policy priorities in the GO TO 2040 update. A description of this menu of potential reasonably expected revenue options begins on page 5.

Core revenues. Forecasts of core revenues include the sources that the region currently receives for transportation purposes, and does not include any new sources. Forecasts assume that northeastern Illinois will continue to receive revenues from federal, state, and local sources for building, operating, and maintaining the current roadway and transit system. Table 2 provides a summary of the various sources of estimated revenues totaling $327.5 billion over the 26-year planning period.

Table 2. Draft core revenue forecasts, 2015 to 2040, in millions, year of expenditure dollars

Federal	Locally-programmed federal revenue	**$11,011**
	Federal transit revenue	**$17,086**
	State-programmed federal highway revenue	**$25,424**
State	Public Transportation Fund	**$13,289**
	State Motor Fuel Tax	**$4,972**
	Motor vehicle registration fees and other user fees	**$26,737**
	Tollway revenue	**$46,223**
	State capital program	**$12,498**
	Other state transit	**$3,160**
Local	RTA sales tax	**$42,688**
	Local allotment of state MFT	**$7,298**
	Collar County Transportation Empowerment Program	**$5,267**
	County option MFTs	**$750**
	Other local revenues	**$61,183**
	Real Estate Transfer Tax (portion for CTA)	**$1,609**
	Transit passenger fares	**$42,082**
	Other transit operating revenue	**$6,230**
	Total core revenues	**$327,507**

Operating and capital maintenance expenditures. Operating expenditures include the cost of administering, operating, and servicing debt for the region's roadway and transit system, and include state, county, township, municipal, and transit agencies. Forecasts for IDOT District 1, Illinois Tollway, the RTA, and transit service boards were estimated from historical expenditures or directly provided to CMAP by the implementing agencies. Local government operating forecasts were derived from U.S. Census of Governments data on highway operating expenses from 2007, the most recent year available.

Capital maintenance expenditures were estimated in consultation with highway and transit implementers. Because maintenance can be performed on a more aggressive or less aggressive basis, CMAP makes a distinction between expenditures for maintaining the transportation system at a safe and adequate level, and expenditures that go beyond this level, including state of good repair projects, systematic enhancements, or expansion projects.

Like in GO TO 2040, expenditures were forecast assuming a safe and adequate level, which means performing sufficient maintenance to assure the safety of the system's users and the general public. Calculations of future maintenance costs at the safe and adequate level were based on actual current practice, meaning the typical cycles with which roadway maintenance projects are performed today. While this results in a significant backlog of facilities that are in fair or poor condition at any given time, the resulting system condition remains safe and adequate. Table 3 provides an overview of operating and capital maintenance expenditure forecasts for the GO TO 2040 update.

Table 3. Draft forecast of operating and capital maintenance expenditures to a safe and adequate level, 2015 to 2040, in millions, year of expenditure dollars

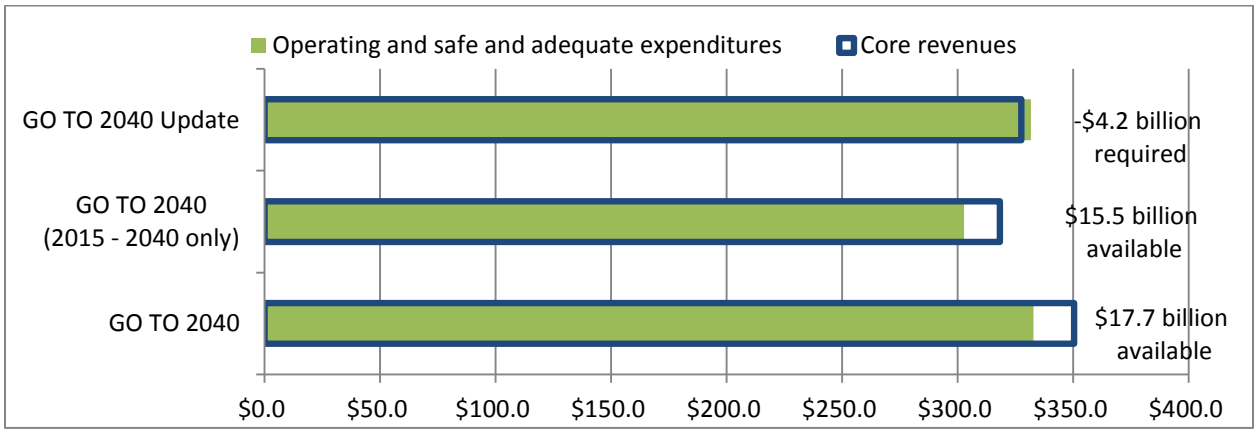
Highway operations	$78,755
Transit operations	$113,266
Highway capital maintenance	$108,683
Transit capital maintenance	$31,006
Total expenditures	**$331,710**

Comparison of forecasting between GO TO 2040 and the GO TO 2040 update. In general, the changes to the specific GO TO 2040 update forecasts reflect an evolution in CMAP's analytical methods to produce more robust results. There are three primary ways that the updated forecast might differ from the GO TO 2040 forecast.

- Different annual **growth rates** were used when the data indicated that a different rate would better reflect trends.
- The **base from which growth rates are derived and/or applied** is different because actual or estimated 2011-2013 revenues were different from the GO TO 2040 forecast.
- Different **methodology**, including new techniques for forecasting or changes in the revenue sources included, was implemented in some cases to improve revenue estimates or better reflect expenditures made for transportation purposes such as integrating debt service costs.

The following chart compares the GO TO 2040 forecast to the GO TO 2040 update forecast over the same planning horizon (2015-2040). For comparison purposes, the original GO TO 2040 forecast is shown in terms of a 26-year planning period (2015-40) as well as the full 30 year planning period (2011-2040).

Figure 1. GO TO 2040 and the GO TO 2040 update



Overall, the GO TO 2040 update forecast of core revenues and operating and safe and adequate capital expenditures is more constrained than the original GO TO 2040 forecast. Specifically, expenditures exceed core revenues by $4.2 billion over the 26 year planning period. Potential reasonably expected revenues as well as enhancement, state of good repair, or major capital

expenditures have not yet been addressed in this forecast. With regard to revenues, some of the major differences between the two forecasts include the following:

- Toll revenues were considerably higher in the updated forecast, reflecting the recent toll rate increase.
- State motor fuel tax revenue was forecast assuming that motor vehicle fuel economy would grow faster than vehicle miles traveled, resulting in declining revenues during the planning period.
- The methodology for forecasting federal revenues was improved and also more accurately reflects historical growth rates. This lowered the total amount of overall core federal funding.
- RTA sales tax revenue as well as transit passenger fares exhibited a slightly higher forecast, in part because actual and estimated revenues generated in 2012 and 2013 were higher than in the GO TO 2040 forecast.

These differences helped to drive an overall higher revenue forecast. However, the GO TO 2040 update forecast for operating and capital maintenance expenditures is also higher than the GO TO 2040 forecast. With regard to expenditures, some of the major differences between the two forecasts include:

- Highway and transit operating cost forecasts were revised to account for debt service payment costs. This change accounted for $29.7 billion of the expenditure increase over the GO TO 2040 forecast. The method by which the costs were integrated varied depending on the treatment of bond proceeds and revenue sources in other areas of the financial plan.
- Highway capital maintenance expenditure forecasts trended lower than had been forecast in GO TO 2040, thus, were forecast from a lower base. State and local highway departments consulted by CMAP indicated that capital costs have mostly stayed constant or decreased since GO TO 2040 was adopted, rather than increasing at the rates assumed in GO TO 2040.
- The actual and estimate amounts used as a base to forecast highway operations are higher than forecast in GO TO 2040. For example, for 2011 through 2013, expenditures on state highway operations are higher than forecast in GO TO 2040. This was partially offset by lower actuals for the Illinois Tollway, as well as on the transit side.

State of good repair, system enhancements, and major capital projects expenditures

The expenditures included in the capital maintenance category above are intended to be sufficient to maintain a safe and adequate system, but not move the region's transportation system toward a state of good repair, provide for systematic enhancements, or fund major capital projects. Because core revenues are not forecast to meet safe and adequate capital maintenance needs, funding the system beyond maintenance would require the region to identify new or increased sources of funding for transportation.

Investing in state of good repair projects for the existing transportation system was a regional priority in GO TO 2040, and will likely remain a regional priority in the GO TO 2040 update.

Performing maintenance at the levels necessary to assure a state of good repair means that facilities that are not in good or better condition would be brought up to that level, and that maintenance would be scheduled such that no significant backlog would arise. According to the RTA's Capital Asset Condition Assessment Update for 2011, the transit system currently has a state of good repair backlog of $18.7 billion. GO TO 2040 does not assume reaching a state of good repair during the planning period. Estimates vary widely, but GO TO 2040 indicated that bringing the roadway system to a state of good repair could cost as much as $78.5 billion additional between 2011 and 2040.

The capital maintenance estimates also do not provide for systematic enhancements, which include projects that improve system performance or expand its capacity but are not major capital projects. These projects could include arterial add-lanes projects, transit operational improvements, new or expanded bus services, pedestrian or bicycle improvements, intelligent transportation systems, or transportation demand management.

In addition, capital maintenance and operations does not include expenditures on major capital projects, which are large projects with a significant effect on the capacity of the region's transportation system, including extensions or additional lanes on the interstate system, new expressways, or similar changes to the public transit system.

Reasonably expected revenues

Making investments in the region's transportation system beyond maintenance may necessitate the assumption of future policy changes that will bring additional revenues to the region. Federal guidance permits the inclusion of revenues that can be reasonably expected to be generated during the planning period. GO TO 2040 made several policy recommendations regarding reasonably expected revenues, including:

- Increase the state motor fuel tax by 8 cents and index the rate to an inflationary measure
- Implement congestion pricing on a portion of the expressway system
- Employ variable parking pricing

GO TO 2040 also recommended the exploration of other "innovative" financing sources for implementing specific transportation projects. These could include value capture, congestion pricing on new expressway capacity, other user fees imposed by highway and transit implementers, or potential cost efficiencies resulting from public-private partnerships. GO TO 2040 does not assign any overall regional estimate for these types of revenues. Rather, GO TO 2040 assumes these types of strategies may be instituted on a project level to close a specific revenue gap or lower project costs. The GO TO 2040 update will make similar assumptions, but go further to clarify what role these types of innovative strategies might play in funding specific major capital projects. Thus, these funding sources could serve to lower specific major capital project costs in the Plan update. CMAP staff is currently engaged in conversations with regional transportation implementers to help clarify these issues.

Federal guidelines allow financial plans to include revenues that can "reasonably expected to be available" during the planning period. The inclusion of these revenues, and the advocacy required to implement them, is necessary for the region to maintain and operate the

transportation system as well as make additional investments. This section will provide an overview of potential reasonably expected revenue options that could be included in the financial plan, but are not recommendations at this time. In addition to being incorporated into the financial plan, the options selected would be major policy recommendations of the GO TO 2040 update. CMAP would like feedback on these potential options, including their political acceptability and the extent to which the option provides the region with the revenue necessary to continue to make investments in its transportation system. The CMAP Board and the MPO Policy Committee will consider approval of the overall GO TO 2040 update (which includes the financial plan) in October 2014.

State motor fuel tax increase. GO TO 2040 recommends that the state motor fuel tax (MFT) be increased by 8 cents and indexed to an inflationary measure. Although the rate has been increased nine times since its enactment, the state MFT has remained $0.19 per gallon since 1991. Since it is a per gallon tax, the revenues have failed to keep pace with the cost of inflation and construction materials. GO TO 2040 forecast that this enhancement would generate an additional $19.4 billion if it were implemented in 2012. However, no increase has been enacted. In addition, state MFT revenues have been declining annually since 2007, when revenues reached a high of $1.4 billion. While this decline is partially a result of a reduction in vehicle miles traveled, the consumption of motor fuel has declined faster than vehicle miles traveled. Rising vehicle fuel economy has contributed to this decline, and will likely result in continued decline of motor fuel consumption. If the increase were implemented in 2017, **$10.5 billion** would be generated in northeastern Illinois during the GO TO 2040 update planning period.

Regionally-imposed transportation user fee. CMAP's Regional Tax Policy Task Force recommended that the region pursue regional revenue sources for regional needs. Other than the RTA sales tax, which provides funding for transit operations, the region does not have a region-wide dedicated source of funding to provide for capital transportation needs investments. Options could include a regional motor fuel tax, a vehicle registration fee, a vehicle miles traveled fee, or another transportation user fee. If an 8-cent regional MFT were implemented in 2017 and the rate were indexed to inflation, approximately **$6.3 billion** would be generated in the region during the planning period. Under a $10 vehicle registration fee in the region beginning in 2017, **$1.5 billion** would be generated.

Congestion pricing on the existing system. Congestion pricing promises to give drivers and transit users new travel options while providing implementing agencies with a proven traffic management tool. GO TO 2040 assumed revenues from congestion pricing of a portion of existing expressways and that revenues would begin to flow to the region in 2020. These revenues are separate from congestion pricing on the new capacity provided via major capital projects, which will be incorporated in the public costs of those projects. Since GO TO 2040 was published, CMAP has explored the benefits of implementing congestion pricing on five of the highway major capital projects recommended in GO TO 2040 as well as the existing expressway network. Recent CMAP research has examined the revenue potential of congestion pricing the existing expressway network. If this occurred beginning in 2021, and revenue grew at a rate of 3% annually, CMAP forecasts that the following would be available during the planning period:

- $11.3 billion through congestion pricing on a selection of expressways equivalent to 25% of the region's existing expressway network.
- $29.5 billion through congestion pricing on the entire existing expressway network.

