Chicago Metropolitan Agency for Planning

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Chicago, Illinois 60606

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www.cmap.illinois.gov

Transportation Committee

September 20, 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 – August 2, 2013
ACTION REQUESTED: Approval

4.0 Coordinating Committee Reports
The Transportation Committee representative will report on the Local Coordinating Committee's August 14 meeting. The Regional Coordinating Committee has not met since the last Transportation committee meeting and is scheduled to meet next on October 9.

5.0 FFY 10-15 Transportation Improvement Program (TIP)

5.1 FFY 10-15 TIP Amendments and Administrative Modifications, (LeRoy Kos)
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.
ACTION REQUESTED: Recommendation for approval of TIP amendments.

5.2 GO TO 2040/TIP Amendment and Conformity Analysis
The public comment period ended September 3, 2013. There were two comments received. This item will be considered for action at the October 4 Transportation Committee meeting.
ACTION REQUESTED: Information

5.3 Congestion Mitigation and Air Quality (CMAQ) Improvement Program Development and Monitoring
The public comment period on the proposed FFY 2014-2018 CMAQ program ended August 26. A summary of the comments received, proposed responses, and recommended program is included in your packet. Additionally, an updated

obligation report showing the region's progress toward meeting its FFY 13 CMAQ obligation goal is attached.
ACTION REQUESTED: Concurrence in staff response to comments and recommendation of approval of the FFY 2014-2018 CMAQ program to the Regional Coordinating Committee and MPO Policy Committee.

6.0 National Highway System (Thomas Murtha)

National Highway System revisions are requested in Kane, DuPage, and Cook Counties, including the City of Chicago. The revisions include route deletions and modifications to reflect current conditions, coordination with routes added to the National Highway System by MAP-21, and current highway planning. Revisions must be approved by the MPO, the Illinois Department of Transportation, and the Federal Highway Administration.
ACTION REQUESTED: Recommend approval of National Highway System revisions to the MPO Policy Committee.

7.0 Section 5310

7.1 Human Services Transportation Plan (HSTP)

The region's Human Services Transportation Plan has been updated by the RTA, in conjunction with its HSTP Project Advisory Committee (PAC).
Action Requested: Recommend endorsement of the updated Human Services Transportation Plan to the MPO Policy Committee.

7.2 Sub-Allocation between northeastern Illinois, Indiana and Wisconsin

The Federal Transit Administration's 5310 funds are sub-allocated to urbanized areas and the funding for FFY 2013 has been appropriated by Congress. For FFY 2013, using the percentage splits endorsed by the MPO Policy Committee in March, $6,167,654 will be available for northeastern Illinois, $443,387 for northwestern Indiana and $16,042 for southeastern Wisconsin.
Action Requested: Information

8.0 Local Technical Assistance (LTA) Program Selection (Bob Dean)

Staff will present recommendations for selection of Local Technical Assistance (LTA) projects.
ACTION REQUESTED: Recommendation for approval to the MPO Policy Committee

9.0 GO TO 2040 Update (Drew Williams-Clark)

Federal Regulations mandate the update of GO TO 2040 by October 2014. Staff have begun work updating the financial plan, major capital projects, indicators, and implementation actions to inform the plan update. These components are expected to be complete in the early spring so that the plan can be drafted for public comment release at the June, 2014 meetings of the CMAP Board and MPO Policy Committee.

9.1 Major Capital Projects Overview (Todd Schmidt)

Major capital projects are large, regionally significant projects that add capacity to the transportation system. Staff will present an overview of the process CMAP will employ to update the fiscally constrained and unconstrained menu of major capital projects in the GO TO 2040 update.
ACTION REQUESTED: Information

9.2 Implementation Actions Overview (Alex Beata)

As part of the GO TO 2040 plan update, the FY 2014 work plan calls for a review of the implementation action tables 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. Staff will present an overview of the process CMAP will employ to update the implementation actions. This will involve substantial discussion at October and/or November working committee meetings.
ACTION REQUESTED: Discussion

9.3 Financial Plan Update Scope and Revenue Trends (Lindsay Hollander)

Staff will present a summary of the major components of the financial plan update process as well as an overview of recent policy changes and actions undertaken by federal, state, and local entities that may affect transportation revenue trends during the planning period.
ACTION REQUESTED: Information and Discussion

10.0 Transportation Alternative Program Update (Jesse Elam)

CMAP received 11 applications from its call for projects this summer and had an additional 28 potential projects previously solicited. Staff will present proposed evaluation criteria for the projects for committee feedback.
ACTION REQUESTED: Discussion

11.0 Status of Local Technical Assistance (LTA) Program and Major Capital Projects

The LTA program status report and quarterly GO TO 2040 Major Capital Project update are attached. Additional input, comments and questions on both are welcome.
ACTION REQUESTED: Information

12.0 Illiana Corridor

The public comment period for the proposed amendment to include the Illiana Corridor Project as a fiscally constrained major capital project in GO TO 2040 closed on September 3, 2013. Staff has prepared a memo summarizing public comments. The CMAP staff recommendation will be available on the Transportation Committee minutes website on September 27, 2013. At its special October 4 Transportation Committee meeting, the committee will be asked to consider this amendment.
ACTION REQUESTED: Information

13.0 Other Business

14.0 Public Comment

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

15.0 Next Meeting

The next meeting is scheduled for October 4, 2013. The CMAP staff recommendation for the proposed GO TO 2040 Illiana Corridor Project Plan Amendment will be considered. The committee will discuss recommending the project to the Regional Coordinating Committee and MPO Policy Committee as an amendment to the GO TO 2040 plan's list of fiscally constrained projects.

16.0 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

August 2, 2013 - 9:30 a.m.
DRAFT 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, Reggie Arkell – FTA, Jennifer Becker – Kendall County, Michael Bolton – Pace, Brian Carlson – IDOT District One, Bruce Carmitchel – IDOT OP&P, Lynnette Ciavarella – Metra, Michael Connelly – CTA, Chalen Daigle – McHenry County, John Donovan – FHWA, Luann Hamilton – CDOT, Alicia Hanlon – Will County, Emily Karry – Lake County, Sis Killen – Cook County, Don Kopec – CMAP, Aimee Lee – ISTHA, John Loper – DuPage County, Randy Neufeld – Bicycle and Pedestrian Task Force, Leon Rockingham – Council of Mayors, Steve Schlickman – Academic & Research, Kyle Smith – CNT, Mike Sullivan - Kane County.

Members Absent: Robert Hann – Private Providers, Wes Lujan – Class 1 Railroads, Mike Rogers – IEPA, Joe Schofer – Academic & Research, Peter Skosey – MPC, Steve Strains – NIRPC, Ken Yunker – SEWRPC.

Others Present: Tom Agema, Mike Albin, Andrew Armstrong, Garland Armstrong, Heather Armstrong, Bruce Christensen, Mark Copeland, Bud Fleming, Jackie Grimshaw, Pete Harmet, Dan Johnson, Valbona Kokoshi, Katie Kukielka, Ed Leonard, Joe Levie, Beth McCluskey, Hugh O'Hara, Brian Plum, Adam Rod, Joy Schaad, Chris Schmidt, David Seglin, Steve Schilke, Ron Shimizu, Brian Umbright, Brian Urbaszewski, Thomas VanderWoude, Mike Walczak, Tammy Wierciak, Barbara Zubek.

Staff Present: Erin Aleman, John Allen, Lindsay Bailey, Garrett Ballard-Rosa, Alex Beata, Nora Beck, Randy Blankenhorn, Annie Byrne, Lafayette Cruise, Teri Dixon, Kama Dobbs, Jesse Elam, Doug Ferguson, Tom Garritano, Lindsay Hollander, Jill Leary, Matt Maloney, Holly Ostdick, Justine Reisinger, Todd Schmidt, Liz Schuh, Kermit Wies, Drew Williams-Clark.

1.0 Call to Order and Introductions

Committee Chair Leanne Redden called the meeting to order at 9:32 a.m.

2.0 Agenda Changes and Announcements

None.

3.0 Approval of Minutes – June 7, 2013

On a motion by Mr. Carmitchel and a second by Mr. Loper, the minutes of June 7, 2013 were approved as presented.

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4.0 Coordinating Committee Reports

Ms. Redden reported that the Regional Coordinating Committee met on June 12 and recommended approval of the SFY 2014 Unified Work Program (UWP) and continuation of the Developments of Regional Importance (DRI) review procedures. The committee also received an update on the status of the CREATE program from Chicago DOT staff. She noted that the Local Coordinating Committee had not met since the last Transportation Committee meeting.

5.0 FFY 10-15 Transportation Improvement Program (TIP)

Ms. Redden reminded the committee that due to routine network maintenance activities, the TIP database will be offline from 6:00 pm on Friday, August 2, 2013 through 6:00 am on Monday, August 5.

5.1 FFY 10-15 TIP Amendments and Administrative Modifications

Ms. Ostdick said that TIP revisions that exceed financial amendment thresholds have been requested. Mr. Connelly made a motion, seconded by Mr. Carmitchel, to approve the FFY 10-15 TIP Amendments. The motion carried.

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

Ms. Ostdick provided an overview of the semi-annual GO TO 2040/TIP conformity analysis and TIP amendment. Mr. Connelly made a motion, seconded by Mr. Kopec to release the semi-annual GO TO 2040/TIP conformity analysis and TIP amendment for public comment from August 2, 2013 to September 3, 2013. The motion carried.

5.3 Congestion Mitigation and Air Quality Improvement (CMAQ) Program

Mr. Ferguson provided an overview of the proposed FFY 2014-2018 CMAQ Program recommended for release for public comment by the Project Selection Committee (PSC). He reported that following public comment, the PSC would consider the program and make a recommendation to Transportation Committee in September, followed by Regional Coordinating Committee and joint CMAP Board and MPO Policy consideration in October. Mr. Bolton stated that Pace continues to have concerns about the proposed technology and funding for the Indian Harbor Belt Railroad's retrofit project, sponsored by IEPA. He stated that Pace will continue to work with staff to resolve the concerns and will submit comments during the public comment period. Ms. Hamilton made a motion, seconded by Mr. Loper, to release the proposed FFY 2014-2018 CMAQ program for a public comment period from August 2 to August 26, 2013. The motion carried.