Long-term motor fuel tax replacement. As motor fuel consumption has slowed, state governments and other metropolitan planning organizations are considering replacements for the motor fuel tax. Replacements currently being considered in Illinois and/or elsewhere across the U.S. include a fee on vehicle miles traveled and a sales tax on wholesale motor fuel. If a replacement for both state and county MFT revenues, as well as revenues generated from the reasonably expected increase in the state MFT rate discussed above were enacted in 2025, **$7.4 billion** would be generated for in northeastern Illinois over and above the amounts forecasted to be generated from the MFT-based sources. This estimate assumes that the replacement would be revenue neutral to 2013 but adjusted for growth in annual vehicle miles traveled. To avoid double counting with other MFT forecasts above, this estimate includes the incremental revenue generated from the replacement.

Performance-based funding. The State of Illinois allocates highway funds through an arbitrary formula called the "55/45 split." CMAP recommends that Illinois implement performance-based funding of highway and bridge projects in order to set priorities for investments in maintaining, modernizing, and expanding our transportation system. While CMAP does not advocate for the implementation of a different arbitrary formula, it may be reasonable to assume that the implementation of performance-based funding would result in increased funding for metropolitan Chicago, which has the vast majority of the State's population and economic activity. For example, a 5 percent increase in federal and state highway revenues toward northeastern Illinois would result in a net increase of $3.2 billion over the 2015-2040 planning period. To the extent that the MFT rate increase and the long-term motor fuel tax replacement (see above) are also implemented, an additional $0.3 billion would be generated under this assumption.

Variable parking pricing. Using variable parking pricing, municipalities can apply variable rates to parking to influence traveler mode choice, time and amount of travel, and shift drivers from a congested location. GO TO 2040 assumed that additional local funds would be generated for transportation purposes through pricing an additional 1.7 percent of off-street parking spaces annually during the planning period. An average rate of $1 per day was used because a parking price that is set too high may shift drivers to other locations. It was also assumed that half of the revenues generated would be used for transportation. While some municipalities have priced parking, no additional priced spaces have been added to CMAP's knowledge since the adoption of GO TO 2040. However, CMAP has completed additional research on parking strategies last year. Under the same assumptions used in GO TO 2040, **$1.5 billion** would be generated between 2015 and 2040. Alternative assumptions could include adding on-street parking spaces near Metra stations or increasing the rate annually to adjust for inflation.

Next steps

CMAP staff would like feedback on the draft forecast contained in this document, including feedback on reasonably expected revenue possibilities. Over the next month, CMAP staff will produce final forecasts based on feedback from the Transportation Committee. These forecasts, as well as draft funding allocations for operations and capital maintenance to a safe and adequate level, state of good repair/systematic enhancement funds, and allocations for major capital projects, will be presented at the January 17, 2014 Transportation Committee meeting.

Plan update forecast methodology

This section will discuss the specific methodologies used for projecting revenues, operating expenditures, and capital maintenance expenditures to a safe and adequate level for GO TO 2040 update over the 2015-2040 planning period.

Core revenues

Locally-programmed federal revenue

Draft forecast: $11.0 billion	Draft assumptions for GO TO 2040 update
Portion of annual federal apportionment that is sub-allocated to the Chicago region for programming. This includes the federal fund sources of CMAQ, Transportation Alternatives Program-Local, STP-Local, STP-Counties, and discretionary programs.	Revenues for 2015 were assumed to be 0.1% greater than 2014 apportionments. This short-term growth rate was based on the difference between 2014 and 2013 apportionments (excluding discretionary). After 2015, a growth rate of 3.6% was assumed. This growth rate was based on the compound annual growth rate of locally-programmed federal revenue combined with state-programmed federal highway revenues between 2000 and 2014.

Other federal transit revenue

Draft forecast: $17.1 billion	Draft assumptions for GO TO 2040 update
Projection includes New Starts, bus and bus facilities, State of Good Repair, and Urban Formula programs.	Forecast was provided by the RTA. Revenues for 2015 through 2018 are based on preliminary capital funding marks for 2014-2018 period. After 2018, revenues are forecast to grow at a rate of 2.4%.

State-programmed federal highway revenue

Draft forecast: $25.4 billion	Draft assumptions for GO TO 2040 update
Portion of annual federal apportionment that is allocated to the State of Illinois for programming. This includes the federal fund sources of National Highway Performance Program, STP-U, Highway Safety Improvement Program, Transportation Alternatives Program, Recreational Trails, and discretionary programs.	Forty-five percent of the statewide total annual apportionment was assumed to go to northeastern Illinois. Revenues for 2015 were assumed to be 0.1% greater than 2014 apportionments. This short-term growth rate was based on the difference between 2014 and 2013 apportionments (excluding discretionary). After 2015, a growth rate of 3.6% was assumed. This growth rate was based on the compound annual growth rate of locally-programmed federal revenue combined with state-programmed federal highway funds between 2000 and 2014.

State Public Transportation Fund

Draft forecast: $13.3 billion	Draft assumptions for GO TO 2040 update
State funds equal to 30 percent of RTA sales tax and real estate transfer tax revenues.	Revenues from this matching fund equals 30% of forecasted RTA sales tax and real estate transfer tax estimates.

State Motor Fuel Tax

Draft forecast: $5.0 billion	Draft assumptions for GO TO 2040 update
Portion of state motor fuel tax retained by IDOT for the Road Fund and State Construction Account. The current rate is 19 cents per gallon (21.5 cents per gallon of diesel).	Using a methodology to account for increasing vehicle fuel economy, revenues decreased annually, with an average annual decrease of 1.4%. CMAP forecasted annual vehicle miles traveled (AVMT) and average miles per gallon (MPG) to estimate revenue. To forecast AVMT, CMAP used actual statewide AVMT data for passenger vehicles and for all other vehicles for 1991 - 2012 to calculate linear trendlines for AVMT. Average annual percent change in AVMT between 2012 and 2040 was 0.9% for passenger vehicles and 1.2% for other vehicles. For MPG for non-passenger vehicles, the average of AVMT divided by gallons of diesel sold was used as a base, and an annual 1.0 percent improvement was assumed. For MPG estimates for passenger vehicles over the planning horizon, CMAP created estimates based on National Highway Traffic Safety Administration rules for Corporate Average Fuel Economy (CAFE) standards, estimated standards for 1978 through 2025 model years for cars and light trucks, and information about vehicle fleet from the FHWA's 2009 National Household Travel Survey. After accounting for various statutory deductions, the region is assumed to receive 45% of these revenues for the purposes of funding state road construction and maintenance projects.

State motor vehicle registration fees and other user fees

Draft forecast: $26.7 billion	Draft assumptions for GO TO 2040 update
Annual vehicle registration fees, certificate of title fees, and operator's license fees collected by the State, excluding those used to fund the state capital program. Most of this revenue is deposited into the Road Fund and State Construction Account.	Fee revenues to the Road Fund and State Construction Account were assumed to grow at 3.0%, which was the compound annual growth rate between 2000 and 2013.

Tollway revenue

Draft forecast: $46.2 billion	Draft assumptions for GO TO 2040 update
Toll revenues forecasted to be collected on the 286 mile system. The current toll rate structure went into effect in 2012, and includes commercial vehicle toll increases between 2015 and 2017. Following 2017, the commercial rate will be adjusted annually for inflation.	Toll revenue projections were derived from estimates prepared for the Illinois Tollway by CDM Smith in April 2013. The projection assumed that the annual adjustment in commercial toll rates beginning in 2017 would be 2 percent annually. Other operational revenues, such as concessions and miscellaneous income, were forecast by CMAP to grow at a rate of 0.5% annually.

State capital program

Draft forecast: $12.5 billion	Draft assumptions for GO TO 2040 update
State capital programs are typically funded with a variety of revenue increases, including fee increases on sources like vehicle registration and certificate of title.	Assumes that the region will receive $540 million as part of the current state capital program in 2015. For future programs, it is assumed that two more will be awarded during the planning period, with the first being 16% more than Illinois Jobs Now!, and the second being 16% greater than the first plan.

Other state transit

Draft forecast: $3.2 billion	Draft assumptions for GO TO 2040 update
The State has provided the RTA with debt service assistance for SCIP I and SCIP II bonds since 1992 with General Revenue Funds. The State has provided $8.5 million annually to support Pace ADA since 2010. The State also provides reduced fare reimbursements to the service boards.	Revenues for debt service assistance are assumed to be flat through 2019, followed by annual reductions in funding until the bonds are fully repaid in 2035. Reduced fare reimbursements from the State are forecast to grow at a rate of 1.5% annually. ADA support is forecast to remain flat for the duration of the planning period.

RTA sales tax

Draft forecast: $42.7 billion	Draft assumptions for GO TO 2040 update
The RTA sales tax is equivalent to 1.25% of sales in Cook County and 0.75% of sales in DuPage, Kane, Lake, McHenry, and Will counties. The RTA receives 2/3 of the collar county revenues. The collar county 0.25% portion is listed under Collar County Transportation Empowerment Program.	Forecast was provided by the RTA. RTA sales tax revenues are assumed to grow 3% annually throughout the planning period.

Collar County Transportation Empowerment Program

Draft forecast: $5.3 billion	Draft assumptions for GO TO 2040 update
1/3 of collar county revenues generated from the RTA sales tax are returned to DuPage, Kane, Lake, McHenry, and Will counties to be used for roads, transit, and public safety.	Growth in revenues generated for the collar counties are based on projected population growth combined with inflationary assumptions. During the planning period, annual growth averages 3.4%.

Local allotment of state MFT

Draft forecast: $7.3 billion	Draft assumptions for GO TO 2040 update
Counties, townships, and municipalities receive a disbursement of state MFT revenue. County share is based on motor vehicle registration fees received, township share is based on share of mileage of township roads, and municipal share is based on population.	State MFT revenue was forecasted using the methods explained above. County vehicle registrations and township road miles relative to the rest of the State are assumed to remain constant. Municipal population in the region relative to the rest of the State is forecast to increase according to historical trends at about 0.1 percentage points annually.

County Option MFTs (those used for transportation)

Draft forecast: $0.75 billion	Draft assumptions for GO TO 2040 update
DuPage, Kane, and McHenry counties impose a 4 cent per gallon MFT. County departments of transportation use these revenues for maintaining county roads. Any other local government imposing an MFT for transportation purposes is included in other local revenues.	The methodology for forecasting revenue for each county was similar to the forecast for the state MFT. For MPG, estimated 2012 MPGs for each county were used as the base (17.5, 15.9, 22.0 respectively), rather than the statewide base of 21.0. Growth in AVMT was calculated using growth rates in AVMT for each county for each air quality conformity analysis year.

Other local revenues

Draft forecast: $61.2 billion	Draft assumptions for GO TO 2040 update
These are local revenues, such as property tax revenue, sales tax revenue, and impact fees used for transportation, excluding county MFTs, the RTA sales tax, state funds, and federal funds. Local governments with jurisdiction over transportation include counties, townships, and municipalities.	Revenues were calculated for municipalities and townships using 2007 U.S. Census of Governments data, which includes all local governments in the region. County revenues were obtained from recent county budget documents. Revenues were adjusted to the current year using the change in the FHWA National Highway Construction Cost Index and the U.S. Census of Governments Illinois Local Government Payroll data for highway. To forecast to 2040, growth rates for CMAP population forecasts for each locality were added to an annual 2.5% inflationary adjustment. Average annual growth regionwide was 3.6%.

Chicago Real Estate Transfer Tax (portion for CTA)

Draft forecast: $1.6 billion	Draft assumptions for GO TO 2040 update
The $1.50 per $500 of value of the City of Chicago's RETT is transferred to the CTA.	Revenues were forecast to grow at a rate of 3.5% annually.

Transit passenger fares

Draft forecast: $42.1 billion	Draft assumptions for GO TO 2040 update
This includes passenger fares for the CTA, Metra, Pace, and Pace ADA.	Forecast was provided by the RTA. Revenues were forecast to grow at a rate of 3.2% annually.

Other transit operating revenue

Draft forecast: $6.2 billion	Draft assumptions for GO TO 2040 update
This included other revenues for the RTA, CTA, Metra, Pace, and Pace ADA such as advertising revenue, investment income, and Medicaid reimbursements.	These revenues are assumed grow at a rate of 2.7% annually, which was derived from growth rates forecast by each service board.

Expenditures for operating and capital maintenance

Highway operations expenditures

Draft forecast: $78.8 billion	Draft assumptions for GO TO 2040 update
Includes highway operations for IDOT District 1, Illinois Tollway, counties, townships, and municipalities. Also includes Tollway debt service (interest portion only) and state debt service for Series A bonds.	Both Illinois Tollway and IDOT District 1 expenditures were estimated using a linear trendline based on 2000-2013 data. During the planning period, annual growth averaged 2.2% for IDOT District 1 and 2.4% for the Illinois Tollway. Tollway interest payments were forecast on a linear trendline using 2000-2012 data, and growth averaged 3.9% annually during the planning period. Series A bond payments were forecast to grow 2.5% annually during the planning period, and it was assumed that 45% of these costs were attributable to the region. Local government highway operations expenditures were estimated from the local highway operations expenditures reported to the 2007 Census of Governments. Local expenditures were adjusted to the current year using the rate of change in the U.S. Census of Governments Illinois Local Government Payroll data for highway. CMAP used a 2% annual inflation factor to forecast local operating expenditures to 2040.

Transit operations expenditures

Draft forecast: $113.3 billion	Draft assumptions for GO TO 2040 update
Includes operating costs for the RTA, CTA, Metra, Pace, and Pace ADA. As a counterpart to state revenues provided for this purpose, includes principal and interest payments on SCIP bonds. Also includes the portion attributable to interest payments for other RTA debt service obligations.	Operating expenditures were estimated using linear trendlines of 2007-2015 actual and planned expenditure data, totaling $96.4 billion. SCIP bond principal payments totaling $1.3 billion were included. The interest portion of debt service payments were forecast for to grow an average of 0.4% annually during the planning period, totaling $9.3 billion.

Highway capital expenditures

Draft forecast: $108.7 billion	Draft assumptions for GO TO 2040 update
Capital maintenance costs for the interstate system, state highways, ISTHA highways, and local roads.	Capital expenditures for the highway system are based on assumptions for unit costs and maintenance cycles. These assumptions are then applied to the inventory of highway assets in the region. A group of highway implementers representing state and county highway departments met to determine unit cost and lifecycle assumptions. The assumptions were also reviewed by several municipal governments. Expenditures were inflated 3% annually.

Transit capital expenditures

Draft forecast: $31.0 billion	Draft assumptions for GO TO 2040 update
Capital maintenance costs for the CTA, Metra, Pace, and Pace ADA.	In consultation with the RTA, transit capital costs were determined from the RTA's preliminary 5-year capital budget for 2014-2018. From that budget, an average annual capital expenditure was calculated. Expenditures were inflated 3% annually.

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MEMORANDUM

To: **CMAP Transportation Committee**

From: Todd Schmidt, CMAP Staff

Date: 11/8/2013

Re: Universe of Major Capital Projects Update

Major capital projects are large, regionally significant projects that add capacity to the region's transportation system through adding lanes to or extending an existing interstate highway, building a new expressway facility, or making comparable improvements to the transit system. Arterial improvements are not considered major capital projects, nor are bus facilities unless they run on a new, dedicated lane on an expressway. Per federal requirements, GO TO 2040, the metropolitan transportation plan for the 7-county Chicago region, is to be updated by October of 2014. Metropolitan regions are required to review and update their long range metropolitan transportation plans at least every four years if they are in air quality non-attainment areas, such as the CMAP region. This includes updating the list of fiscally constrained major capital projects identified in GO TO 2040.

At the September meeting of the Transportation Committee, CMAP staff presented an overview of the process for updating the major capital projects as part of the GO TO 2040 plan update project. Staff anticipates that both constrained and unconstrained projects will be evaluated and finalized by the April 2014 Transportation Committee meeting, to allow enough time for a draft plan to be released for public comment at the June 2014 meetings of the CMAP Board and MPO Policy Committee. Staff anticipates that the final plan will be adopted at the October 2014 meetings of the CMAP Board and MPO Policy Committee.

As described at the September committee meeting, staff spent the month of October reaching out to the project implementing agencies to discuss their plans for major capital project development. CMAP staff discussed major capital project plans with staff from the Chicago Department of Transportation (CDOT), Metra, Regional Transportation Authority (RTA), Illinois Toll Highway Authority (Tollway), Illinois Department of Transportation (IDOT), Chicago Transit Authority (CTA), and Pace Suburban Bus (Pace). Staff sent formal emails requesting meetings with each of the aforementioned agencies on October 3. Attached to each email was a document containing information on each of the major capital projects identified in GO TO 2040, including project description, current project status, and total project costs. In the case of projects identified as being implemented by multiple agencies, information was sent to

all agencies involved. CMAP staff requested that implementers update all project information by the end of October.

To inform the development of the menus of fiscally constrained and unconstrained Major Capital Projects for the GO TO 2040 Plan Update, CMAP staff also requested that project implementers provide as much of the cost information pertaining to each of their projects as possible. This included not only total project costs, but also all components of total costs that are relevant to the plan update project. Total costs are comprised of both construction cost and the annual expected operations and management cost after construction. Construction cost was defined as the sum of both reconstruction and new capacity cost. Reconstruction costs were defined all maintenance and modernization costs, including the amount of project cost categorized as maintenance and/or modernization associated with construction. New capacity costs include the amount of project cost used to add capacity. CMAP staff analysis of total cost figures submitted by implementing agencies informed these assumptions in GO TO 2040. For more information pertaining to cost estimates used in GO TO 2040 please visit: http://www.tinyurl.com/3xlzakh.

Finally, CMAP staff asked each implementing agency to indicate a priority preference for each project by proposing that CMAP a) move the project to another classification (either constrained or unconstrained) of major capital projects, b) keep the project classified as it was in GO TO 2040, or c) remove the project from consideration or evaluation altogether.

Following discussions, CMAP staff asked each implementing agency to submit any formal, written updates to each project summary by Friday, November 1. Staff is in the process of compiling and assessing the project information provided by the implementing agency for each major capital project. Staff will continue to work with the implementing agency to provide the most current project and cost information for the plan update. The final universe of major capital projects for consideration and evaluation for inclusion in the 2014 GO TO 2040 plan update will be presented at the January Transportation Committee meeting.

ACTION REQUESTED: Discussion

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: **Transportation Committee**

From: CMAP staff

Date: November 8, 2013

Re: Recommended projects for FY 13 – 14 Transportation Alternatives program

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Moving Ahead for Progress in the 21st Century (MAP-21) created a new Transportation Alternatives program (TAP) to fund non-motorized transportation. It also gave Metropolitan Planning Organizations (MPOs) with populations over 200,000 the responsibility to program part of each state's apportionment under TAP. The CMAP Board and MPO Policy Committee directed staff to program both years of funding with bicycle and pedestrian facilities by holding an abbreviated call for projects in summer 2013. Bicycle and pedestrian facilities that were submitted for the FY 14 – 18 Congestion Mitigation and Air Quality (CMAQ) program but not funded are also being considered under TAP without requiring a separate application.

Staff is now presenting its recommended program of projects for the Transportation Committee's consideration and to release for public comment. After making any changes needed based on comments received, the program will be presented to the CMAP Board and MPO Policy Committee at their January 2014 meetings for approval.

Overall Process

Staff developed the proposed program by first applying a set of basic screening criteria, then ranking the remaining projects according to evaluation criteria. One-on-one meetings or phone calls were then held with the sponsors of the higher-ranking projects to verify project details and assess complications that might affect project readiness. As MAP-21 contains relatively stringent funding sunsets, staff wanted to minimize the risk that project delays could cause the TAP funds to lapse and become unavailable to the region. In sum, the projects in the recommended program are those that will provide significant benefits to the region and that, in the judgment of staff, are most likely to proceed in a timely way.

Project Scoring

The screening criteria are as follows:

1. Sponsors must have submitted a final Project Development Report (PDR) to the Illinois Department of Transportation (IDOT) by October 15, 2013 or have already received Phase I design approval for their projects.
2. Sponsors must show that their project is featured in at least one formally adopted or approved bike plan, comprehensive plan, or other plan by a local government, subregional council, CMAP, or the State of Illinois.

Following screening, projects were evaluated on a 100-point scale using criteria discussed with several CMAP working committees and the Bicycle and Pedestrian Task Force in September 2013. The criteria are shown in Table 1, and they are explained in more detail in a staff memo.

Table 1. Evaluation criteria for Transportation Alternatives program

Completion of Regional Greenways and Trails Plan (30 points max)	
30 Points	Connects two existing trail sections
25	Extends an existing regional trail
20	Builds a new isolated section of planned regional trail
10	Builds a new facility that intersects an existing regional trail
Population + Employment Density within Buffer Area [proxy for usage] (30 max)	
30	Top quartile of region
24	Second quartile
16	Third quartile
8	Lowest quartile
Facility Design Quality (FDQ) (30 max)	
(Score after less score before) * 6	Safety/attractiveness rating improvement: 0: Impassable barrier for walking and bicycling 1: Arterial road with no bike/ped accommodation 2: Arterial road with some bike/ped accommodation, including marked shared lanes, and collector streets with no accommodation; 3: Low-speed, local streets with no bike/ped accommodation 4: Unprotected bike lane; local and collector streets with full accommodation 5: Trail or arterial sidepath, cycletrack, protected bike lane, or buffered bike lane
Bonus (10 max)	
5	No ROW or easements to obtain
5	Phase II Engineering complete
100	**Points total**

Figure 1 shows the proposed projects in comparison to the Greenways and Trails Plan and the population/employment density quartiles (facility design quality is not shown because it is more granular). Table 2 shows the scores for each project. Projects that did not meet either of the screening criteria were not ranked.

Figure 1. Proposed Transportation Alternatives projects in comparison to selection criteria.

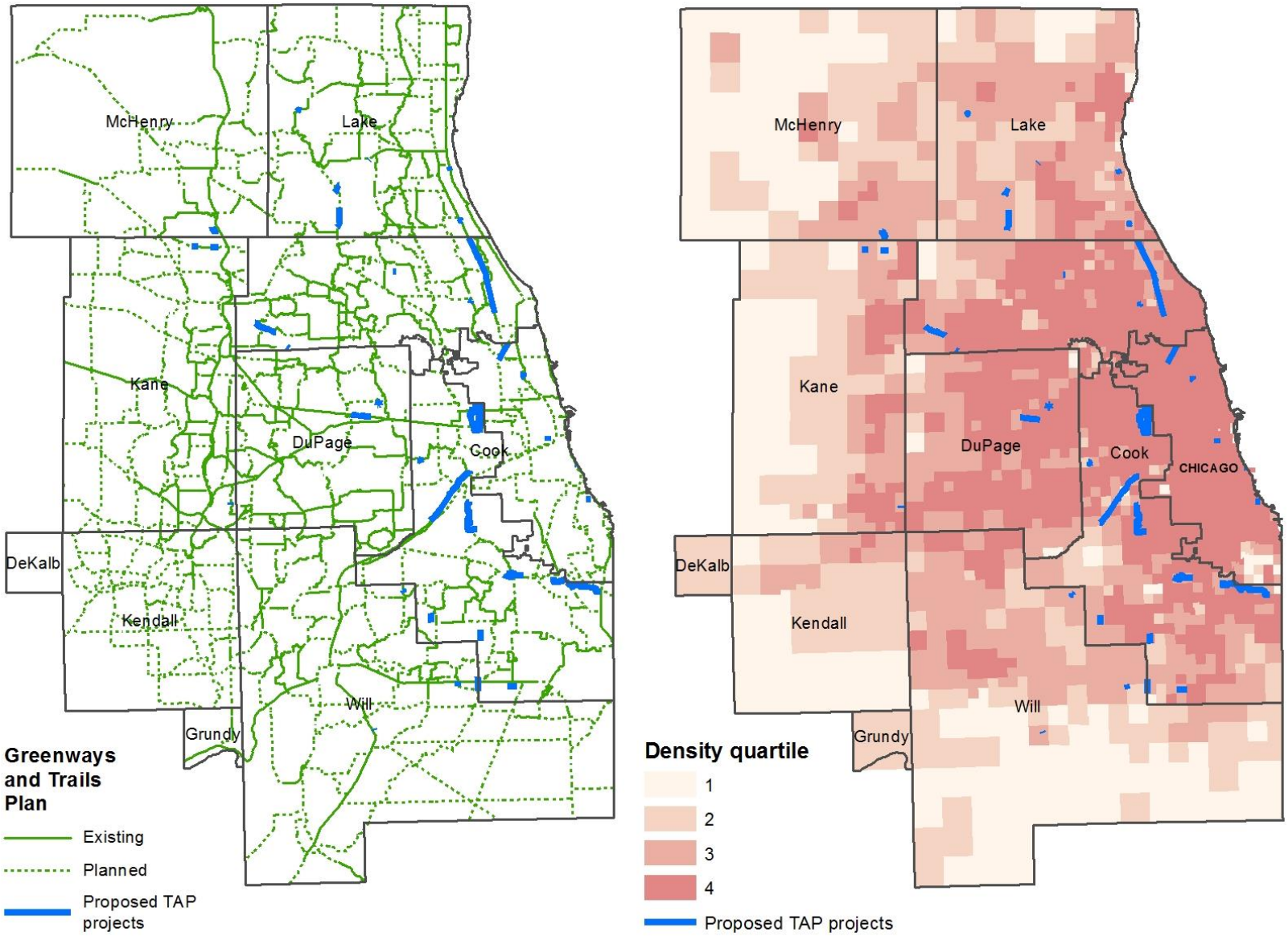

Table 2. Proposed Transportation Alternatives project rankings.