6.0 GO TO 2040 Illiana Corridor Project Plan Amendment

Mr. Maloney provided an overview of the status of the proposed GO TO 2040 plan amendment and the CMAP staff analysis. He highlighted findings on project cost, forecasting methods, performance evaluation, impacts to truck traffic, environmental impacts and local planning efforts. He also noted that following a public comment period, which will include working committee discussions, a staff recommendation will be developed for consideration by the Transportation Committee, Regional

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Coordinating Committee, CMAP Board and MPO Policy Committee. There was discussion regarding traffic projections and no build scenario assumptions, the timing of the amendment request relative to the plan update scheduled for FY 2014 and the fiscal impact of the amendment on GO TO 2040. In response to questions and discussion from committee members, it was noted that this proposed amendment is being considered at this time in response to IDOT's request for consideration and that no projects not included in IDOT's request were being considered. Mr. Bolton made a motion, seconded by Ms. Hanlon, to release the proposed GO TO 2040 Illiana Corridor Project Plan Amendment for public comment from August 2 to September 3, 2013. The motion carried.

7.0 Plan Update Process

Mr. Williams-Clark provided an overview of the major tasks for updating GO TO 2040 by October of 2014, including an updated financial plan, major capital projects, implementation matrices and indicators. He stated these tasks would be completed in the spring of 2014. The plan update will be released for public comment in June of 2014. MAP-21 requires approval in October of 2014. He also noted that the update would not include changes to the policy recommendations. Ms. Hollander explained that the financial plan update would include updating revenue and expenditure forecasts and developing an overall funding allocation for the plan, and that conversations with implementers on forecasting assumptions are already underway.

8.0 Local Technical Assistance (LTA) Application Status

Ms. Aleman provided an overview of the applications received during the recent CMAP/RTA joint call for projects and the process for review of the applications. In total, CMAP received 67 applications from across the region. She encouraged committee members to provide input on project applications between now and August 23rd. In response to a question from Mr. Connelly, she noted that the program was being funded with Transportation Planning funds within the UWP. She added that CMAP is presently looking for additional funding to support non-transportation related LTA projects.

9.0 2012 Expressway Atlas

Mr. Schmidt provided an overview of the contents of CMAP's draft 2012 Expressway Atlas, which includes system data, facility data and traffic flow graphics to provide a desktop reference of average annual daily traffic (AADT) volumes and other traffic system statistics and graphics for northeastern Illinois. He noted that there will be annual updates and a full atlas will be published every five years.

10.0 Status of LTA Program and follow up on 2014 Model Plans, Codes & Ordinances

Ms. Redden noted that the LTA program status report and a memo on 2014 Model Plans, Codes & Ordinances was included in the meeting agenda and reminded members to contact CMAP staff with additional input, comments and questions.

11.0 Other Business

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None.

12.0 Public Comment

Mr. Garland Armstrong stated that CMAP staff were recently seen studying the Harlem and Fullerton intersection. He asked if that study will be extended further down the road. Ms. Wierciak stated that was an Elmwood Park project.

Mr. Brian Urbaszewski of the Respiratory Health Association stated that the CMAQ program was an important program for reducing respiratory health impacts. He stated that there has been a nationwide increase in asthma and COPD, and the rate of occurrence of childhood asthma has increased in African Americans to a rate of one in six. He added that to maximize the effectiveness of federal funding in reducing the health impacts of transportation, the most cost effective projects should be funded. He encouraged the committee to continue to hold on to the core values of the program to reduce emissions through projects like the Indiana Harbor Belt Railway proposal and to not work against projects because of who the sponsor is.

13.0 Next Meeting

Ms. Redden announced that the next scheduled meeting is on September 20, 2013. She added that an additional meeting in September or October will be needed to consider the proposed GO TO 2040 amendment.

14.0 Adjournment

On a motion by Mr. Bolton, seconded by Mr. Connelly, the meeting adjourned at 11:03 a.m.

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Transportation Committee Members:

_____	Charles Abraham	_____	Robert Hann	_____	Mike Rogers
_____	Reggie Arkell***	_____	Jennifer (Sis) Killen	_____	Steve Schlickman
_____	Michael Bolton	_____	Fran Klaas	_____	Joe Schofer
_____	Bruce Carmitchel	_____	Don Kopec	_____	Peter Skosey
_____	Lynnette Ciavarella	_____	Wes Lujan	_____	Kyle Smith
_____	Michael Connelly**	_____	Randy Neufeld	_____	Chris Snyder
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_____	John Fortmann	_____	Leanne Redden*	_____	Paula Trigg
_____	Luann Hamilton	_____	Tom Rickert	_____	Ken Yunker
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*Chair **Vice-Chair ***Non-voting

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MEMORANDUM

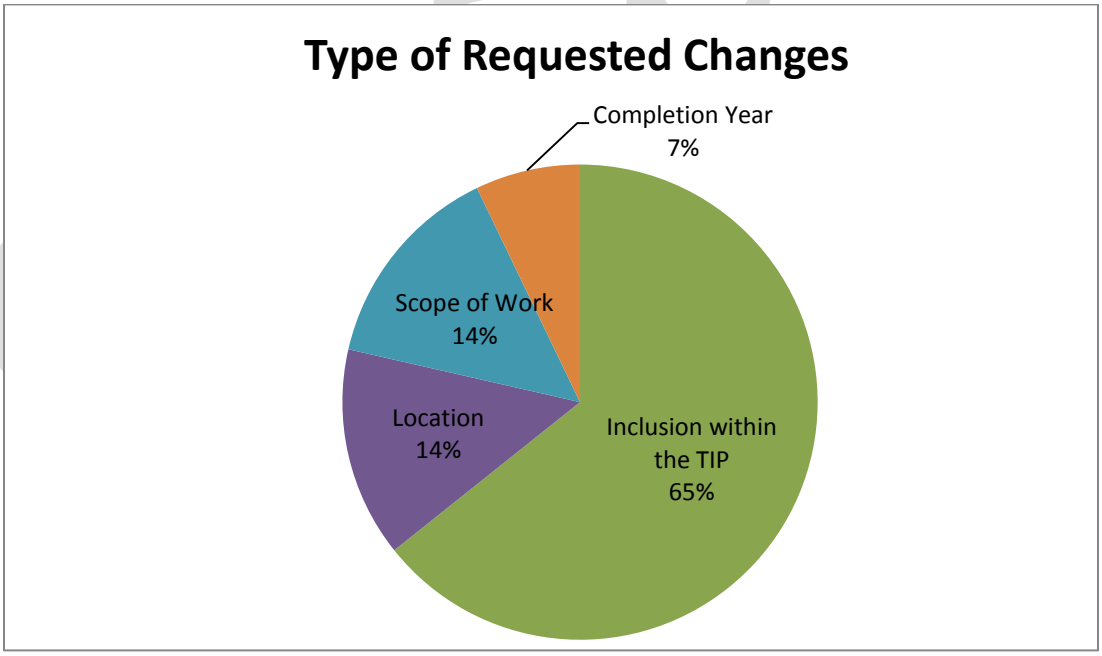
To: **Transportation Committee**

Date: **July 26, 2013**

From: **CMAP Staff**

Re: **Semi-annual GO TO 2040/TIP Conformity Analysis & TIP Amendments**

In accordance with the biannual conformity analysis policy, CMAP staff asked programmers to submit changes to projects included in the regional air quality analysis of the Transportation Improvement Program (TIP) and GO TO 2040. Of the numerous changes requested, fourteen (14) projects require air quality conformity analysis. Below is a summary of the types of requested changes.



If the TIP amendments are approved, nine new non-exempt projects will be included in the TIP. These projects are included in the conformity analysis because funding for phases beyond preliminary engineering has been identified in the TIP. These projects are moving closer to construction. Preliminary engineering is exempt from conformity analysis. The nine new projects are:

- TIP ID 01-13-0015 Cermak Green Line Station,
- TIP ID 08-95-0024 IL 83 Kingery Highway from 31st to south of I-55 Stevenson Expressway ,
- TIP ID 10-02-0013 US 45 Milwaukee Avenue from IL 60 Townline Road to IL 22,

- TIP ID 11-06-0018 IL 47 from Charles Road to US 14,
- TIP ID 11-07-0014 IL 47 Eastwood Drive from US 14 to Reed Road,
- TIP ID 12-07-0005 Weber Road from 119th Street to 135th Street,
- TIP ID 12-10-0008 143rd Street from State Street / Lemont Road to Bell Road,
- TIP ID 12-12-0033 Weber Road from 135th Street to Airport Road / Lockport Road.
- TIP ID 12-02-9024 Illiana Corridor Project from I-55 to I-65

Scope changes have been requested for two existing projects. The scope of a project is determined by the work type included in the project.

- Non-exempt work types may affect air quality and must be tested for conformity. Examples of non-exempt work types are adding lanes to a road, signal timing and extending a rail line.
- Exempt tested work types do not require an air quality conformity analysis, but the region has chosen to include the impacts of the work types in the travel demand model. Exempt tested projects include new commuter parking lots and road lane widening to standard (e.g., 10 feet to 12 feet).
- Exempt work types do not require an air quality conformity analysis. Examples of exempt work types are road resurfacing and bus rehabilitation.

The two projects for which scope changes have been requested are:

  - TIP ID 03-96-0021 Elgin-O'Hare East Extension, Add Lanes & Western O'Hare Bypass. The sponsor has requested addition of new non-exempt work types including new and expanding interchanges, corridor improvements and intersection improvements. Additionally, a request to extend the limits from Rohlwing Rd. to Gary Rd. was received; this project was previously represented as three separate projects in the TIP.
  - TIP ID 07-09-0087 Wood Street from Little Calumet River to US 6/159th Street. The sponsor has requested a new work type for adding lanes.

Sponsors requested location changes for two existing TIP projects. These changes require a conformity amendment. Those two projects are:

- TIP ID 03-96-0004 I-90 Jane Addams Memorial Tollway from Plaza #9 Elgin to I-294 Tri-State Tollway. The sponsor requested the limits be extended to IL 43/Harlem Avenue.
- TIP ID 10-07-0001 IL 60 IL 83 from IL 176 to EJ&E railroad. The sponsor requested the limits be extended to Townline Road.

Completion years indicate when a project is anticipated to be in service to users and determines in which analysis year(s) the project will be included. The analysis years are 2015, 2025, 2030 and 2040. If a change in completion year moves across an analysis year, the project must be included in a new conformity analysis. Sponsors indicated that several projects have updated completion years, only one of those crossed an analysis year.

The sponsor's requested completion year change moves the following project from the 2030 analysis year to the 2025 analysis year:

  - TIP ID 12-10-9001 I-55 Managed Lanes from I-355 to I-90 I-94.

GO TO 2040 Major Capital Projects

Four GO TO 2040 Major Capital Projects are included in this report due to significant changes to location, implementation time frame and/or revised scopes. Those projects are:

- TIP ID 12-02-9024 Illiana Corridor Project from I-55 to I-65. The sponsor has requested moving funding beyond preliminary engineering into the TIP.

- TIP ID 03-96-0021 Elgin-O'Hare East Extension, Add Lanes & Western O'Hare Bypass. The sponsor has requested addition of new non-exempt work types including new and expanded interchanges, corridor improvements and intersection improvements. Additionally, a request to extend the limits from Rohlwing Rd. to Gary Rd. was received.
- TIP ID 03-96-0004 I- 90 Jane Addams Memorial Tollway from Plaza #9 Elgin. The sponsor has requested that the project limits be extended to IL 43/Harlem Avenue.
- TIP ID 12-10-9001 I-55 Managed Lanes from I-355 to I-90 I-94 the sponsor has requested moving the completion year from 2030 to 2016.

Each TIP ID includes a hyperlink to the TIP database for further project information. Changes are included in the attached report.

TIP projects are also viewable in a map format. The TIP map is available at http://www.cmap.illinois.gov/tip/tip-map.

The 2015, 2025, 2030 and 2040 highway and transit networks were coded to include the project changes listed in the "Non-Exempt Projects Requiring Conformity Determination" report. The regional travel demand model was run using the updated networks. The resultant vehicle miles traveled (VMT) by vehicle class, speed and facility type were entered into US Environmental Protection Agency's MOVES model. The model generated on-road emission estimates for each precursor or direct pollutant in each scenario year.

Two emissions tables are presented below, one for use in the conformity determination if the Illiana Corridor Project is amended into GO TO 2040 and one for use in the conformity determination if GO TO 2040 is not amended. The emissions inventories in TABLE 1 include the Illiana Corridor Project; the inventories in TABLE 2 do not. The appropriate table will be used depending on the decision of the CMAP Board and MPO Policy Committee regarding the GO TO 2040 Plan Amendment.

For both ozone precursors, the resulting emissions inventories estimates fell below the applicable maintenance SIP budgets.

As a result of discussions at Tier II Consultation, SIP budgets for annual direct PM2.5 and NOx emissions submitted by the Illinois Environmental Protection Agency to the US Environmental Protection Agency in 2011 will be used for the conformity determination. For both analyses, the annual direct PM2.5 and NOx emissions inventories are below the applicable budgets.

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TABLE 1
Illiana Corridor Project Included

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

	Fine Particulate Matter		Nitrogen Oxides	
Year	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2015	2,447.01	5,100.00	52,119.69	127,951.00
2025	1,644.16	2,377.00	29,510.58	44,224.00
2030	1,591.23	2,377.00	27,965.94	44,224.00
2040	1,683.35	2,377.00	29,276.86	44,224.00

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

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

	Volatile Organic Compounds		Nitrogen Oxides	
Year	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2015	59.19	117.23	137.21	373.52
2025	44.39	48.13	75.27	125.27
2030	44.05	48.13	70.99	125.27
2040	47.08	48.13	74.06	125.27

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

Notes:
Off-model benefits are not included in the total emissions estimates
Results updated 8/15/2013

TABLE 2
Illiana Corridor Project Not Included

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

	Fine Particulate Matter		Nitrogen Oxides	
Year	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2015	2,447.01	5,100.00	52,119.69	127,951.00
2025	1,644.96	2,377.00	29,521.04	44,224.00
2030	1,589.46	2,377.00	27,977.57	44,224.00
2040	1,645.61	2,377.00	29,223.99	44,224.00

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

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

	Volatile Organic Compounds		Nitrogen Oxides	
Year	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2015	59.19	117.23	137.21	373.52
2025	44.35	48.13	75.21	125.27
2030	43.94	48.13	70.94	125.27
2040	46.86	48.13	73.83	125.27

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

Notes:
Off-model benefits are not included in the total emissions estimates
Results updated 8/15/2013

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Conformity Amendments

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
01-13-0015	Chicago Department of Transportation	New Project		$0		

Cermak Green Line AT

Completion Year: 2015

Project Work Types After Revision:
Bicycle Parking
ENHANCEMENT - LANDSCAPING
Improve Pedestrian Facility
STATION - NEW

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
GEN-OP	ENGINEERING	11	8000	0	TIF funded
GEN-OP	CONSTRUCTION	13	42000	0	TIF Funded

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
03-96-0004	Illinois State Toll Highway Authority	Location Changed	$0	$0	$ 0	

Before Revision: I- 90 Jane Addams Memorial Tollway FROM PLAZA #9 - ELGIN (KANE) TO I- 294 TRI-STATE TOLLWAY (COOK)

After Revision: I- 90 Jane Addams Memorial Tollway FROM PLAZA #9 - ELGIN (KANE) TO IL 43 Harlem Ave (COOK)

Completion Year Before Revision: 2018
Completion Year After Revision: 2017

Project Work Types Before Revision:
BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS
HIGHWAY/ROAD - ADD LANES
INTERCHANGE - NEW
INTERCHANGE - EXPAND (NEW MOVEMENTS ADDED TO INTERCHANGE)

Project Work Types After Revision:
BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS
HIGHWAY/ROAD - ADD LANES
INTERCHANGE - NEW
INTERCHANGE - EXPAND (NEW MOVEMENTS ADDED TO INTERCHANGE)

Financial Data Before Revision

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
A	TOLL	IMPLEMENTATION	11	39784	0	5588; H-RS; ELGIN PLAZA TO Barrington Rd.
	TOLL	IMPLEMENTATION	MYB	1387307	0	
A	TOLL	ENGINEERING-II	12	5461	0	5631, Fox Bridge Replacement
A	TOLL	ENGINEERING-II	12	23400	0	4015, Kennedy to Oakton
A	TOLL	ENGINEERING-II	12	16200	0	4016, Oakton to IL 53
A	TOLL	ENGINEERING-II	12	24150	0	4017, IL 53 to Higgins
A	TOLL	ENGINEERING-II	12	26899	0	4018, Higgins to Elgin Toll
A	TOLL	ENGINEERING-II	12	2684	0	4019, Lee Street

Financial Data After Revision

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	TOLL	IMPLEMENTATION	11	39784	0	5588; H-RS; ELGIN PLAZA TO Barrington Rd.
	TOLL	IMPLEMENTATION	16	388649	0	
	TOLL	ENGINEERING-II	12	5461	0	5631, Fox Bridge Replacement
	TOLL	ENGINEERING-II	12	23400	0	4015, Kennedy to Oakton
	TOLL	ENGINEERING-II	12	16200	0	4016, Oakton to IL 53
	TOLL	ENGINEERING-II	12	24150	0	4017, IL 53 to Higgins
	TOLL	ENGINEERING-II	12	26899	0	4018, Higgins to Elgin Toll
	TOLL	ENGINEERING-II	12	2684	0	4019, Lee Street
	TOLL	IMPLEMENTATION	13	41758	0	
	TOLL	IMPLEMENTATION	14	422430	0	
	TOLL	IMPLEMENTATION	15	460362	0	
	TOLL	IMPLEMENTATION	17	3673	0	
	ILL	ENGINEERING-I	13	250	0	1-74681-0200
	ILL	ENGINEERING-I	13	1250	0	1-74681-0210
	ILL	ENGINEERING-I	14	2125	0	1-74681-0220
	ILL	ENGINEERING-II	15	1875	0	1-74681-0230
	ILL	ENGINEERING-II	16	2500	0	1-74681-0240
	NHPP	CONSTRUCTION	MYB	60000	54000	1-74681-0300
	ILL	ENGINEERING	MYB	8000	0	1-74681-0350

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CMAP, the Chicago Metropolitan Agency for Planning -- 233 South Wacker Drive, Suite 800, Chicago, IL 60606 312-454-0400 (voice), 312-454-0411 (fax)

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
03-96-0021	Illinois State Toll Highway Authority	Scope Changed	$42240	$42240	$ 0	0%

Before Revision: ELGIN-O'HARE EAST EXTENSION FROM ROHLWING RD (DUPAGE) TO O'HARE WEST BYPASS (DUPAGE)

After Revision: ELGIN-O'HARE EAST EXTENSION FROM Gary Road (DUPAGE) TO O'HARE WEST BYPASS (DUPAGE)

Completion Year Before Revision: 2020
Completion Year After Revision: 2025

Project Work Types Before Revision:
HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - EXTEND ROAD

Project Work Types After Revision:
HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - EXTEND ROAD
HIGHWAY/ROAD - NEW ROAD
HIGHWAY/ROAD - CORRIDOR IMPROVEMENT
HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)
INTERCHANGE - EXPAND (NEW MOVEMENTS ADDED TO INTERCHANGE)
INTERCHANGE - NEW
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