		Screening Criteria		Ranking Criteria					
						FDQ × 6			
Sponsor	**Project Title**	**In Plan**	**PDR by Oct 15**	**Green-ways Plan**	**Pop + Emp**	**Before**	**After**	**Bonus**	**Total**
Lake County Forest Preserves	Wilson Rd Underpass from .1 M S of Levi Waite Rd to .3 M North of Litchfield Dr	Yes	Yes	30	24	0	5	5	89
Chicago DOT	43rd St Bike-Ped Access Bridge to Lakefront Trail	Yes	Yes	25	30	0	5	0	85
FPD of Cook County	Centennial Trail Completion	Yes	Yes	30	24	0	5	0	84
Dolton Park District	Cal-Sag Trail East - Dolton Leg	Yes	Yes	25	30	1	5	0	79
Alsip Park District	Cal-Sag Trail East-Alsip Segment	Yes	Yes	30	24	1	5	0	78
Chicago DOT	North Branch Trail/Riverwalk - Addison Underbridge Connection	Yes	Yes	30	30	2	5	0	78
Lake County DOT	Deerfield Rd/CH A47 from Milwaukee Av to Des Plaines River	Yes	Yes	30	24	1	5	0	78
Lake Forest	Robert McClory Bike Path	Yes	Yes	30	30	3	5	5	77
Bridgeview	Bridgeview Community Multi-Use Path	Yes	Yes	20	30	1	5	0	74
Frankfort	Pfeiffer Rd Multi-Use Trail	Yes	Yes	25	24	1	5	0	73
Lake County DOT	Quentin Rd from Main St to White Pine Rd	Yes	Yes	20	24	1	5	0	68
Mundelein	Pedestrian Bridge over CNRR at McKinley Av	Yes	Yes	0	30	1	5	5	59
Prospect Heights	Willow Rd Sidewalk Improvements	Yes	Yes	0	30	1	5	5	59
Riverdale	Calumet-Sag Greenway Trail-Riverdale Segment	Yes	Yes	10	24	1	5	0	58
Hawthorn Woods	Hawthorn Woods Midlothian Rd Bike Path	Yes	Yes	0	24	1	5	5	53
Manhattan	Rt 52 Sidewalk	Yes	Yes	0	24	1	5	5	53
Highland Park	Old Deerfield Rd Bike Path from UP Freight Line to Old Skokie Valley Rd Pedestrian Bridge	Yes	Yes	10	24	3	5	5	51

Lombard	Great Western Trail Lighting from W end of Village Limits at I-355 to E end of Village Limits at 3rd Ave	Yes	Yes	0	30	5	5	5	35
Oak Park	Bicycle Detection and Pedestrian Signal Improvements	Yes	Yes	0	30	2	2	5	35
Algonquin	Harper Drive Multi-Use Path	No	No	—	—	—	—	—	—
Aurora Township Highway Department	Ogden Gardens Safe Walk to School	No	Yes	—	—	—	—	—	—
Chicago DOT	Weber Spur Trail	Yes	No	—	—	—	—	—	—
Chicago DOT	71st St Road Diet Bike Lane	Yes	No	—	—	—	—	—	—
Chicago DOT	Sangamon Paseo	No	No	—	—	—	—	—	—
Frankfort	Harlem Av Multi-use Trail from US30/Lincoln Hwy to Laraway Rd	Yes	No	—	—	—	—	—	—
Glenview	Waukegan Rd/Overlook Dr Multi-use Path	Yes	No	—	—	—	—	—	—
Homer Glen	Goodings Grove Extension-Homer Glen Heroes Trail	No	Yes	—	—	—	—	—	—
Kane County DOT	Longmeadow Road Bike Path Extensions	Yes	No	—	—	—	—	—	—
Oak Park	Ridgeland Av from North Av to Roosevelt Rd	Yes	No	—	—	—	—	—	—
Orland Park	108th Av from 159th St to 167 St	Yes	No	—	—	—	—	—	—
Richton Park	Richton Park ComEd Easement Bike Trail	Yes	No	—	—	—	—	—	—
Rosemont	Rosemont CTA Station PedCrossing: River Rd at I-190	No	Yes	—	—	—	—	—	—
Streamwood	IL 19/Irving Park Rd from Schaumburg Rd to Bartlett Rd	Yes	No	—	—	—	—	—	—
Streamwood	US 20/Lake St from Walnut Av to Center Av Sidewalk	No	Yes	—	—	—	—	—	—
Villa Park	Villa Park North Side Sidewalks	No	Yes	—	—	—	—	—	—
Western Springs	Wolf Rd from Salt Creek Bicycle Trail to IL 38/Ogden Av	Yes	No	—	—	—	—	—	—
Wilmette	Skokie Valley Trail from Lake Cook Rd to Dempster St	Yes	No	—	—	—	—	—	—

Recommended Program

Staff recommends funding the eight projects in the following list. The projects were selected in order of their score on the evaluation criteria, with two exceptions discussed below.

- **Lake County Forest Preserves, Wilson Road Underpass**
  - Construction phase, $1,810,000
  - This project completes a gap in the Millennium Trail in Lake County and serves both residential areas and major employers. No ROW is required, utility relocations are relatively minor, and some Phase II Engineering has been completed.

- **Dolton Park District, Cal-Sag Trail East – Dolton Segment**
  - Right of way, $16,000; Construction, $3,542,000
  - This interjurisdictional project will help complete the Cal-Sag Trail, a major regional trail with remaining gaps to fill. This stretch of trail has only some relatively minor acquisition required, but it will have some railroad involvement and wetland mitigation requirements. Phase II Engineering is being funded through CMAQ; TAP funds will enable this trail segment to be constructed.

- **Alsip Park District, Cal-Sag Trail East – Alsip Segment.**
  - Right of way, $16,000; Construction, $2,694,000
  - This project funds another portion of the Cal-Sag Trail. Alsip Park District is the only agency with a direct role in implementation. This stretch of trail has only one small acquisition required and no utility or railroad involvement. Phase II Engineering is being funded through CMAQ; TAP funds will enable this trail segment to be constructed.

- **Chicago Department of Transportation, North Branch Trail -- Addison Underbridge Connection.**
  - Construction, $5,888,000
  - This project completes a gap in the North Branch Trail by continuing the trail under Addison Street and building a bridge across the Chicago River to rejoin the trail further north. The project is also using Transportation Enhancement funding from a previous grant cycle; TAP funding will allow the project to proceed to construction.

- **Lake County DOT, Deerfield Rd/CH A47 from Milwaukee Av to Des Plaines River.**
  - Right of way, $112,000; Construction, $172,000
  - This project completes a gap between the Buffalo Grove path network and the Des Plaines River Trail. The project is also using Transportation Enhancement funding from a previous grant cycle; TAP funding will allow the project to proceed to construction.

- **City of Lake Forest, Robert McClory Bike Path**.
    - Construction, $764,000
    - This project completes a gap caused by a parking lot for the Lake Forest Metra Station which intersects with the path. The Robert McClory Path is part of the Grand Illinois Trail. This project will help make this a more seamless trail. Phase II engineering is already underway, and the project could be under construction as early as the summer of 2014.

- **Village of Bridgeview, Bridgeview Community Multi-Use Path.**
    - Right of way, $120,000; Construction, $1,480,000
    - This project begins a portion of a bikeway identified in the Greenways and Trails Plan and would connect to a Pace transit center at Toyota Park. Phase I Engineering was completed using local funds. While some alignment decisions may be reconsidered, ROW acquisition is likely to be minor.

- **Village of Frankfort, Pfeiffer Rd Multi-Use Trail.**
    - Right of way, $31,200; Construction, $356,800
    - This project is an extension of existing path to the north and connects directly to the Old Plank Rd Trail. Eventually this project will connect into the future planned Sauk Rd Trail and continue further south on Pfeifer Rd.

The following projects were ranked second and third, respectively, but were passed over for the following reasons:

- **Chicago Department of Transportation, 43rd Street Access Bridge to the Lakefront Path**.
    - Engineering 2, $884,000; Construction, $18,320,000
    - While it is a high-ranking project and provides access to the lakefront in an underserved area, the funding request is more than the total amount available in the TAP program. Providing partial funding would make obligation of the TAP funds contingent on the availability of other funds. The project also has a number of complications, including ROW acquisition and railroad coordination, which could delay project delivery.

- **Forest Preserve District of Cook County (FPDCC), Centennial Trail.**
    - Engineering 2, $280,000; Right of way, $288,000; Construction, $5,590,000
    - This project would complete a significant gap in a major regional trail. However, ROW acquisition issues and railroad involvement make it complex. FPDCC staff indicated that they probably would not be able to construct the trail within the timeframe required by TAP and asked for only funds to obtain easements and complete Phase II Engineering. Rather than provide partial funding, CMAP staff recommends that FPDCC complete these phases and apply for construction funds in a later TAP cycle.

Table 3 shows the federal request for each submitted project in comparison to its ranking as well as the amount of funding recommended to be awarded. The columns FY13 and FY14 refer

to the federal fiscal year for which funding is authorized. The FY 13 mark for northeastern Illinois is $8,650,889. The FY 14 mark is expected to be about 1.5% higher ($8,780,652), bringing the total for both years to about $17.4 million. By comparison, funding requests come to $82.7 million. A small portion of the TAP funding (2.5%) was reserved to help accommodate the possibility for scope changes and unforeseen events.

Funding Sunsets and Project Accomplishment Goals

Funds for the Transportation Alternatives program will only be available for three years from the end of each federal fiscal year (for example, FY 13 funds will be available until the end of September 2016). In the application package, CMAP asked sponsors to meet the interim milestones described below. Monitoring sponsors' progress toward interim milestones should help keep projects on track and also give time for CMAP to reprogram the funds to other projects that are proceeding. Without this active program management, funding could lapse and become unavailable to the region.

Regardless of the fiscal year for which funding is programmed, the following milestones should be met. For projects not requiring easements or right-of-way (ROW) acquisition:

- By the end of February 2014, project sponsors must submit locally-executed agreements for Phase II Engineering to IDOT (if Phase II Engineering will be federally funded).
- By the end of April 2014, a Phase II Engineering kickoff meeting between the sponsor and IDOT's Bureau of Local Roads and Streets must have taken place.
- By the end of June 2015, pre-final plans must have been submitted to IDOT.
- By the end of September 2015, federal authorization of construction must have occurred.

For projects requiring easements or ROW acquisition, the following milestones should be met:

- By the end of February 2014, project sponsors must submit locally-executed agreements for Phase II Engineering to IDOT (if Phase II Engineering will be federally funded)
- By the end of April 2014, a Phase II Engineering kickoff meeting between the project sponsor and IDOT's Bureau of Local Roads and Streets must have taken place.
- By the end of June 2014, plats and legal documentation must have been prepared.
- By the end of September 2014, appraisals must have been prepared.
- By the end of March 2015, ROW negotiations must be concluded.
- By the end of June, 2016, pre-final plans must have been submitted to IDOT.
- By the end of September 2016, ROW must be certified by the IDOT Bureau of Land Acquisition.
- By the end of September 2016, federal authorization of construction must have occurred.

Following project selection, CMAP staff will monitor progress toward completing projects. Staff will inform the Transportation Committee of sponsors' progress and make any recommended action to reprogram funds.

Action Requested: Release program for 30-day public comment period.

Table 3. Scores, funding requests, and recommended funding for proposed Transportation Alternatives projects

Sponsor	Project	Score	Requested (federal share)				Recommended	
			Eng 2	ROW	Construction	Total	FY13	FY14
Lake County Forest Preserves	Wilson Rd Underpass from .1 M S of Levi Waite Rd to .3 M N of Litchfield Dr	89			$1,810,000	$1,810,000	$1,810,000	
Chicago DOT	43rd St Bike-Ped Access Bridge to Lakefront Trail	85	$884,000		$18,320,000	$19,204,000		
FPD of Cook County	Centennial Trail Completion	84	$280,000	$288,000	$5,590,000	$6,158,000		
Dolton Park District	Cal-Sag Trail East - Dolton Leg	79		$16,000	$3,542,000	$3,558,000		$3,558,000
Alsip Park District	Cal-Sag Trail East-Alsip Segment	78		$16,000	$2,694,000	$2,710,000	$2,710,000	
Chicago DOT	North Branch Trail/Riverwalk - Addison Underbridge Connection	78			$5,888,000	$5,888,000		$5,888,000
Lake County DOT	Deerfield Rd/CH A47 from Milwaukee Av to Des Plaines River	78		$112,000	$172,000	$284,000	$284,000	
Lake Forest	Robert McClory Bike Path	77			$764,000	$764,000	$764,000	
Bridgeview	Bridgeview Community Multi-Use Path	74		$120,000	$1,480,000	$1,600,000	$1,600,000	
Frankfort	Pfeiffer Rd Multi-Use Trail	73		$31,200	$356,800	$388,000	$388,000	
Lake County DOT	Quentin Rd from Main St to White Pine Rd	68			$2,583,000	$2,583,000		
Mundelein	Pedestrian Bridge over CNRR at McKinley Av	59	$320,000		$3,120,000	$3,440,000		
Prospect Heights	Willow Rd Sidewalk Improvements	59			$284,000	$284,000		
Riverdale	Calumet-Sag Greenway Trail-Riverdale Segment	58			$2,183,000	$2,183,000		
Hawthorn Woods	Hawthorn Woods Midlothian Rd Bike Path	53	$34,024		$534,656	$568,680		
Manhattan	Rt 52 Sidewalk	53			$76,000	$76,000		
Highland Park	Old Deerfield Rd Bike Path from UP Freight Line to Old Skokie Valley Rd Pedestrian Bridge	51	$6,400		$72,200	$78,600		
Lombard	Great Western Trail Lighting	35			$880,000	$880,000		
Oak Park	Bicycle Detection and Pedestrian Signal	35	$24,096		$425,696	$449,792		