Financial Data Before Revision

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
A	NRS	ENGINEERING-I	09	7850	6280	1776110330 (ESTABLISHED)
	NRS	ROW ACQUISITION	MYB	2500	2000	1-88153-0211
A	NRS	ROW ACQUISITION	10	4500	3600	1-75612-0200
A	ILL	ROW ACQUISITION	10	4298		1-77611-0211
	NRS	ENGINEERING	13	493	394	1-77611-0241
A	NRS	ENGINEERING-I	10	9500	7600	1-77611-0250
A	NRS	ENGINEERING	11	4000	3200	1-77611-0400
	NRS	ENGINEERING	13	2473	1978	1-77611-0410
	NRS	ENGINEERING	13	1000	800	1-77611-0420
A	NRS	ENGINEERING-I	11	13000	10400	1-77611-0500
A	NRS	ENGINEERING-I	12	9000	7200	1-77611-0510
	NRS	ENGINEERING-I	13	1835	1468	1-77611-0520
A	NRS	ROW ACQUISITION	11	20000	16000	1-77611-0600
	NRS	ROW ACQUISITION	17	27000	21600	1-77611-0610
	NRS	ROW ACQUISITION	15	20000	16000	1-77611-0620
	NRS	ROW ACQUISITION	16	27000	21600	1-77611-0630
A	ILL	ROW ACQUISITION	10	8045		1-77611-1211
	NRS	ENGINEERING-II	MYB	2000	1600	1-77611-0350
	NRS	CONSTRUCTION	MYB	49014	39211	1776110100

Financial Data After Revision

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	NRS	ENGINEERING-I	09	7850	6280	1776110330 (ESTABLISHED)
	NRS	ROW ACQUISITION	MYB	2500	2000	1-88153-0211
	NRS	ROW ACQUISITION	10	4500	3600	1-75612-0200
	ILL	ROW ACQUISITION	10	4298		1-77611-0211
	NRS	ENGINEERING	13	493	394	1-77611-0241
	NRS	ENGINEERING-I	10	9500	7600	1-77611-0250
	NRS	ENGINEERING	11	4000	3200	1-77611-0400
	NRS	ENGINEERING	13	2473	1978	1-77611-0410
	NRS	ENGINEERING	13	1000	800	1-77611-0420
	NRS	ENGINEERING-I	11	13000	10400	1-77611-0500
	NRS	ENGINEERING-I	12	9000	7200	1-77611-0510
	NRS	ENGINEERING-I	13	1835	1468	1-77611-0520
	NRS	ROW ACQUISITION	11	20000	16000	1-77611-0600
	NRS	ROW ACQUISITION	17	27000	21600	1-77611-0610
	NRS	ROW ACQUISITION	15	20000	16000	1-77611-0620
	NRS	ROW ACQUISITION	16	27000	21600	1-77611-0630
	ILL	ROW ACQUISITION	10	8045		1-77611-1211
	NRS	ENGINEERING-II	MYB	2000	1600	1-77611-0350
	NRS	CONSTRUCTION	MYB	49014	39211	1776110100
	TOLL	IMPLEMENTATION	13	15687	0	Gary to Rohlwing Rd; 4039, 4602 to 4605; H-RS, H-AL
	TOLL	IMPLEMENTATION	14	64023	0	Gary to Rohlwing Rd; 4039, 4602 to 4605; H-RS, H-AL
	TOLL	IMPLEMENTATION	15	2759	0	Gary to Rohlwing Rd; 4039, 4602 to 4605; H-RS, H-AL
	TOLL	IMPLEMENTATION	16	192	0	Gary to Rohlwing Rd; 4039, 4602 to 4605; H-RS, H-AL
	TOLL	IMPLEMENTATION	14	53026	0	E-O and I-290 interchange; 4606, 4607; I-EXP
	TOLL	IMPLEMENTATION	15	35706	0	E-O and I-290 interchange; 4606, 4607; I-EXP
	TOLL	IMPLEMENTATION	13	43463	0	Rohlwing Rd to York Rd; H-New, I-New
	TOLL	IMPLEMENTATION	14	106969	0	Rohlwing Rd to York Rd; H-New, I-New
	TOLL	IMPLEMENTATION	15	89433	0	Rohlwing Rd to York Rd; H-New, I-New
	TOLL	IMPLEMENTATION	16	173389	0	Rohlwing Rd to York Rd; H-New, I-New
	TOLL	IMPLEMENTATION	17	126274	0	Rohlwing Rd to York Rd; H-New, I-New
	TOLL	IMPLEMENTATION	13	21612	0	Elmhurst Rd/I-90 mainline for E-O; Oakton, Touhy; H-AL, H-INTIMP, I-EXP
	TOLL	IMPLEMENTATION	14	14201	0	Elmhurst Rd/I-90 mainline for E-O; Oakton, Touhy; H-AL, H-INTIMP, I-EXP
	TOLL	IMPLEMENTATION	15	48721	0	Elmhurst Rd/I-90 mainline for E-O; Oakton, Touhy; H-AL, H-INTIMP, I-EXP
	TOLL	IMPLEMENTATION	16	1490	0	Elmhurst Rd/I-90 mainline for E-O; Oakton, Touhy; H-AL, H-INTIMP, I-EXP

	TOLL	IMPLEMENTATION	17	23402	0	Elmhurst Rd/I-90 mainline for E-O; Oakton, Touhy; H-AL, H-INTIMP, I-EXP
	TOLL	IMPLEMENTATION	MYB	51407	0	FFY 18 Elmhurst Rd/I-90 mainline for E-O; Oakton, Touhy; H-AL, H-INTIMP, I-EXP
	TOLL	ROW ACQUISITION	14	10928	0	South Leg West Bypass
	TOLL	ROW ACQUISITION	15	65652	0	South Leg West Bypass
	TOLL	ROW ACQUISITION	17	53852	0	South Leg West Bypass
	TOLL	IMPLEMENTATION	MYB	39052	0	FFY 18 Taft Ave, Franklin Ave

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Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
07-09-0087	IDOT District 1 Division of Highways	Scope Change	$0	$35000	$ 35000	

Before Revision: WOOD ST FROM LITTLE CALUMET RIVER (COOK/Harvey) TO US 6 US 6 (COOK/Blue Island)

After Revision: WOOD ST FROM LITTLE CALUMET RIVER (COOK/Riverdale) TO US 6 159th Street (COOK/Harvey)

Completion Year Before Revision: Unspecified
Completion Year After Revision: 2016

Project Work Types Before Revision: HIGHWAY/ROAD - RECONSTRUCT IN KIND

Project Work Types After Revision: HIGHWAY/ROAD - RECONSTRUCT IN KIND
HIGHWAY/ROAD - ADD LANES

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
STP-U	CONSTRUCTION	MYB	43750	35000	1900460100

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
STP-U	CONSTRUCTION	16	43750	35000	1-90046-0100
ILL	ENGINEERING-II	13	2375	0	1-90046-0101
ILL	ROW ACQUISITION	14	2525	0	1-90046-0102
ILL	ENGINEERING	16	3500	0	1-90046-0104
ILL	ENGINEERING-I	13	691	0	1-90046-0107

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
08-95-0024	IDOT District 1 Division of Highways	Non-Exempt Project moved into TIP	$0	$0	$ 0	

IL 83 KINGERY HWY FROM 31ST ST (DUPAGE) TO I- 55 STEVENSON EXPY (S/O) (DUPAGE)

Completion Year Before Revision: 2040
Completion Year After Revision: 2040

Project Work Types Before Revision: BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS
HIGHWAY/ROAD - ADD LANES
SAFETY - LIGHTING

Project Work Types After Revision: BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS
HIGHWAY/ROAD - ADD LANES
SAFETY - LIGHTING

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
NHS	CONSTRUCTION	MYB	40000	32000	1-72964-0100

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
NHPP	CONSTRUCTION	MYB	40100	32000	1-72964-0100
ILL	ENGINEERING-II	MYB	4000	0	1-72964-0101
ILL	ROW ACQUISITION	MYB	3000	0	1-72964-0102
ILL	ENGINEERING	MYB	4500	0	1-72964-0103
ILL	ENGINEERING-II	15	1750	0	1-72964-1101

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
10-02-0013	IDOT District 1 Division of Highways	Phases Added	$0	$0	$ 0	

Before Revision: US 45 FROM IL 60 (LAKE/INDIANA CREEK) IL 22 (LAKE/MUNDELEIN)

After Revision: US 45 MILWAUKEE AVE FROM IL 60 TOWNLINE RD (LAKE) IL 22 (LAKE)

Completion Year Before Revision: 2020
Completion Year After Revision: 2030

Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
ILL	CONSTRUCTION	MYB	35000	0	1884900100
ILL	ROW ACQUISITION	MYB	6000	0	1884900102

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
NHPP	CONSTRUCTION	MYB	73000	58400	1-88490-0100
ILL	ROW ACQUISITION	17	3500	0	1-88490-0102
ILL	ROW ACQUISITION	MYB	10000	0	1-88490-0107
ILL	ROW ACQUISITION	MYB	15100	0	1-88490-0117
ILL	ENGINEERING-II	MYB	750	0	1-88490-0101
ILL	ENGINEERING-II	13	1250	0	1-88490-1101
ILL	ENGINEERING-II	14	500	0	1-88490-1121
ILL	ENGINEERING-II	15	2000	0	1-88490-1131
ILL	ENGINEERING	MYB	4000	0	1-88490-0106
ILL	ENGINEERING	MYB	3675	0	1-88490-0116

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Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
10-07-0001	IDOT District 1 Division of Highways	Location Changed	$0	$0	$ 0	

Before Revision: IL 60 IL 83 FROM FAIRFIELD ROAD (LAKE) TO EJ&E RR (LAKE)

After Revision: IL 60 IL 83 FROM IL 176 (LAKE/Mundelein) TO IL 60 IL 83 TOWNLINE ROAD (LAKE)

Completion Year Before Revision: 2015
Completion Year After Revision: 2015

Project Work Types Before Revision:
HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION
HIGHWAY/ROAD - CURB AND GUTTER

Project Work Types After Revision:
HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION
HIGHWAY/ROAD - CURB AND GUTTER

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
ILL	ENGINEERING-II	MYB	2400	0	1-88560-0101
ILL	ROW ACQUISITION	MYB	4695	0	1-88560-0102
NHPP	CONSTRUCTION	MYB	82600	66080	1-88560-0100
ILL	ENGINEERING	MYB	2400	0	1-88560-0104
NHPP	CONSTRUCTION	MYB	40300	32240	1-77766-0000
ILL	ENGINEERING-I	MYB	2508	0	1-77766-0001
ILL	ENGINEERING-II	MYB	4000	0	1-77766-0002
ILL	ENGINEERING	MYB	4000	0	1-77766-0003
ILL	ROW ACQUISITION	MYB	9000	0	1-77766-0004
ILL	ENGINEERING-I	13	545	0	1-88560-0108

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
ILL	ENGINEERING-II	MYB	2400	0	1-88560-0101
ILL	ROW ACQUISITION	MYB	4695	0	1-88560-0102
NHPP	CONSTRUCTION	MYB	82600	66080	1-88560-0100
ILL	ENGINEERING	MYB	2400	0	1-88560-0104
NHPP	CONSTRUCTION	MYB	40300	32240	1-77766-0000
ILL	ENGINEERING-I	MYB	2508	0	1-77766-0001
ILL	ENGINEERING-II	MYB	4000	0	1-77766-0002
ILL	ENGINEERING	MYB	4000	0	1-77766-0003
ILL	ROW ACQUISITION	MYB	9000	0	1-77766-0004
ILL	ENGINEERING-I	13	545	0	1-88560-0108

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
11-06-0018	IDOT District 1 Division of Highways	Non-Exempt Project moved into TIP	$0	$0	$ 0	

IL 47 IL 47 FROM CHARLES RD (MCHENRY) US 14 (MCHENRY)

Completion Year Before Revision: 2025
Completion Year After Revision: 2025

Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES

Project Work Types After Revision:
HIGHWAY/ROAD - ADD LANES
BRIDGE/STRUCTURE - REPLACE

Financial Data Before Revision

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
A	ILL	ENGINEERING-I	09	1600	0	1-90013-0103 (ESTABLISHED)
A	ILL	ENGINEERING-I	10	2000	0	1-90013-0104 (ESTABLISHED)
	ILL	ENGINEERING	MYB	10200		1-90013-0105
	ILL	ENGINEERING-II	MYB	250		1-90013-0106 (PE ROW)
	NHS	CONSTRUCTION	MYB	78500	62800	1-90013-0100
	ILL	ENGINEERING-II	MYB	7850		1-90013-0101
	ILL	ROW ACQUISITION	MYB	10000		1-90013-0102

Financial Data After Revision

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ILL	ENGINEERING-I	09	1600	0	1-90013-0103 (ESTABLISHED)
	ILL	ENGINEERING-I	10	2000	0	1-90013-0104 (ESTABLISHED)
	ILL	ENGINEERING	MYB	10200	0	1-90013-0105
	ILL	ENGINEERING-II	MYB	250	0	1-90013-0106 (PE ROW)
	NHPP	CONSTRUCTION	MYB	58500	46800	1-90013-0100
	ILL	ENGINEERING-II	14	1000	0	1-90013-0101
	ILL	ROW ACQUISITION	MYB	10000	0	1-90013-0102
	NHPP	CONSTRUCTION	MYB	20000	16000	1-90013-0200
	ILL	ENGINEERING-II	15	3850	0	1-90013-1101
	ILL	ENGINEERING-II	17	3000	0	1-90013-2101

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Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
11-07-0014	IDOT District 1 Division of Highways	Non-Exempt Project moved into TIP	$0	$0	$ 0	

IL 47 EASTWOOD DRIVE FROM US 14 NORTHWEST HWY (MCHENRY) TO REED ROAD (MCHENRY)

Completion Year Before Revision: 2025
Completion Year After Revision: 2025

Project Work Types Before Revision:
HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE
BRIDGE/STRUCTURE - REPLACE

Project Work Types After Revision:
HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION
HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE
BRIDGE/STRUCTURE - REPLACE

Financial Data Before Revision

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ILL	ENGINEERING-II	MYB	9100	0	1-75135-0202
	ILL	ROW ACQUISITION	MYB	12000	0	1-75135-0203
	NHS	CONSTRUCTION	MYB	91000	72800	1-75135-0200
A	ILL	ENGINEERING-I	09	1800	0	1-75135-0207 (ESTABLISHED)
	ILL	ENGINEERING-I	13	1720		1-75135-0209
	ILL	ENGINEERING-II	MYB	250		1-75135-0206 (PE ROW)
	ILL	CONSTRUCTION	MYB	12000	0	1-75135-0205

Financial Data After Revision

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ILL	ENGINEERING-II	14	1000	0	1-75135-0202
	ILL	ROW ACQUISITION	MYB	12000	0	1-75135-0203
	NHPP	CONSTRUCTION	MYB	91000	72800	1-75135-0200
	ILL	ENGINEERING-I	09	1800	0	1-75135-0207 (ESTABLISHED)
	ILL	ENGINEERING-I	13	1100	0	1-75135-0209
	ILL	ENGINEERING-II	MYB	250	0	1-75135-0206 (PE ROW)
	ILL	ENGINEERING	MYB	12000	0	1-75135-0205
	ILL	ENGINEERING-II	15	4500	0	1-75135-2202
	ILL	ENGINEERING-II	17	3600	0	1-75135-2222

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Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
12-02-9024	CMAP	Non-Exempt Project moved into TIP	$0	$0	$ 0	

Before Revision: ILLIANA EXPY FROM IL 394 (WILL) I- 65 (LAKE)
After Revision: ILLIANA EXPY FROM I- 55 (WILL) I- 65 (LAKE)

Completion Year Before Revision: Unspecified
Completion Year After Revision: 2018
Project Work Types Before Revision: HIGHWAY/ROAD - NEW ROAD
Project Work Types After Revision: HIGHWAY/ROAD - NEW ROAD

Financial Data Before Revision

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	TBD	IMPLEMENTATION	MYB		0	
	ILL	ENGINEERING-I	13	19134	0	1-77676-1300
	ILL	ENGINEERING-I	14	6400	0	1-77676-1400
	ILL	ENGINEERING-I	15	6400	0	1-77676-1500
	ILL	ENGINEERING-I	13	600	0	1-77676-1350
	ILL	ENGINEERING-I	14	600	0	1-77676-1450
	ILL	ENGINEERING-I	15	600	0	1-77676-1550
	ILL	ENGINEERING-I	13	1000	0	1-77676-1600 / P3 Services
	ILL	ENGINEERING-I	14	2500	0	1-77676-1610
	ILL	ENGINEERING-I	15	2500	0	1-77676-1620
	ILL	ENGINEERING-I	13	500	0	1-77676-4100 / Survey
	ILL	ENGINEERING-I	14	500	0	1-77676-4200 / Survey
	ILL	ENGINEERING-I	13	500	0	1-77676-2100 / Survey
	ILL	ENGINEERING-I	14	500	0	1-77676-2200 / Survey
	ILL	ENGINEERING-I	15	500	0	1-77676-2300 / Survey
	ILL	ENGINEERING-I	13	500	0	1-77676-3100 / Survey
	ILL	ENGINEERING-I	14	500	0	1-77676-3200
	ILL	ENGINEERING-I	15	500	0	1-77676-3300
	ILL	ENGINEERING-I	15	500	0	1-77676-4300 / Survey
	ILL	ROW ACQUISITION	MYB	10000	0	FY16, 1-77676-6000 / LAC
	ILL	ENGINEERING-I	MYB	4000	0	1-77676-0100 / Feasibility Study
A	ILL	ENGINEERING-I	12	950	0	1-77676-1250

Financial Data After Revision

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ILL	ENGINEERING-I	13	19134	0	1-77676-1300
	ILL	ENGINEERING-I	14	6400	0	1-77676-1400
	ILL	ENGINEERING-I	15	6400	0	1-77676-1500
	ILL	ENGINEERING-I	13	600	0	1-77676-1350
	ILL	ENGINEERING-I	14	600	0	1-77676-1450
	ILL	ENGINEERING-I	15	600	0	1-77676-1550
	ILL	ENGINEERING-I	13	15000	0	1-77676-1600 / P3 Services
	ILL	ENGINEERING-I	15	2500	0	1-77676-1620
	ILL	ENGINEERING-I	13	500	0	1-77676-4100 / Survey
	ILL	ENGINEERING-I	14	500	0	1-77676-4200 / Survey
	ILL	ENGINEERING-I	13	500	0	1-77676-2100 / Survey
	ILL	ENGINEERING-I	14	500	0	1-77676-2200 / Survey
	ILL	ENGINEERING-I	15	500	0	1-77676-2300 / Survey
	ILL	ENGINEERING-I	13	500	0	1-77676-3100 / Survey
	ILL	ENGINEERING-I	14	500	0	1-77676-3200
	ILL	ENGINEERING-I	15	500	0	1-77676-3300
	ILL	ENGINEERING-I	15	500	0	1-77676-4300 / Survey
	ILL	ROW ACQUISITION	14	10000	0	FY16, 1-77676-6000 / LAC
	ILL	ENGINEERING-I	MYB	4000	0	1-77676-0100 / Feasibility Study
	ILL	ENGINEERING-I	12	950	0	1-77676-1250
	ILL	ROW ACQUISITION	15	60000	0	1-77676-6100
	ILL	ROW ACQUISITION	MYB	100000	0	1-77676-9000

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Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
12-07-0005	IDOT District 1 Division of Highways	Phases Added	$0	$0	$ 0	

WEBER ROAD FROM 119TH ST (RODEO RD) (WILL) TO 135TH ST (ROMEO RD) (WILL)

Completion Year Before Revision: 2020
Completion Year After Revision: 2020

Project Work Types Before Revision:
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES
HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - CURB AND GUTTER
INTERCHANGE - RECONSTRUCTION
HIGHWAY/ROAD - WIDEN LANES AND RESURFACE
HIGHWAY/ROAD - RECONSTRUCT IN KIND
MISCELLANEOUS - EXEMPT TESTED PROJECTS

Project Work Types After Revision:
HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES
HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - CURB AND GUTTER
INTERCHANGE - RECONSTRUCTION
HIGHWAY/ROAD - WIDEN LANES AND RESURFACE
HIGHWAY/ROAD - RECONSTRUCT IN KIND
MISCELLANEOUS - EXEMPT TESTED PROJECTS