	Improvements							
Algonquin	Harper Drive Multi-Use Path	—	$40,530		$636,990	$677,520		
Aurora Township Highway Department	Ogden Gardens Safe Walk to School	—	$0		$55,000	$55,000		
Chicago DOT	Weber Spur Trail	—			$17,996,000	$17,996,000		
Chicago DOT	71st St Road Diet Bike Lane	—			$2,784,000	$2,784,000		
Chicago DOT	Sangamon Paseo	—	$282,240	$120,000	$1,756,160	$2,158,400		
Frankfort	Harlem Av Multi-use Trail from US30/Lincoln Hwy to Laraway Rd	—	$144,000	$80,000	$1,077,600	$1,301,600		
Glenview	Waukegan Rd/Overlook Dr Multi-use Path	—	$16,000		$278,000	$294,000		
Homer Glen	Goodings Grove Extension-Homer Glen Heroes Trail System	—	$20,000		$203,200	$223,200		
Kane County DOT	Longmeadow Road Bike Path Extensions	—			$381,700	$381,700		
Oak Park	Ridgeland Av from North Av to Roosevelt Rd	—	$16,000		$220,000	$236,000		
Orland Park	108th Av from 159th St to 167 St	—			$590,000	$590,000		
Richton Park	Richton Park ComEd Easement Bike Trail	—	$6,400		$181,600	$188,000		
Rosemont	Rosemont CTA Station Pedestrian Crossing: River Rd at I-190	—			$497,000	$497,000		
Streamwood	US 20/Lake St from Walnut Av to Center Av Sidewalk Project	—			$348,000	$348,000		
Streamwood	IL 19/Irving Park Rd from Schaumburg Rd to Bartlett Rd	—			$960,000	$960,000		
Villa Park	Villa Park North Side Sidewalks	—	$65,000		$65,000	$130,000		
Western Springs	Wolf Rd from Salt Creek Bicycle Trail to IL 38/Ogden Av	—	$123,000	$24,000	$900,000	$1,047,000		
Wilmette*	Skokie Valley Trail from Lake Cook Rd to Dempster St	—						

* Funds requested only for Phase I Engineering, which is not eligible.

CMAP

State Legislative Agenda, 2013

During the 98th session of the Illinois General Assembly, the Chicago Metroplitan Agency for Planning (CMAP) is pursuing the following priorities as appropriate with our regional legislative delegation, relevant state agencies, the Governor and his staff, and CMAP partners. The agenda was based on the adopted GO TO 2040 plan, current priorities of the Governor and the General Assembly, and discussions with key leadership and CMAP partners. Additionally, many issues arise during the legislative session that are not listed below and will be addressed using the State Legislative Framework document.

CMAP Funding

To fulfill the legislative mandate that created CMAP, in 2007 the Illinois General Assembly established the Comprehensive Regional Planning Fund (CRPF), which supported effective planning in urban and rural areas of the state. In addition to supporting CMAP's important non-transportation work -- such as planning and policy development for housing, water, natural resources, economic development, and more -- the fund provided an essential match of our agency's federal transportation planning dollars. CMAP received funding from the CRPF for two fiscal years, 2008 and 2009.

For the past several years, the state's fiscal difficulties have resulted in deep budget cuts that included suspension of appropriations for the CRPF. In FY11, the General Assembly took the additional steps of "sweeping" the CRPF (i.e., transferring these dollars to the General Revenue Fund) and passing legislation to dissolve the fund. For the past four years, the Illinois Department of Transportation has provided replacement funds for the CRPF. Dissolving the fund was a critical setback in the state's commitment to effective planning across Illinois. This issue needs to be addressed to ensure that CMAP has a stable, dedicated funding source to effectively implement the comprehensive vision of GO TO 2040. **CMAP supports efforts to diversify its funding support from the State to secure stable dedicated non-transportation funding in addition to a $6 million appropriation under Metropolitan Planning and Research in the IDOT FY14 budget for statewide metropolitan planning organizations (MPOs).**

State Fiscal Health and Tax Policies

CMAP closely monitors state fiscal policies because the Chicago region's ability to implement GO TO 2040 is significantly shaped by the fiscal and tax policies decisions made at the state level. GO TO 2040 emphasizes the importance of clear investment priorities to support our workforce, our communities, and our infrastructure. These investments are vital for northeastern Illinois to remain economically competitive in the 21st Century. The State's ability to make these investments will be increasingly affected by rising pension obligations, Medicaid costs, debt service payments, non-transparent budgeting, and a shrinking tax base. In Illinois, sales and income tax rates (inclusive of the personal property replacement tax rate) remain relatively high, while the overall tax base remains increasingly narrow. CMAP's Regional Tax Policy Task Force's advisory report recommended broadening the state's tax bases to align with the changing economy and demographics, for example adding more services to the tax base. It is vital for the State of Illinois to regain its fiscal footing. **CMAP supports comprehensive reforms to the State's pension program that will help close budget deficits, maintain essential services, and restore fiscal responsibility. In addition, CMAP will support legislative initiatives that broaden the sales and income tax bases to keep rates low and the state economically competitive.**

Transportation Investments and Revenues

Investments in transportation infrastructure continue to be crowded out by increasing pension payments and other debt obligations. The lack of priorities or criteria for selecting capital projects in a time of diminishing resources deteriorates our transportation network, a core factor to economic competitiveness. Oftentimes a capital bill is developed without the identification of new revenues. There are numerous transportation needs in northeastern Illinois that cannot be entirely funded by existing revenue streams, i.e., motor fuel tax and tolls. The Illinois General Assembly should increase the MFT and encourage innovative financing options, such as congestion pricing and value-capture. **CMAP will support legislation to increase the existing 19 cents per gallon gasoline tax and index the tax to inflation, of which a portion of these proceeds should be devoted to transit. Additionally, CMAP will support legislation that enables the creation of value-capture districts, to allow increased regionwide flexibility to finance all modes of transportation.**

Performance-based Transportation Funding

GO TO 2040 recommends that transportation funding decisions be based on transparent evaluation criteria, utilizing performance measures developed by the State, MPOs and the region's transportation stakeholders. Since the implementation of GO TO 2040, CMAP staff has engaged state, regional, and local partners in a multiple conversations about the benefits of a more transparent process for allocating scarce capital dollars. Furthermore, the recently-passed federal transportation reauthorization bill, Moving Ahead for Progress in the 21st Century (MAP-21), signals a new federal emphasis on outcome-based performance measurement. **CMAP supports an initiative that urges the formation of a technical advisory group for implementing performance-based funding for transportation.**

State/Regional Water Planning and Management

Water 2050 noted something that has become all too apparent with the drought of 2012--even in a state blessed with an abundance of water, shortages are a real concern. Now more than ever, the State of Illinois and the Chicago metropolitan region are vulnerable to drought, shortage, and conflicts between water users. Much needs to be done to maintain sustainable water supply for the region, and the State, however, this cannot be accomplished without new, sustainable funding for water suply planning and management. In 2006, the State provided funding for state and regional water planning. This funding depleted steadily as the Illinois Department of Natural Resources (IDNR) continued to adjust to budget reductions due to limited state revenues. **CMAP supports increasing funding to IDNR with new revenues that will support state and regional water resources planning, with a portion to be directed to the 11-county CMAP water planning area.**

Transparency and Accountability

Government budgets are increasingly complex and citizens have the right to know how their tax dollars are being spent, especially in tough fiscal times. Data and information sharing through transparent and open governments improves efficiency and accountability. GO TO 2040 asserts that data which does not jeopardize personal privacy or public safety should be made available in a functional format, online and disseminated in a timely fashion. Most issues in today's policy and planning environment are fundamentally data-driven and cross-jurisdictional, and it is incumbent on all levels of government to engage in robust data sharing. As a public agency, CMAP relies on other agencies' data to complete its own work in planning and transportation programming. In addition to providing this data, governments should share how decisions are being made. The process by which data are selected and used to establish policies, prioritize projects, and administer funding is important to understanding how government operates and will help policy makers at all levels of government make better and more informed decisions. **CMAP supports legislation that facilitates more data and information sharing, especially at the budget and appropriations level, and requires agencies to report and make public agency program outcomes and results.**

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About CMAP

The Chicago Metropolitan Agency for Planning (CMAP) is the official regional planning organization for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. CMAP developed and now leads the implementation of GO TO 2040, metropolitan Chicago's first comprehensive regional plan in more than 100 years. To address anticipated population growth of more than 2 million new residents, GO TO 2040 establishes coordinated strategies that help the region's 284 communities address transportation, housing, economic development, open space, the environment, and other quality-of-life issues. See www.cmap.illinois.gov for more information.

Revised January 24, 2013

CMAP

State Legislative Framework, 2013

The State of Illinois is key to the success of GO TO 2040 implementation. It allocates nearly $50 billion per year across various program areas and plays a significant role in operating and maintaining the transportation system, promoting economic development, and maintaining and preserving our natural resources. The State's ongoing fiscal crisis, driven by an estimated $85 billion and growing unfunded pension liability, continues to crowd out many of these investment priorities. Using GO TO 2040 as a guide, this document highlights policy priorities for CMAP during the 2013 legislative session. Generally speaking, CMAP is most interested in issues with a regional or statewide impact or those that could serve as precursors to broader, more comprehensive legislation. The document includes priority issues and legislative principles based on GO TO 2040's recommendations. The principles were developed to guide staff and inform our partners, the Governor, legislators, state agency directors, and others about CMAP's policy positions regarding legislative initiatives being discussed or introduced in the 98th General Assembly.

The Role of CMAP

Many public policy issues transcend local jurisdictions or can be too large an undertaking for any one unit of government. Issues such as economic development, transportation, wastewater management, water supply and improving the quality of life in our region are examples of challenges that require regional cooperation. Regional planning helps coordinate efforts and resources within a metropolitan area and provides local, state and federal governments with a unified vision. As the official regional planning organization for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry and Will, the Chicago Metropolitan Agency for Planning (CMAP) is mandated by state statute to develop and guide the implementation of the region's first comprehensive regional plan, GO TO 2040. The plan was adopted in October 2010 and builds on the region's assets, identifies shortcomings, and recommends actions that will help sustain the region's economic vitality and global competiveness. CMAP and GO TO 2040 serve an important role by identifying regional interests and impacts regarding actions being taken at various levels of government. CMAP is in a unique position to directly impact and improve the quality of life of more than eight million residents, more than half the state's population. To that end, CMAP is committed to working with the Governor, legislators, local elected officials, agencies and other partners in protecting and enhancing the quality of life for all who live and work in northeastern Illinois.

CMAP's Legislative Principles

Pursue Coordinated Investments

Metropolitan regions drive the U.S. economy, but state governments make most of the decisions about how and where to invest our tax dollars. The state all too often spreads those resources around too thinly, which undermines the ability of regions to implement plans – no matter how well-conceived. To harness the economic power of regions like ours, GO TO 2040 recommends that the state return and invest more resources in metropolitan areas and give those areas more authority to decide how to use those funds. Such a regional approach could focus state investments to maximize their economic impact.

Legislative Principle

CMAP will support legislative initiatives that foster interjurisdictional colaboration and focus state resources toward metropolitan regions, which will maximize economic returns for the State of Illinois.

Invest Strategically in Transportation

The future prosperity of Illinois depends on strategic transportation investments, and this requirement is especially pertinent in tough economic times. However, our current investment practice is often predicated on arbitrary formulas rather than economic or performance-based criteria. Illinois, unlike many other states, lacks a transparent, performance-driven approach to programming its transportation. GO TO 2040 emphasizes that the state and other transportation implementers prioritize efforts to maintain and modernize existing assets before expanding the system, and that investments of all types take a multimodal approach, with consideration for all users. Additionally, the state's larger capital funding process is inadequate and occurs too infrequently, averaging about one funding package per decade. Dependable, predictable funding is crucial for complex, long-term transportation projects.

In addition to emphasizing strategic transportation investments, GO TO 2040 recommends increasing transportation funding through several new or expanded sources. The generation of new revenues must be done through efficient, sustainable user fees, which should better reflect the actual costs of maintaining and operating the system. Additionally, user fees should reflect broader social costs of transportation, such as the costs of traffic congestion.

Legislative Principles

CMAP will support legislative initiatives that establish more robust statewide measures for allocating transportation funds, establish a transparent and accountable process within IDOT to grant metopolitan regions more decision-making authority and flexibility in funding regional priorities.

CMAP will support legislative initiatives that increase and index the existing motor fuel tax to support the transportation system. Additionally, CMAP will support legislation to permit and encourage innovative transportation finance measures that reflect the marginal costs of using the system. Policies such as congestion pricing support more efficient management of existing transportation assets and encourage travelers to make judicious use of our scarce transportation resources.

CMAP will support efforts to include state capital program funding as part of the annual budgetary process, rather than in the form of infrequent state capital program packages. Again, project selection should be based upon performance criteria.