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
STP-L	CONSTRUCTION	MYB	36000	28800	
MFT-ALL	ROW ACQUISITION	MYB	5000	0	
MFT-ALL	ENGINEERING-II	MYB	4600	0	
CTEF	ENGINEERING-I	14	4000		RTA FY09 funding
MFT-ALL	CONSTRUCTION	MYB	3600	0	
NHPP	CONSTRUCTION	MYB	40000	36000	1-77734-0000
ILL	ENGINEERING-II	MYB	10000		1-77734-0002
ILL	ENGINEERING	MYB	15000		1-77734-0003
ILL	ROW ACQUISITION	MYB	4000		1-77734-0004
ILL	ENGINEERING-I	13	2100		1-77734-0031
NHPP	CONSTRUCTION	MYB	22000	19800	1-77734-0100
NHPP	CONSTRUCTION	MYB	35000	31500	1-77734-0200

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
STP-L	CONSTRUCTION	MYB	36000	28800	
MFT-ALL	ROW ACQUISITION	MYB	5000	0	
MFT-ALL	ENGINEERING-II	MYB	4600	0	
CTEF	ENGINEERING-I	14	4000		RTA FY09 funding
MFT-ALL	CONSTRUCTION	MYB	3600	0	
NHPP	CONSTRUCTION	MYB	40000	36000	1-77734-0000
ILL	ENGINEERING-II	MYB	10000		1-77734-0002
ILL	ENGINEERING	MYB	15000		1-77734-0003
ILL	ROW ACQUISITION	MYB	4000		1-77734-0004
ILL	ENGINEERING-I	13	2100		1-77734-0031
NHPP	CONSTRUCTION	MYB	22000	19800	1-77734-0100
ILL	ENGINEERING-II	14	1000	0	1-77734-1202
ILL	ENGINEERING-II	15	1500	0	1-77734-1222
ILL	ENGINEERING-II	16	1000	0	1-77734-1232
ILL	ENGINEERING-II	15	1500	0	1-77734-1022 / I-55 @ WEBER RD
ILL	ENGINEERING-II	16	1000	0	1-77734-1032 / I-55 @ WEBER RD

Gray Financial Data Records are for informational purposes only and not included in the TIP.
This public notice of the revisions being made by CMAP's Transportation Improvement Program satisfies the Program of Projects requirement of Title 49, U.S. Code Section 5307 (c) (1) through (7)
CMAP, the Chicago Metropolitan Agency for Planning -- 233 South Wacker Drive, Suite 800, Chicago, IL 60606 312-454-0400 (voice), 312-454-0411 (fax)

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
12-10-0008	Will County Highway Department	Phases Added	$0	$250	$ 250	

Before Revision: FAU 1600 143rd Street FROM FAU 2612 State Street/Lemont Road (WILL) TO Bell Road (WILL)

After Revision: FAU 1600 CH 37 143rd Street FROM FAU 2612 State Street/Lemont Road (WILL) TO CH 16 Bell Road (WILL)

Completion Year Before Revision: 2020
Completion Year After Revision: 2020

Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

Financial Data Before Revision

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
A	SEC129	ENGINEERING-I	10	775	426	
	CTEF	IMPLEMENTATION	MYB	21225		

Financial Data After Revision

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	SEC129	ENGINEERING-I	10	775	426	
	STP-C	ENGINEERING-II	14	350	250	Parker Road to Bell Road
	CTEF	CONSTRUCTION	16	4125	0	Parker Road to Bell Road

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
12-10-9001	CMAP	Completion Year	$0	$0	$ 0	

Before Revision: I- 55 FROM Weber Road (WILL/Bolingbrook) I- 90 I- 94 (COOK/Chicago)

After Revision: I- 55 Managed Lane FROM I- 355 (WILL/Bolingbrook) I- 90 I- 94 (COOK/Chicago)

Completion Year Before Revision: 2030
Completion Year After Revision: 2016

Project Work Types Before Revision: HIGHWAY/ROAD - HOV LANES

Project Work Types After Revision: HIGHWAY/ROAD - HOV LANES

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
ILL	ENGINEERING-I	12	1000	0	1-78588-0200, established 04/23/12
ILL	ENGINEERING-I	13	1850	0	1-78588-0300
ILL	ENGINEERING-I	14	1500	0	1-78580-0350
ILL	ENGINEERING-I	15	2850	0	1-78580-0100
TBD	IMPLEMENTATION	MYB	1600000000		
ILL	ENGINEERING-II	MYB	32000	0	1-78588-0500
ILL	ENGINEERING	MYB	40000	0	1-78588-0600

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
ILL	ENGINEERING-I	12	1000	0	1-78588-0200, established 04/23/12
ILL	ENGINEERING-I	13	1850	0	1-78588-0300
ILL	ENGINEERING-I	14	1500	0	1-78580-0350
ILL	ENGINEERING-I	15	2850	0	1-78580-0100
TBD	IMPLEMENTATION	MYB	1600000		
ILL	ENGINEERING-II	MYB	32000	0	1-78588-0500
ILL	ENGINEERING	MYB	40000	0	1-78588-0600

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
12-12-0033	Will County Highway Department	Phases Added	$0	$0	$ 0	

CH 88 Weber Road FROM FAU 0282 135th Street/Romeo Road (WILL/Romeoville) FAU 3769 Airport Road/Lockport Road

Completion Year Before Revision: 2025
Completion Year After Revision: 2025

Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES
HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

Financial Data Before Revision

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
A	MFT-LOC	ENGINEERING-I	13	1500	0	
	MFT-LOC	ENGINEERING-II	MYB	1750	0	
	MFT-LOC	ROW ACQUISITION	MYB	1000	0	
	MFT-LOC	CONSTRUCTION	MYB	19250	0	Includes CE

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
MFT-LOC	ENGINEERING-I	13	1500	0	
CTEF	ENGINEERING-II	16	1000	0	
MFT-LOC	ROW ACQUISITION	16	1500	0	
MFT-LOC	CONSTRUCTION	MYB	9350	0	Includes CE

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This public notice of the revisions being made by CMAP's Transportation Improvement Program satisfies the Program of Projects requirement of Title 49, U.S. Code Section 5307 (c) (1) through (7)
CMAP, the Chicago Metropolitan Agency for Planning -- 233 South Wacker Drive, Suite 800, Chicago, IL 60606 312-454-0400 (voice), 312-454-0411 (fax)

Holly Ostdick

From: Zucchero, Rocco <rzucchero@getipass.com>
Sent: Wednesday, September 04, 2013 1:25 PM
To: 'team.nature.ed@gmail.com'
Cc: Patricia Berry; Holly Ostdick; Wagner, Bryan; Panther, Reed
Subject: RE: Illinois tollway expansion - Conformity Comment
Attachments: MS_stanley_rmk_5631-PreserveFenGroundwater_07162013.pdf.pdf; LRC-2012-164 _MitigationApproach_04082013 .pdf.pdf; LT_INPC_SB_PermitSupport_07192013.pdf.pdf; PressRelease_Elgin-Kane FPD IGA.pdf.pdf

Dear Ms. Anderson,

This message is in response to your 8/26 email to CMAP regarding the I-90 expansion in the vicinity of the Fox River, Trout Park Nature Preserve, and the Fox River Country Day School Site in Elgin. The Tollway is aware of these high quality natural areas and has incorporated the protection and enhancement of these areas into its expansion plans. The Tollway has worked closely with the Illinois Nature Preserve Commission to develop several stormwater best management practices (BMP's) that will limit the impacts to the surrounding area. These BMP's include:

- *The installation of new Sealed Storm Sewers to prevent groundwater intrusion and prevent stormwater leakage back into groundwater supply.*
- *The use of clay-lined ditches to prevent the infiltration of stormwater into the groundwater.*
- *The abandonment of a 36" culvert with a discharge point in Trout Park.*
- *The installation of a salt spray barrier to prevent salt from reaching these sensitive ecosystems along the I-90 Bridge.*
- *The current Fox River Bridges has 7 Piers in the water and 3 Piers between Duncan Avenue and the East Abutment. The new bridges will only have 3 Piers in the river and only 1 Pier between Duncan Ave and the East Abutment.*

In order to mitigate for wetland and waters impacts along I-90, the Tollway is also working with the City of Elgin and the Forest Preserve District of Kane County to restore and protect the 53 acre Fox River Country Day School site. The plans include the restoration of approximately 23 acres of fen habitat and the creation of a conservation easement on the upland portion of the site. Attached for your information is a copy of the Fox River Country Day School Mitigation Approach and a press release describing the Tollway's Partnership with the City of Elgin and the Forest Preserve District of Kane County. I have also attached to this message a memo describing the stormwater BMP's listed above in more detail and a letter of support for the project from the Illinois Nature Preserve Commission.

The Tollway has taken great strides to protect these natural areas and is committed to the long term preservation of these sites.

I have copied CMAP staff, the Tollway's Environmental Policy and Program Manager and the Tollway's Environmental Planner on this reply should you have additional questions or concerns about any of the information presented above.

Sincerely,

Rocco Zucchero
Deputy Chief of Engineering for Planning
Illinois Tollway
2700 Ogden Avenue
Downers Grove, Illinois 60515

From: April Anderson [mailto:team.nature.ed@gmail.com]
Sent: Monday, August 26, 2013 9:22 AM
To: Info
Subject: Illinois tollway expansion

I'm concerned about the detrimental impact of the expansion of I-90 on the already encroached Trout Park and Chicago Junior School fens, both of which are Illinois Nature Preserve-designated natural areas. Something needs to be done to prevent the disappearance of these natural areas and the endangered species they protect. I am also concerned about Fox River water quality and diminished wildlife habitat. Expansion of I-90 around Elgin doesn't make ecological sense.
April

The information contained in this communication is confidential and may be legally privileged. It is intended solely for the use of the individual or entity to whom it is addressed and to others authorized to receive it. If you are not the intended recipient, you are hereby (a) notified that any disclosure, copying, distribution, or taking any action, with respect to the content of this information is strictly prohibited and may be unlawful, and are (b) kindly requested to inform the sender immediately and to destroy any copies. The Chicago Metropolitan Agency for Planning is neither liable for the proper and complete transmission of the information contained in this communication nor for any delay in its receipt.

This message has been scanned for viruses and other harmful content upon transmission.

Holly Ostdick

From: Holly Ostdick
Sent: Tuesday, September 10, 2013 9:05 AM
To: 'jcebulski@patrickco.com'
Cc: Patricia Berry (PBerry@cmap.illinois.gov); Carlson, Brian M (Brian.Carlson@illinois.gov)
Subject: FW: GO TO 2040 and TIP Amendment Public Comment

Mr. Cebulski:

At this time the I-80 from Ridge Rd to US 30 managed lanes project is not included in the TIP or the fiscally constrained Major Capital Projects for GO TO 2040. CMAP is currently preparing an update of GO TO 2040. All major capital projects will be evaluated again at that time; we will take this comment into consideration. We will also forward your comment to the Illinois Department of Transportation. Public comment for the GO TO 2040 update will begin in June 2014.

Thank you,

Holly Ostdick
CMAP, Senior Program Analyst
tel (312) 386-8836 email hostdick@cmap.illinois.gov
233 South Wacker Dr., Suite 800, Chicago IL 60606

-----Original Message-----
From: Cebulski, Jarrod [mailto:JCebulski@patrickco.com]
Sent: Friday, August 30, 2013 7:29 PM
To: Info
Subject: GO TO 2040 and TIP Amendment Public Comment

Is the I-80 from ridge road to US 30 project being considered for the TIP? I think it should.

Thanks,
Jarrod Cebulski
Patrick Engineering
4970 Varsity Drive
Lisle, IL 60532

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: Douglas Ferguson, Senior Planner

Date: September 13, 2013

Re: CMAQ Project Selection Committee Recommendation on FFY 2014-2018 CMAQ Program

---

At its September 10, 2013 meeting, the CMAQ Project Selection Committee considered the comments on the proposed FFY 2014-2018 CMAQ program released for public comment at their August meeting.

The Project Selection Committee accepted the staff recommendations regarding the comments, with the addition of proposal II10143922 –IL120 at Hainesville Rd, sponsored by IDOT. The Committee recommends funding this project since it is part of a corridor recommended by the Regional Transportation Operations Coalition together with a signal interconnect project sponsored by Lake County on IL 120 (SI10143982) which was already included in the proposed program.

The staff summary of comments received and recommendations is attached, as is the proposed program as revised.

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: **CMAQ Project Selection Committee**

From: Douglas Ferguson, Senior Planner

Date: September 10, 2013

Re: Public Comments on Proposed FY 2014 – FY 2018 CMAQ Program

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The following is a summary of comments received on the proposed FY 2014 – 2018 CMAQ program and staff recommendations with regard to those comments. 23 comments on specific proposals and 1 general comment on the program were received. Copies of the individual comments are available at http://www.cmap.illinois.gov/cmaq/program-development or by selecting the links within the memo. Based on the comments received, staff recommends that the Project Selection Committee makes one revision to the proposed program; swap out the Lake County signal interconnect project on US 12/Rand Rd from IL 176 Ramps to Miller Rd (SI10143987) with the IL 43/Waukegan Rd from Casimir Pulaski Dr to Norman Dr (SI10143981).

Bruce D. Christensen, Transportation Coordinator, Lake County Division of Transportation

SI10143981 – Lake Co DOT – IL43/Waukegan Rd from Casimir Pulaski Dr to Norman Dr
SI10143987 – Lake County DOT – US12/Rand Rd from IL 176 Ramps to Miller Rd
BP10143878 – Lake Forest – Robert McClory Bike Path
II10143922 – IDOT – IL120 at Hainesville Rd

Mr. Christensen submitted a verbal comment at the July 11th CMAQ Project Selection Committee meeting requesting that the committee consider programming funding for the SI10143981 signal interconnect project instead of the SI10143987 signal interconnect (both sponsored by Lake County). He also requested that the committee consider funding Lake Forest's BP10143878 project because it addresses a safety concern raised by FHWA during coordination meetings on the Lake Forest Train Station Bike Parking (10-12-0002) project and IDOT's II10143922 intersection improvement project.

- Both subject signal interconnect projects were recommended by the Regional Transportation Operations Coalition. Staff recommends that the SI10143987 project in the amount of $1,642,000 (federal) be swapped out for the SI10143981 project in the

amount of $1,544,000 (federal). The federal fiscal year for the funding would remain in FY 2017.

- The BP01143878 proposal was recommended by the Bicycle and Pedestrian Task Force and ranked 19th among 35 Bicycle Facilities proposals by cost per kilogram of VOCs eliminated. The cost per kilogram of VOCs eliminated was $4,534 which staff felt demonstrated a break from the recommended proposals; in particular the previous proposal selected has a cost/benefit ratio of $3,784. Staff recommends that the proposed program not be updated to include BP011433878.

- The II10143922 proposal was recommended by the Regional Transportation Operations Coalition and ranked 16th among 28 Intersection Improvement proposals by cost per kilogram of VOCs eliminated at $27,488 vs. $4,591 for the last proposal to be included in the proposed program. There were 5 proposals in between the subject proposal and the last proposal to be included in the proposed program, two of which were also recommended by RTOC. Staff recommends that the proposed program not be updated to include II10143922.

Vydas Juskelis, Public Works Director, Village of Villa Park

BP08144019-Villa Park-Villa Park North Side Sidewalks

Mr. Juskelis submitted a letter requesting the inclusion of the subject project in the FY 2014-2018 program in the amount of $130,000 (federal) for phase III engineering.

- The proposal was not a recommendation of the Bicycle and Pedestrian Task Force and there were no pedestrian facility projects (6 considered) included in the proposed program. The proposal is for general purpose residential sidewalks and does not provide direct access to a transit stop or station. Staff recommends that the proposed program not be updated to include BP08144019.

Steven C. Vinezeano, Village Manger, Village of Niles

TI13143921-Pace-Milwaukee Ave Arterial Rapid Transit Project

Mr. Vinezeano submitted a letter in support of the subject project.

- The subject project continues to be included in the proposed program for FY2014-2018.

John D. Noak, Mayor, Village of Romeoville
Roger C. Claar, Mayor, Village of Bolingbrook
Michael P. Collins, Village President, Village of Plainfield

TI13143911-Pace-Regional Bus on Shoulders, I-55 from Kedzie to Lake Shore Dr

The three communities listed above submitted letters in support of the subject project.

- The subject project continues to be included in the proposed program for FY2014-2018.

John A. Daly, Village Administrator, Village of Orland Hills
Dale Berman, Village President, Village of North Aurora
Matthew T. Brolley, Village President, Village of Montgomery
Domingo F. Vargas, Mayor, City of Blue Island
Edward J. Zabrocki, Mayor, Village of Tinley Park
David A. Gonzalez, Mayor, City of Chicago Heights
Richard A. Hofeld, Village President, Village of Homewood
Jeffery D. Schielke, Mayor, City of Batavia
David J. Neimeyer, Village Manager, Village of Oak Brook
Don A. DeGraff, President, Village of South Holland
Kevin R. Burns, Mayor, City of Geneva
Thomas J. Weisner, Mayor, City of Aurora
Bill Cunningham, State Senator, Illinois General Assembly
Frances Ann Hurley, State Representative, Illinois General Assembly

TI13144028-Pace- Pedestrian Infrastructure Improvements along Pace Bus Routes 350, 352, 364, 572, 529, 381, 395, 877, 888

The twelve communities listed above along with Senator Cunningham and Representative Hurley submitted letters in support of the subject project.

- The subject project continues to be included in the proposed program for FY2014-2018.

Peter Skosey, Executive Vice President, Metropolitan Planning Council

TI13143924 – Pace – Regional Rideshare Program

Mr. Skosey submitted a letter in support of the subject project.

- The subject project continues to be included in the proposed program for FY2014-2018.

Amy Farrell, Vice President for Market Development, America's Natural Gas Alliance

DR01143928 – CDOT – Chicago Area Alternative Fuel Development Project, Phase 3

Ms. Farrell submitted a letter in support of the subject project.

- The subject project continues to be included in the proposed program for FY2014-2018.

Illinois Coalition to Clean Up Diesel Pollution (c/o Respiratory Health Association)

Direct Emissions Reduction Project Proposals

The coalition submitted a letter in support of the proposed direct emissions reduction projects which directly address fine particulate matter emissions.

- All proposed direct emissions reduction projects continue to be included in the program for FY2014-2018.

Mark L. Fowler, Executive Director, Northwest Municipal Conference

General Program

Mr. Fowler submitted a letter encouraging the programming of additional funding for proposed projects and not leaving unprogrammed funds for cost increases, deferred projects or future projects.

- The majority of the funding that is unprogrammed (totaling $72 million) is in FFY 2018 ($68 million). There will be future opportunities to program those funds in two years' time when the next CMAQ program is scheduled to be developed. With the proposed program and the currently programmed projects there is $582 million programmed over the next five years which should provide ample projects to cover the obligation goals of $280 million over the period of 2014 and 2015. Staff recommends the funding levels of the proposed program not be increased.