Increase Commitment to Public Transit

Public transportation is an essential component to the future economic prosperity of our region. The mobility choices provided by transit makes our region attractive for new businesses and residents alike. After decades of underinvestment, our transit system requires substantial funds to return to a good state of repair. The top priority of GO TO 2040 is to maintain and operate the existing transportation system – and transit is no exception. The goal is to move the system toward a "state of good repair," the point at which all transit facilities are in good condition and there is no backlog of capital maintenance. The plan also recommends a limited and conservative approach to expansion of service in the region. GO TO 2040 encourages the state to support transit-oriented development through its transportation, housing and economic development investments. GO TO 2040 also recommends securing new sources of revenue to support transit, including dedicating a portion of the proposed gas tax increase to transit, as well as some portion of future congestion pricing revenues.

Legislative Principle

CMAP will support legislative initiatives that provide more resources for the maintenance and modernization of our transit system, that encourage innovative transit financing, and that provide for reasonable expansion of the transit system as described in GO TO 2040.

Create a More Efficient Freight Network

By any measure, our region is the nation's rail and truck freight hub, and the state has a vital role to play in ensuring that we maintain this position. In partnership with the federal government and the region, the state should prioritize the implementation of the CREATE rail improvement program. Truck traffic in the region is also important, and the state can take a leadership role in identifying opportunities for dedicated freight corridors and access improvements to intermodal facilities and terminals. Funding and implementing specific freight improvements must be a priority, but should be accomplished efficiently, equitably and on a metropolitan scale. GO TO 2040 recommends the exploration of a regional freight authority that would prioritize and finance freight infrastructure in the metropolitan area.

Legislative Principle

CMAP will support legislative initiatives that fund CREATE, efficiently and effectively improve regional truck oriented intermodal and terminal access, and that explore regional or statewide governance solutions to funding and prioritizing freight capital projects.

Achieve Greater Livability Through Land Use And Housing

Our state has an important role to play in helping communities strive toward the principles of livability – healthy, safe, walkable communities that offer transportation choices for access to schools, jobs, services and basic needs. More coordinated investment among transportation, environmental and housing expenditures can go a long way toward ameliorating some of the unintended consequences that can sometimes occur when policy areas are evaluated separately. Additionally, while housing and land use decisions have traditionally been the purview of individual municipalities, many of the region's communities have realized that they face common problems like foreclosure prevention or prioritizing investments in affordable housing. As a result, they have created structures and organizations to address these problems with shared resources and solutions. However, state funding for housing and land use initiatives is often available only at the municipal level, limiting the ability of these organizations to receive funding and carry out multijurisdictional strategies.

Legislative Principles

CMAP will support legislative initiatives that align funding across various state agencies for planning, ordinance updates and capital investments that align with GO TO 2040's livability principles.

CMAP supports legislative initiatives that promote reinvestment in existing communities and align with the livability principles of GO TO 2040. Specifically, CMAP supports initiatives and programs that are competitive, offered on a statewide or regional basis, allocate funds based on need, and are based on comprehensive evaluation criteria considering the interconnected focus areas of transportation, housing, the environment and economic development.

CMAP supports legislative initiatives that provide funding or assistance to multijurisdictional organizations seeking to address shared housing and land use problems. This can be achieved through expanding elegibility for existing resources or providing new resources for multijurisdictional organizations.

Manage and Conserve Water and Energy

The conservation of water and energy is a top priority for GO TO 2040. In the next 30 years, these resources will likely become more constrained, affecting business, government and residents. The energy priorities in GO TO 2040 are focused on meeting needs through demand reduction and for our region to determine a path to increase the use of renewable energy options. For water, implementing conservation and water supply planning recommendations outlined in *Water 2050* are critical to maintaining a sustainable water supply for the region and the State, however, this cannot be accomplished without new, sustainable funding for water supply planning

and management. It is likewise critical that funding for infrastructure itself support sustainability, particularly through a shift toward paying for the full costs of infrastructure through user fees. This is important in drinking water, stormwater, and wastewater systems. Finally, integration of land use and resource planning should play a central role in achieving better conservation. A key component to this is the support of watershed planning and the development of appropriate tools to manage the impact of growth on water resources.

Legislative Principle

CMAP will support energy and water conservation initiatives that meet our needs, yet reduce demand;establish new, sustainable funding for state/regional water management; incorporate more renewable energy options and technologies; and promote integrated water and land use planning through multi-objective planning.

Expand and Improve Parks and Open Space

The State of Illinois plays an important role in conserving natural areas, promoting access to parks, and providing funding through various grant programs to local governments for acquiring and managing parks and open lands. The state operates and maintains large quantities of open space throughout northeastern Illinois and IDNR has been a leader in land acquisition and helping the region achieve various parks and open lands objectives. A top priority of GO TO 2040 is to expand the green infrastructure network. To do so, CMAP recommends making significant, criteria-based investments in parks and open space. Major benefits will follow from this, including enhanced quality of life and property values, improved public health through the promotion of active lifestyles, and the protection of ecosystem services like biodiversity, water supply, flood storage, and water purification. CMAP and GO TO 2040 recommend that an additional 150,000 acres of land be preserved over the next 30 years through a collaborative, multi-organizational, public-private approach.

Legislative Principles

CMAP will support legislative initiatives that coordinate open space investment to create a connected green infrastructure network and prioritize preservation of the most important natural areas.

CMAP will support legislative initiatives that increase funding to provide parks and conserve land, that invest in the establishment of new parks and policies that provide green connections through greenway trails.

Promote Sustainable Local Foods

Food — like air, water and shelter — is a basic human need and directly influences the economy, environment, public health and overall quality of life. Hunger and food scarcity continue to be major issues of concern in our region and across the state. The Illinois Department of Human Services (IDHS) and the Illinois State Board of Education (ISBE) administer and/or oversee many of the nutrition and hunger-relief programs that operate in Illinois. Better alignment of government agencies and services across the region and state can enhance program delivery around the needs of individuals and families. In addition, the use of technology and better data and information systems can streamline programs and services and make it easier for residents to apply for and renew for certain services.

Legislative Principle

CMAP supports legislative initiatives applied statewide or regionally that facilitate sustainable local food production, increase access to safe, fresh, affordable and healthy foods, and improve local food related data, research, training and information sharing.

Improve Education and Workforce Development

Researchers, business leaders and elected officials agree that the quality of our workforce is one of the most important factors — if not the most important — in strengthening the region's economy. Like other states, Illinois makes large expenditures toward schools, from pre-kindergarten to community colleges to the university system. The state can help support the goals of GO TO 2040 particularly by ensuring that these expenditures are achieving the desired outcomes of increased educational attainment and preparing our residents for the jobs of tomorrow. GO TO 2040 emphasizes the importance of strengthening workforce development programs, which can have a significant role in sustaining economic growth by providing an important intermediary function in the labor market. The sheer complexity of the workforce development system can be strengthened through more coordination and better information networks to track, measure and analyze performance.

Legislative Principles

CMAP will support legislative initiatives that align workforce development, education and economic development initiatives to measure outcomes, and efforts that improve data-driven decision making.

CMAP will support legislative initiatives that increase flexibility and improve delivery of workforce development services, including the strengthening of community-focused provision of services.

Support Economic Innovation

Economic innovation, the process by which new ideas transform into new goods and services, is generated largely by the private sector, but the public sector has an important role to help spur innovation by supporting ideas, institutions and relationships. The regional economy can gain substantial benefits from innovation through the creation of high-paying jobs, specifically knowledge and high-tech jobs. Data indicates that the region is underperforming across a variety of innovation measures, and is falling behind compared to other U.S. metropolitan areas. It will require serious action to increase economic innovation to keep the metropolitan Chicago region thriving and globally competitive. GO TO 2040 suggests the state use enhanced data to evaluate financial incentives and programs and target them toward the attraction and retention of innovative industries with good jobs. The state can strengthen its focus on nurturing regional industry clusters like freight and logistics, advanced manufacturing, and biopharmaceuticals, and work with industry coalitions to secure and leverage public and private funding.

Legislative Principle

CMAP will support legislative initiatives that evaluate and expand successful programs, improve data-driven decision making, and target investments towards the region's industry clusters.

Reform State Tax Policy

Tax policy is essentially the responsibility of state government and affects communities across the entire state. Illinois' current fiscal crisis results not only from an unfunded pension liability and unsustainable Medicaid growth, but also the State's reliance on an eroding tax base, which is out of step with changes in the economy and demographics. CMAP's specific interest in tax policy is how it influences the overall economic wellbeing of the metropolitan region, including the commercial, industrial, and residential development of our communities. The state's tax policies sometimes distort land use decisions rather than allow markets or quality of life factors to guide them. In particular, the sales tax can foster intense competition among different local governments about the attraction or retention of retail business, to little or no regional benefit. In Illinois, sales and income tax rates (inclusive of the personal property replacement tax rate) remain relatively high, while the overall tax base remains increasingly narrow.

Legislative Principle

CMAP supports legislative initiatives that reform state tax policy through 1) careful expansion of the sales and income tax base, 2) careful modification of state and local revenue sharing structures to encourage regional collaboration and broader GO TO 2040 development goals, and 3) increased transparency of the system, including tax incentives and rebates.

Improve Access to Information

Most state agencies control large amounts of data and information. Policy challenges cannot be solved – and efficient governance cannot be achieved – without comprehensive, current and accurate data resources. Residents are served best when government information is freely accessible to all. When public bodies have access to complete, accurate and timely information, leaders can make decisions that are better for our communities, our region and the state.

Legislative Principle

CMAP will support legislation that expands the dissemination of state data, helps local governments post data online, facilitates opportunities to form partnerships around data-sharing pilot projects with other interested regional partners, and helps implement best practices and technological improvements that facilitate open exchange of data.

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About CMAP

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Revised January 24, 2013

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MEMORANDUM

To: CMAP Board and Committees

From: CMAP Staff

Date: November 6, 2013

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, 117 local projects have been initiated. Of these, 47 projects have been completed, 58 are fully underway, and 12 will get actively underway in the near future. Projects that appear in this document for the first time are noted and highlighted in italics.

Further detail on LTA project status can be found on the attached project status table.

ACTION REQUESTED: Discussion.

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Projects Currently Underway

Project	CMAP lead	Timeline	Assistance type	Status and notes
Alsip zoning revisions	Jake Seid	Sept. 2013-Mar. 2014	Staff assistance	Steering Committee kick-off meeting took place October 9. Key stakeholder meetings will take place in early November. Review of existing conditions will take place from late November through December.
Antioch greenway plan (see website)	Jason Navota	Apr. 2012 – Nov. 2013	Staff assistance	Partners and steering committee have reviewed the draft plan and provided feedback. Board review and approval process is expected to move forward in November.
Bensenville comprehensive plan (see website)	Sam Shenbaga	Mar. 2013 - Feb. 2014	Staff assistance	Existing conditions report completed. Steering Committee meeting to discuss report completed. Visioning workshop held on October 3 at Village Hall. Recommendations memo being created currently and to be presented to Village staff by end of November. Plan Commissioner training workshop held on October 23 at Village Hall.
Berwyn parking study	Lindsay Bayley	Nov. 2013-Sept. 2014	Staff assistance	Underway. Administrative process has begun.
Berwyn zoning revisions (see website)	Kristin Ihnchak	Jan. 2013 - Apr. 2014	Staff and consultant assistance	Project team has received Steering Committee feedback on the recommendations memo and will meet with the Committee in November to respond to questions and establish drafting direction on major issues.
Big Rock comprehensive plan (see website)	Trevor Dick	Feb. 2013 - Jan. 2014	Staff assistance	The County and CMAP staff are working together on the draft plan. A meeting has been set for November 11 to present a future land use plan to the Steering Committee. Based upon the results of that meeting the draft plan will be finalized for public review.
Calumet City comprehensive plan	Jack Pfingston	June 2013-May 2014	Consultant assistance	Existing conditions draft received and reviewed by CMAP and Pace. Steering Committee met October 21 for Visioning exercise, community survey update, and review of existing conditions report. First public workshop will be held November 12.
Campton Hills zoning and subdivision regulations	*Kristin Ihnchak*	*Jan.-Dec. 2014*	*Consultant assistance*	*Newly added to monthly report. Project scoping underway.*
Centers for New Horizons local food survey	Sef Okoth	Nov. 2012 – Nov. 2013	Staff assistance	Staff reviewed and updated the draft study report and maps. Report to be shared with external partners and finalized in November.
Chicago "Green Healthy	Evy	Nov. 2013-	Staff	Project scoping is ongoing. Community workshops to discuss Open Space

Neighborhoods" in Pilsen and Little Village	Zwiebach	Mar. 2015	assistance	are scheduled for November 18 (Pilsen) and November 19 (Little Village). Health Impact Assessment, an associated but independent project, is underway.
Chicago Heights comprehensive plan (see website)	Kendra Smith	Apr. 2013-Mar. 2014	Staff assistance	Existing conditions analysis draft is complete and has been shared with city officials and the project steering committee. The committee will meet November 8 to review the draft. The Community Visioning Session will be held November 13.
Chicago Housing Authority LeClaire Courts redevelopment	Sef Okoth	Aug. 2012-Dec. 2013	Consultant assistance	The consultant received feedback from CMAP, CHA and the transit agencies on the draft study report and is currently incorporating edits and comments in the final report, which is due in December. CMAP extended the project contract (PAO) by two months, to December 31, to allow more time for public engagement and project closeout.
Chinatown neighborhood plan (see website)	Stephen Ostrander	Apr. 2013-May 2014	Staff assistance	Draft existing conditions report reviewed by main community partner, Alderman Daniel Solis, DHED, CDOT, and CTA. Main phase of community engagement concluded, with feedback from over 1,600 members of the Chinatown community. CMAP staff currently processing all feedback (from questionnaires, surveys, and interviews) and preparing summary analysis. Continued planning for community visioning event, expected in early December, which will help define overall community priorities and identify potential strategies.
Cicero comprehensive plan	Jonathan Burch	Jan.-Dec. 2014	Consultant assistance	RTA initiated a transit station area study for the Town of Cicero. Project scoping placed on hold until January 2014 to build on the RTA study results.
Cook County consolidated plan	Jonathan Burch	Apr. 2013 - Mar. 2014	Staff assistance	Public kickoff event occurred on October 24, with over 100 people in attendance. A Metroquest site was launched for the first round of outreach. CMAP and Cook County staff are scheduling public meetings for southern, western, and northern Cook County January. The intervening period will be used for targeted outreach to groups such as the CMAP working committees, the Cook County Land Bank, and the Cook County Unincorporated Task Force along with data and analysis to support the outreach efforts.
Cook County Forest Preserve District trail counts and policy report	Trevor Dick	Apr.-Nov. 2013	Staff assistance	Staff is currently working on preparing four case studies, using the first case study that was approved by CCFPD staff. This will be completed this month.
Des Plaines	Berenice	May 2013-	Consultant	The consultant team met in a work session to develop initial design ideas

neighborhood plan (see website)	Vallecillos	Apr. 2014	assistance	pertaining to the CPTED principles and key opportunity sites. The City of Des Plaines arranged three additional interviews in order to get further input into the plan: the City Manager, school district, and the park district. These interviews were held on October 22. The Consultant Team is developing strategies, applications of the CPTED principles, and implementations recommendations. The initial recommendations will be presented to the Steering Committee on November 20 and CMAP staff on November 21 for comment. Based on input from the Steering Committee and CMAP, a draft plan will begin to be developed and presented in January.
Dixmoor planning prioritization report	*Jessica Simoncelli*	*Jan.-Dec. 2014*	*Staff assistance*	*Newly added to monthly report. Project scoping underway. Scheduling meetings with Village board and staff to determine project scope.*
DuPage County Homes for a Changing Region project	Kendra Smith	Sept. 2013-Apr. 2014	Staff assistance	Municipal in-depth data analysis and community tours with community staff and elected officials will be held on November 6 and November 18 for the four communities. Project staff is scheduling presentations for December with community boards/trustees.
DuPage County unincorporated areas plan (see website)	Jack Pfingston	Oct. 2012-Dec. 2013	Consultant assistance	Open Houses for both corridors have been held. Steering committees for both corridors will meet in early December to consider revised final drafts (with Open House input).
DuPage Water Commission water conservation project	Erin Aleman	Feb.-Nov. 2013	Staff and consultant assistance	MPC, CMAP, and the DuPage Water Commission are working with Village of Westmont and its Board to consider a variety of water conservation implementation activities.
Elgin Dundee Avenue corridor study	Samantha Robinson	TBD	Staff assistance and small grant	Due to staff changes at ULI and CMAP, as well as questions about ideal project timing, this project has been pushed back from its expected start in early 2013 to later in the year.
Elgin sidewalk gap and transit stop study	Lindsay Bayley	June 2012-Dec. 2013	Grant funds	Project on hold. No updates at this time.
Elmwood Park zoning assessment	*Kristin Ihnchak*	*Nov. 2013-June 2014*	*Staff assistance*	*Newly added to monthly report. Project scoping underway.*
Evanston bicycle plan	Jack Pfingston	June 2013-Mar. 2014	Grant funds	Data collection and 'Best Practices' analysis continues. Outreach was conducted at the "Bike the Ridge" event (held September 29) with over 50 people providing comments or other input. The first public workshop was held October 26.

Ferson-Otter watershed plan implementation	Nora Beck	Feb.-Dec. 2013	Staff assistance	Finalized report planned for early November. Report envisioned to complement City's Comprehensive Plan update that is now underway.
Franklin Park industrial areas plan (see website)	Nicole Woods	Apr. 2013-Mar. 2014	Staff assistance	CMAP staff is finishing internal review of the existing conditions report. Report will be sent to Franklin Park staff for their review in November. A meeting with the Steering Committee to discuss report and next steps is tentatively scheduled for early December.
Hinsdale parking study (see website)	Lindsay Bayley	Nov. 2012-Dec. 2013	Staff assistance	Steering committee met to discuss initial recommendations; comments are being incorporated into the final plan draft.
Hoffman Estates workforce development project	Annie Byrne	Feb.-Dec. 2013	Staff assistance	Communications and marketing plan being complete. Strategic plan for organization structure and sustainability drafted. Implementation of communications and marketing plan has begun.
IDNR, Office of Water Resources, permittee water loss evaluation project	Tim Loftus	Feb.-Dec. 2013	Staff assistance	Site visits with select permittees are underway and will continue in October. Survey data analysis is ongoing.
Kane County local food project	Jessica Simoncelli	Nov. 2012-Dec. 2013	Staff assistance	Project partners have drafted criteria for selecting public lands on which to conduct agricultural production in Kane County. Internal development of final draft of criteria and corresponding GIS analysis occurring, with help from Kane County staff. Consultation with farming experts to review the final criteria scheduled for early November, and final products will be used by County in relation to their new local food production program.
Kane County transit plan implementation	Trevor Dick	July 2012-Dec. 2013	Staff assistance	Staff is currently working on the draft plan. The draft plan is expected to be provided to County staff in November for their review.
Kane County / Carpentersville Homes for a Changing Region project (see website)	Jonathan Burch	Feb.-Dec. 2013	Staff assistance	The project team presented municipal recommendations to East Dundee and West Dundee in the previous month. A draft of the subregional essay was provided to all four communities for discussion at meetings in November. Municipal essays are currently being drafted and will be sent to communities for review in November.
Kane County / Geneva Homes for a Changing Region project (see website)	Drew Williams-Clark	July 2013-Feb. 2014	Staff assistance	CMAP and Kane County staff presented initial findings to boards and commissions in each of the participating communities. Public workshops have been scheduled for November. A MetroQuest website will be available for online input in November as well. Staff anticipate draft

				recommendations will be submitted to key staff contacts in December.
Kedzie Avenue (Garfield Park) corridor plan	Samantha Robinson	July 2013-June 2014	Consultant assistance	Staff has provided comments on the draft existing conditions report. The Steering Committee will meet next on November 13 to discuss the report.
Lake County Route 53/120 land use plan	Jason Navota	Nov. 2013-Dec. 2015	Staff and consultant assistance	Funding has been secured from Tollway and Lake County through UWP process. Consultants have been interviewed and a recommendation for selection will be brought to the CMAP Board in November. Municipalities within the IL53/120 corridor have been contacted and invited into the planning process as members of the Land Use Committee and the Finance Committee. First BRAC meeting was held on September 17, first Finance Committee was held October 21, second Finance Committee meeting will be held December 3. First Land Use Committee meeting is anticipated for late January / early February 2014.
Lake County sustainability plan (see website)	Kristin Ihnchak	Mar. 2012 – Jan. 2014	Staff assistance	The project team has incorporated edits from County staff and is scheduling two meetings with the Regional Planning Commission to review the draft plan.
Lan-Oak Park District master plan	Trevor Dick	Oct. 2013-June 2014	Staff assistance	Staff is currently working on the existing conditions report. Key person interviews have been completed and an online survey will be launched this month.
Lansing comprehensive plan (see website)	Sam Shenbaga	Oct. 2012-Feb. 2014	Consultant assistance	Consultant completed vision statement and shared with CMAP and Village staff in late October. Outline of draft plan to be submitted in early November. Draft plan to be submitted to CMAP and Village staff on November 27 and Steering Committee in early December.
Lincolnwood Devon Avenue corridor study	Liz Panella	June-Nov. 2013	Staff assistance and small contract	This project involved a Technical Assistance Panel (TAP) convened by ULI on September 10-11. CMAP and ULI staff presented the TAP findings to the board in October. The report is currently being finalized.
Lynwood comprehensive plan (see website)	Samantha Robinson	Oct. 2012-Feb. 2014	Consultant assistance	Staff has provided feedback on the recommendations framework. Consultant is drafting the comprehensive plan.
Lyons comprehensive plan (see website)	Sef Okoth	July 2013-June 2014	Staff assistance	Draft existing conditions report is being finalized and should be ready for internal review on November 8. Staff operated a booth at the Lyons Anniversary Picnic on October 13 where they engaged community residents and promoted the project. Focus groups were held with Senior Citizens on October 17 and with Lyons McCook Business Association on October 23, to

				obtain their input. The Steering Committee will meet on November 18 to discuss the findings of the existing conditions analysis. Community visioning workshop is scheduled on November 21.
Markham comprehensive plan	Erin Aleman	July 2013-June 2014	Consultant assistance	Markham held its second steering committee meeting in October. The consultant is presently working on completing the existing conditions report. CMAP will continue provide support to the City as needed.
Morton Grove industrial areas plan (see website)	Nicole Woods	Feb. 2012-Nov. 2013	Staff assistance	Morton Grove staff continued to review the draft plan in October. CMAP staff will conduct final revisions in November and intend to send the draft plan to the Steering Committee in early December for further discussion.
Niles multimodal transportation plan	Jack Pfingston	Mar. 2013-Feb. 2014	Consultant assistance	Halfway meeting with CMAP staff took place October 10. Draft plan development continues.
North Aurora comprehensive plan	Jack Pfingston	Dec. 2013-Nov. 2014	Consultant assistance	RFP released October 25; proposals due November 15.
Northwest Municipal Conference Des Plaines River trail access plan (see website)	Lindsay Bayley	May 2013-Apr. 2014	Consultant assistance	Existing conditions report mostly complete; initial findings (maps, photos, data presented) presented to Steering Committee on October 22.
Northwest Water Planning Alliance drought preparedness / strategic planning	Tim Loftus	Feb.-Dec. 2013	Staff assistance	Strategic planning is ongoing with endorsement of plan goals, objectives, and strategies expected at the November Executive Committee meeting. An implementation matrix is currently under development and expected to be finalized in the fall.
Oak Lawn 95th Street corridor study	Jake Seid	Jan. 2013-Jan. 2014	Consultant assistance	Consultant met with Oak Lawn Community High School to review concept plans (October 9); Coordinated roadway right of way options with IDOT (October 10); Prepared transportation/transit recommendations; Prepared streetscape concepts; Prepared design guidelines recommendations; Prepared zoning recommendations; Conference Call with Village to review recommendations (October 22); Monitored project website and Facebook page. Steering Committee meeting is scheduled for November 13.
Olympia Fields zoning ordinance update	Drew Williams-Clark	Apr. 2013-Mar. 2014	Consultant assistance	Consultants vetted revised initial market analysis and alternatives diagrams with Village staff. Presentation of these interim deliverables to the Steering Committee is anticipated in November.
Openlands local food policy	Jason Navota	Feb.-Dec. 2013	Staff assistance	Discussion draft of a scope of work for the Regional Food System Study is complete and being used as framework for discussing project with funders, academics/researchers, and local "industry representatives" working in the

				food system space.
Oswego economic development plan	Trevor Dick	Mar.-Dec. 2013	Staff assistance	A draft plan will be presented to the Advisory Committee at the end of November with possible Village Board presentation and adoption on December 11.
Park Forest zoning revisions	Kristin Ihnchak	June 2013-Sept. 2014	Staff and consultant assistance	The project team developed a MetroQuest site to facilitate public outreach, and launched the site on October 29 at the public kick-off meeting. The project team is continuing its assessment of existing ordinances. Interviews to select a consulting firm to provide advice during the zoning update process will be conducted in November.
Prospect Heights comprehensive plan	Jack Pfingston	Aug. 2013-July 2014	Consultant assistance	Data collection continues, with stakeholder ID and interviews underway. First steering committee meeting held October 22.
Regional immigrant integration toolkit	Ricardo Lopez	Jan.-Dec. 2013	Staff assistance	Steering Committee met in October to review the Language Access and Housing chapters of Toolkit. Staff will refine chapters to incorporate input. Drafts of remainder five chapters are expected by December.
Richton Park comprehensive plan (see website)	Kendra Smith	Aug. 2012-Nov. 2013	Consultant assistance	CMAP and Village staff approved working draft of vision, goals and objectives. Consultant working on draft comprehensive plan based on approved outline.
Richton Park zoning revisions	TBD	Dec. 2013-Sept. 2014	Consultant assistance	Following the completion of the comprehensive plan, the consulting firm will update Richton Park's zoning ordinance to be consistent with the newly adopted plan.
Riverdale comprehensive plan	*Erin Aleman*	*TBD*	*Consultant assistance*	*Newly added to monthly report. CMAP assisted Riverdale in the development of an RFP and consultant selection. It is anticipated that the consultant will be under contract and begin work in November.*
Rosemont comprehensive plan	Sam Shenbaga	June 2013-May 2014	Staff assistance	Existing conditions analysis and data collection underway. Project meeting with Steering Committee held on October 7. Stakeholders identified for interview and interviews scheduled for November 5 and 6 at Village Hall. A series of small workshops to be conducted in November-December.
Silver Creek watershed plan implementation	Nora Beck	Feb.-Dec. 2013	Staff assistance	Finalized report planned for early November.
South Elgin bicycle and pedestrian plan (see Facebook page)	John O'Neal	July 2013-June 2014	Consultant assistance	Consultant team conducted second field visit. First two public outreach events ('pop-up' meetings) held, 'piggybacking' on regularly-scheduled Village events. Online survey finalized and posted with SurveyMonkey,

				with links on Village websites. Stakeholder interview questions finalized, and scheduling of interviews underway. Consultants obtained crash data from IDOT. Previous plans/document review underway.
SSMMA interchange land use planning (see website)	Jessica Simoncelli	July 2012-Jan. 2014	Consultant and staff assistance	In October, consultants met with municipal leaders and conducted targeted community engagement to get feedback on the selected redevelopment sites. Consultants are working with Bondy Studios on renderings for key sites. A next steering committee to review the draft plan will be held in early December.
Summit comprehensive plan	Nora Beck	Dec. 2013-Nov. 2014	Staff assistance	Project scoping is underway.
UIC multimodal transportation plan (see website)	Lindsay Bayley	June 2013-Sept. 2014	Staff assistance	Metroquest site is accepting public input (http://uic.metroquest.com/). Existing conditions report sent to Steering Committee for review, 13 key person interviews conducted, next SC meeting scheduled for 11/14.
Waukegan subarea plan (see website)	Stephen Ostrander	Oct. 2012-Jan. 2014	Staff assistance	CMAP staff met with Mayor Wayne Motley and the City's planning department to review project's key recommendations memo, intended to guide recommendations in the upcoming commercial corridor plan; memo was also shared with project steering committee. With City approval of recommendation areas, CMAP staff is now engaged in drafting the commercial corridor plan.
Westchester comprehensive plan (see website)	Samantha Robinson	Nov. 2011-Nov. 2013	Staff assistance	The Plan Commission recommended approval of the comprehensive plan on October 29. The Village Board will review the plan on November 26.
Wicker Park-Bucktown parking study (see website)	Lindsay Bayley	Jan. 2013-Mar. 2014	Staff assistance	Steering committee reviewed ECR findings and provided feedback on final plan strategies and goals. Draft recommendations under development, expected to be complete in mid-November.
Will County brownfield prioritization	Jake Seid	June 2013-Apr. 2014	Staff assistance	Completed identifying potential renewable energy developers to facilitate site prioritization. Completed formulation of site screening criteria to analyze potential brownfield sites identified via USEPA, IEPA and municipal outreach. Will begin prioritization sites via GIS and field surveys with Will County Land Use in November.
Worth planning prioritization report	Stephen Ostrander	Oct. 2013-May 2014	Staff assistance	CMAP staff conducted confidential individual interviews with wide variety of Village staff, trustees, Economic Development Commission members, and key stakeholders to gain insight into Village issues for upcoming priorities report.

Zion comprehensive plan	*Jack Pfingston*	*Feb. 2014-Jan. 2015*	*Consultant assistance*	*Newly added to monthly report. Project scoping underway.*

Completed Projects with Active Implementation*

* Some projects do not have active implementation steps, or are being implemented through a follow-up project listed above; these projects are not listed below. A full list of completed projects is available at www.cmap.illinois.gov/lta.

Project	CMAP lead	Completion date	Assistance type	Recent implementation progress (updated quarterly)
Addison comprehensive plan (see website)	Sam Shenbaga	Jan. 2013	Staff assistance	Follow-up Homes for a Changing Region project underway.
Alsip comprehensive plan (see website)	Sam Shenbaga	Apr. 2013	Staff assistance	CMAP staff participated in Steering Committee meeting in mid-October to discuss existing conditions report for Cicero Avenue corridor study. Study progressing as per schedule. Zoning project kick-off meeting held on October 9 with steering committee.
Berwyn comprehensive plan (see website)	Sam Shenbaga	Oct. 2012	Staff assistance	Year-long zoning ordinance revision project underway.
Blue Island comprehensive plan (see website)	Sam Shenbaga	June 2012	Staff assistance	Candidates shortlisted and second round of interviews in progress for Comprehensive Plan implementation. Blue Island participated in day-long workshop hosted jointly by CMAP and CCT on October 25th to identify reinvestment strategies in Uptown and station area.
Bronzeville Alliance Retail corridor study, phase 2 (see website)	Sef Okoth	July 2013	Staff assistance	The Steering Committee met with the 3rd Ward Alderman on October 21 to discuss potential ideas for implementing the Plan. QCDC, the Bronzeville Alliance and the Alderman secured a $50,000 two-year commitment from CTA to improve the appearance and public safety around 47th Street Green Line CTA station, which was recommended in the Plan. The funding will support Chicago Transit Authority's (CTA) Adopt-A-Station Program, which was launched at the station on November 1.
Campton Hills comprehensive plan (see website)	Jason Navota	Aug. 2012	Staff assistance	Plan Commissioner training complete. Coordination meeting of water utilities and Village administration with CMAP water experts occurred in May 2013. Implementation plan under review by the Village in parallel with their internal prioritization process. CMAP has reviewed and provided feedback on Campton Hills' first subdivision proposal after adoption of comprehensive plan. CMAP has accepted village's LTA proposal and will

				undertake (via consultant) a zoning and subdivision code revision to be consistent with the comprehensive plan.
Carpentersville "Old Town" Area Action Plan (see website)	Trevor Dick	July 2012	Staff assistance	During the last quarter, the Village contracted with UpLand Design who created a landscape plan for Carpenter Park that included its extension to the River as recommended in the Old Town Plan. The Village has submitted this project to the IDNR for a potential OSLAD grant. The Village has also put in $2000 in their budget to install two pedestrian brick paver crosswalks on Main Street (as recommended). Work is scheduled to coincide with Maple Avenue reconstruction in 2014. A new "OTR Old Town Residential" zoning district was created for residential areas just outside of the Old Town study area and a new "OTM Old Town Mixed Use" district is planned to be created in 2014 (as recommended). The Village is currently working with ComEd to decide upon a screening solution for the substation within the Old Town area. And lastly, the Village has begun to meet with major land owners along the river to pursue property acquisitions or easements to create more public open space.
Chicago "Green Healthy Neighborhoods" plan for Englewood, Woodlawn, and Washington Park (see website)	Jason Navota	Mar. 2013	Staff assistance	Draft plan has been completed by the city and will be distribute to project partners for comment in November. Large Lot policy is being reviewed with the Aldermen, and Large Lot Ordinance will go to City Council the same month GHN goes to Plan Commission, either December 2013 or January 2014. Southeast Chicago Commission received CCT funding to begin plan implementation.
Elmwood Park comprehensive plan (see website)	Nicole Woods	Apr. 2013	Staff assistance	Elmwood Park has completed some of the plan's recommendations which include the establishment of the economic development commission and determining the market for of car-sharing services in the community. The recommendation to redevelop Grand and Harlem Avenues is also near completion. The Village is currently preparing for a zoning review to occur this winter, which will be led by CMAP staff.
Fairmont neighborhood plan (see website)	Trevor Dick	Apr. 2012	Staff assistance	A number of recommendations have been completed over the past quarter and some are underway including: 1) Will County staff has completed the historic documentation of Fairmont and is currently determining if any buildings in the community would qualify for Landmarks Illinois status; 2) The community garden was a tremendous success and they expect it to be even larger next spring with more gardeners and plots; and 3) The County

				and the Township are working together to address flooding concerns -- $30,000 in Community Development Block Grant (CDBG) funding has been secured to conduct a study of the flooding area and provide recommendations for improvement and presently a RFQ with a Scope of Work is being drafted to hire an engineering firm to conduct the study.
Hanover Park corridor study (see website)	Stephen Ostrander	Dec. 2012	Staff assistance and small grant	Urban Land Institute Chicago scheduled upcoming meeting with Hanover Park (on November 13) to assess the current status of implementation of the recommendations of last year's ULI-led Technical Assistance Panel on the Irving Park Road corridor.
Homes for a Changing Region in northwest Cook (see website)	Jonathan Burch	Jan. 2013	Staff assistance	Staff approved a targeted senior needs study with Valerie Kretchmer Associates.
Joliet "Old Prison" redevelopment (see website)	Trevor Dick	May 2012	Staff assistance and small grant	CMAP staff attended the first meeting of the Collins Street Redevelopment Committee. The meeting was co-chaired by State Rep. Larry Walsh Jr., and Senator McGuire. The group will be working together on redevelopment strategies for the prison property. Also, representatives from the Forest Preserve District of Will County, the City of Joliet, Openlands, and the Joliet Park District are continuing to work together to acquire the east side. Currently a Phase One environmental study (pro bono by Carlson Environmental) is being conducted for the east side property.
Lakemoor comprehensive plan (see website)	Nora Beck	Feb. 2013	Staff assistance	Village has launched a new website for the community and economic development department, which features the components of the Comprehensive Plan.
Liberty Prairie Conservancy local food system plan (see website)	Jessica Simoncelli	June 2013	Staff assistance	The Lake County Forest Preserve District Board unanimously passed a resolution approving the Principal Conclusions and Recommendations of the Liberty Prairie Reserve Master Plan on June 11. The Lake County Local Food Working group has met throughout the summer and early fall, with the goal of carrying forward the recommendations from the Lake County Sustainable Local Food Systems Report. Lake County Board is having a public hearing on October 17 to consider local food amendments to the Unified Development Ordinance. The project has garnered local press coverage including interest from the Daily Herald editorial board. CMAP is working with the Lake County Forest Preserve District on a new policy to allow/encourage food production on a portion of FPD-owned agricultural

				land that will be prioritized for such use by the District.
Niles environmental action plan (see website)	Kristin Ihnchak	Feb. 2013	Staff assistance	The LTA program is providing funding for a bicycle and pedestrian plan, which will help to implement many of the EAP's transportation-related recommendations. In addition, Niles is beginning a zoning ordinance revision; CMAP staff will provide feedback as needed on how to translate related EAP recommendations to effective regulations. CMAP staff will continue to forward relevant grant opportunities.
Norridge comprehensive plan (see website)	Trevor Dick	Oct. 2012	Staff assistance	The Village of Norridge continues to work towards implementation of the Comprehensive Plan. During the last quarter, the Village has received an OSLAD grant for acquisition of a new park site (as recommended in the Comp Plan). The HIP (Harlem-Irving Park) Plaza has expanded north (recommended in the Comp Plan) and new stores are opening this fall.
Norridge zoning revisions	Jake Seid	July 2013	Staff assistance	Village completed review of CMAP's recommendations memo and annotated ordinance. CMAP expects to assist staff and the ZBA with various sections of the Ordinance as they begin to make revisions based on CMAP's comments.
Northlake comprehensive plan (see website)	Trevor Dick	May 2013	Staff assistance	CMAP staff has discussed an implementation strategy with the Mayor. Since the plan was adopted, the City has entered into an easement agreement with ComEd to extend the Midland Trail North (as recommended). Construction of the bike trail is expected in 2015.
Park Forest sustainability plan (see website)	Kristin Ihnchak	May 2012	Staff assistance	The Chicago Community Trust's grant to Park Forest directly implements the recommendations of this project. A new LTA project to update the zoning ordinance was initiated in June. Staff will continue to forward potential grant opportunities to advance other plan priorities. Staff assisted in developing a charter award application for Illinois APA in the sustainability category, which Park Forest won. The Village will be recognized by Illinois APA on October 4.
Red Line livability project (see website)	Kendra Smith	Nov. 2012	Staff assistance	DCP, CMAP and CTA will utilize project materials during future Community Education and Visioning sessions as well as in interaction with elected officials. DCP recently received CCT funding for continued work on TOD/Red Line Extension work. Implementation work for the coming quarter will focus on community TOD outreach and presentations through CNU and Loyola University to interested stakeholders
Regional arts and	Stephen	June 2013	Staff	Toolkit was highlighted at two key events aimed at informing communities

culture toolkit (see website)	Ostrander		assistance	of available local, state, and federal arts resources and funding, one hosted by Rep. Tammy Duckworth and the other by Reps. Mike Quigley and Jan Schakowsky.
Regional climate change adaptation toolkit (see website)	Jesse Elam	June 2013	Staff assistance	Toolkit has been released, and CMAP is presenting its findings to interested groups and seeking external funding to support working with interested local governments to apply the process described in the toolkit.
Riverside Central Business District plan (see website)	Nora Beck	Apr. 2013	Staff assistance	The Riverside Economic Development Commission and Riverside Chamber of Commerce have been working together to promote the Village and the CBD; including creating this new video, featuring the assets and businesses of downtown Riverside: http://vimeo.com/75615729
Round Lake Heights comprehensive plan (see website)	*Jonathan Burch*	*Oct. 2013*	*Staff assistance*	*Newly completed. Plan adopted October 8.*
SSMMA housing investment prioritization (see website)	Nicole Woods	June 2012	Staff assistance	The organization continues to use and modernize the tool to assess projects in various Southland communities. The housing investment tool was brought online this past summer and was selected as one of four winners in the Illinois Open Technology Challenge.