Chicago Metropolitan Agency for Planning

CMAQ Multi-Year Program for Northeastern Illinois - FY 2014-2018

Proposed Program Recommended by CMAQ Projects Selection Committee September 10, 2013

CMAQ ID	Sponsor	Description	GO TO 2040 Program Focus Groups Recommends	$/Kilogram VOC Eliminated	Daily VOC Eliminated (Kilograms)	Proposed CMAQ Funding
Bicycle Encouragement						
BP01143972	CDOT	Chicago Bike Sharing Program - Expansion and Infill	BPTF	$10,138	0.34	$3,000,000
Bicycle Facilities						
BP10144009	Highland Park	Robert McClory Bike Path from Roger Williams Av to Roger Williams Av	BPTF	$323	0.04	$87,400
BP07144029	Park Forest	Bicycle Lanes and Way-Finding Signs on Lakewood Blv, Indianwood Blv, Orchard Dr and Blackhawk Dr	BPTF	$570	0.03	$108,040
BP04144020	Oak Park	Chicago Av at Lombard Av HAWK Signal	BPTF	$575	0.03	$146,000
BP02144001	Evanston	Dodge Av Protected Bike Lane from Church St to Howard St	BPTF	$931	0.08	$480,000
BP02143943	Skokie	Main St from Lincoln Av to McCormick Blv	BPTF	$942	0.06	$456,000
BP02144040	Skokie	Church St Bike Lane from Linder Av to McCormick Blv	BPTF	$1,052	0.06	$472,000
BP01143894	CDOT	Streets for Cycling Chicago - 2016-2017 Series	BPTF	$1,072	1.94	$8,000,000
BP02144010	Skokie	Gross Point Rd from Old Orchard Rd to Golf Rd	BPTF	$2,586	0.03	$478,000
BP08143961	FPD of DuPage County	West Branch Regional Trail-Winfield Mounds to West DuPage Woods	BPTF	$3,118	0.09	$2,050,924
BP06143947	Blue Island	Cal-Sag Trail East-East Blue Island Segment	BPTF	$3,740	0.09	$1,521,000
BP06143949	Blue Island	Cal-Sag Trail East-West Blue Island Segment	BPTF	$3,784	0.10	$1,863,000
Bottleneck Elimination						
BE03143991	Cook County DOTH	Touhy Av and UPRR	RTOC	$2,132	1.48	$23,289,000
Commuter Parking						
CP09143969	Aurora	Station Blv Extension to IL 59 Commuter Parking Lot		$122	1.70	$1,606,000
Direct Emissions Reduction						
DR13143945	Metra	Purchase Components to Repower F40PH/F40PHM Locomotives	DER	$38	79.53	$8,800,000
DR13143938	Metra	Repower F40PHM Locomotives on BNSF Service	DER	$95	14.47	$4,000,000
DR13143934	Metra	Install engine/generator set for hotel power	DER	$220	6.24	$4,000,000
DR13143925	IEPA	Chicago Area Green Fleet Grant Program	DER	$296	18.50	$3,000,000
DR13143957	IEPA	Indiana Harbor Belt Railroad Locomotive Fuel Conversion	DER	$137	118.68	$34,258,108
DR07143954	Park Forest	Install CNG Facilities in Park Forest and Homewood; Purchase CNG Refuse Haulers	DER	$1,969	0.73	$4,176,000
DR13144027	Pace	Diesel Emission reduction - Regional Pace System	DER	$5,291	0.07	$1,612,800
DR01143928	CDOT	Chicago Area Alternative Fuel Deployment Project, Phase 3	DER	$3,817	27.47	$20,800,000
TI01143930	CTA	Purchase and Install up to 32 Hybrid Engines on 60' Articulate Buses	DER	$258,737	0.01	$8,112,000
Intersection Improvement						
II09143888	Aurora	Eola Rd from 83rd St/Montgomery Rd to 87th St	RTOC	$1,825	0.64	$4,080,000
II03143988	Cook County DOTH	Elmhurst Rd and Touhy Av/IL 72	RTOC	$3,105	1.18	$11,450,000

CMAQ ID	Sponsor	Description	GO TO 2040 Program Focus Groups Recommends	$/Kilogram VOC Eliminated	Daily VOC Eliminated (Kilograms)	Proposed CMAQ Funding
II11143929	McHenry County DOT	Randall Rd at Algonquin Rd Intersection Improvement and Signal Interconnect	RTOC	$4,007	1.21	$10,583,000
II08143884	Burr Ridge	Madison St at 79th St	RTOC	$4,046	0.13	$1,964,500
II09144032	Kane County DOT	Longmeadow Pkwy at Randall Rd	RTOC	$4,247	0.05	$767,600
II03143900	IDOT	IL 58/Golf Rd at Wolf Rd/State St/Broadway St (Cumberland Circle)	RTOC	$4,463	0.18	$2,880,000
II08143970	DuPage County DOT	Elgin-O'Hare/Thorndale Av and I-290 Interchange	RTOC	$4,591	5.81	$34,000,000
II10143922	IDOT	IL 120 at Hainesville Rd	RTOC	$27,488	0.004	$384,000
Other						
OT09144036	Kane County DOT	CAD Integration to Various PSAPs in Kane County	RTOC	$772	0.41	$386,400
Signal Interconnect						
SI08143992	Naperville	Washington St Corridor Centralized Traffic Management System; Washington St from Warrenville Rd to Royce Rd	RTOC	$181	1.18	$127,000
SI08143989	Naperville	Washington St from Warrenville Rd to Royce Rd Adaptive Signal Control	RTOC	$245	1.18	$102,000
SI09144037	Kane County DOT	Randall Rd Adaptive Signal Control from Huntley Rd to Big Timber Rd	RTOC	$316	0.71	$830,700
SI10143942	Lake County DOT	Cedar Lake Rd from Rollins Rd to Hart Rd	RTOC	$1,120	0.19	$800,000
SI10143985	Lake County DOT	IL 137/Sheridan Rd from IL 173/21st St to Grand Av	RTOC	$1,398	0.57	$2,955,000
SI10143982	Lake County DOT	IL 83 from IL 173 to Millstone Dr	RTOC	$1,848	0.40	$1,498,000
SI10143979	Lake County DOT	IL 120/Belvidere Rd from IL 134/Main St to US 45	RTOC	$1,883	0.26	$1,837,000
SI10143981	Lake County DOT	IL 43/Waukegan Rd from Casimir Pulaski Dr to Norman Dr South	RTOC	$5,703	0.07	$1,544,000
Transit Facility Improvement						
TI13144028	Pace	Pedestrian Infrastructure Improvements along Pace Bus Routes 350, 352, 364, 572, 529, 381, 395, 877, 888	TFG	$1,138	1.03	$2,400,000
TI04143927	Maywood	Maywood Train Station Facility		$2,729	0.08	$1,222,000
TI09144035	Kane County DOT	Randall Rd Transit Infrastructure Improvements	TFG	$2,834	0.05	$1,335,300
TI01143897	CDOT	Union Station Transportation Center	TFG	$3,422	0.68	$15,788,000
TI01143899	CDOT	Washington/Wabash Station on Loop Elevated to replace Randolph/Wabash and Madison/Wabash	TFG	$6,809	0.80	$39,273,000
TI13143933	RTA	Regionwide Transit Access Improvements	BPTF, TFG	$7,514	0.03	$1,928,510
TI01143892	CDOT	State/Lake Reconstruction - CTA Loop Elevated	TFG	$8,418	0.68	$4,000,000
Transit Service and Equipment						
TI13143924	Pace	Regional Rideshare Program		$355	5.89	$800,000
TI13143911	Pace	Regional Bus on Shoulders, I-55 from Kedzie to Lake Shore Dr	TFG	$377	1.22	$935,920
TI10143935	Lake County DOT	Lake Cook/Braeside Shuttle Bug Service	TFG	$557	0.93	$212,000
TI13143921	Pace	Milwaukee Av Arterial Rapid Transit Project	TFG	$15,129	1.59	$9,588,033
	CMAQ Proposed Program Totals:	**51 total projects**			**298.91**	**$285,988,235**

GO TO 2040 Program Focus Groups

RTOC = Regional Transportation Operations Coalition
DER = Direct Emissions Reduction Focus Group
TFG = Transit Focus Group
BPTF = Bicycle and Pedestrian Task Force

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Any questions regarding information in this pamphlet should be sent to Doug Ferguson, CMAP, at **dferguson@cmap.illinois.gov** or **312-386-8824.**

FY13-0088 Updated August 2013. Image courtesy of Luke Seeman.

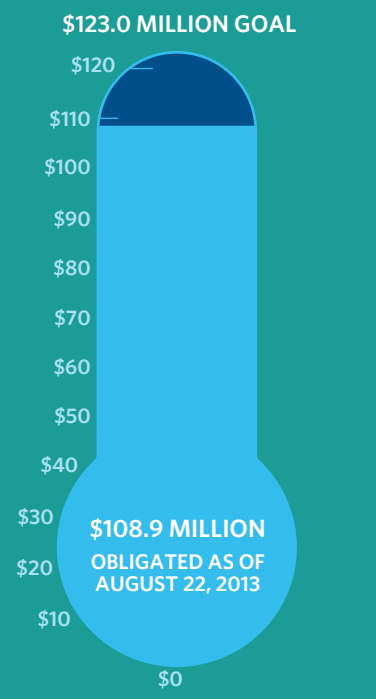
CMAP

Congestion Mitigation and Air Quality Improvement Program Obligation Report

AUGUST 2013

To increase the accomplishment rate of projects funded through the Congestion Mitigation and Air Quality Improvement (CMAQ) program, the Chicago Metropolitan Agency for Planning (CMAP) Board and MPO Policy Committee approved new programming and management policies in June 2012. These include specific accomplishment benchmarks, sunset years, and development of annual obligation goals to be established by the CMAQ Project Selection Committee.

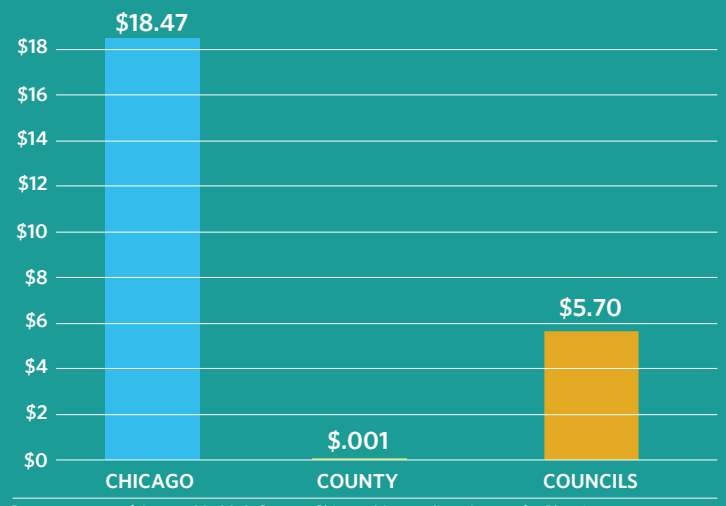
FFY 2013 obligations, in millions of dollars



Source: Chicago Metropolitan Agency for Planning.

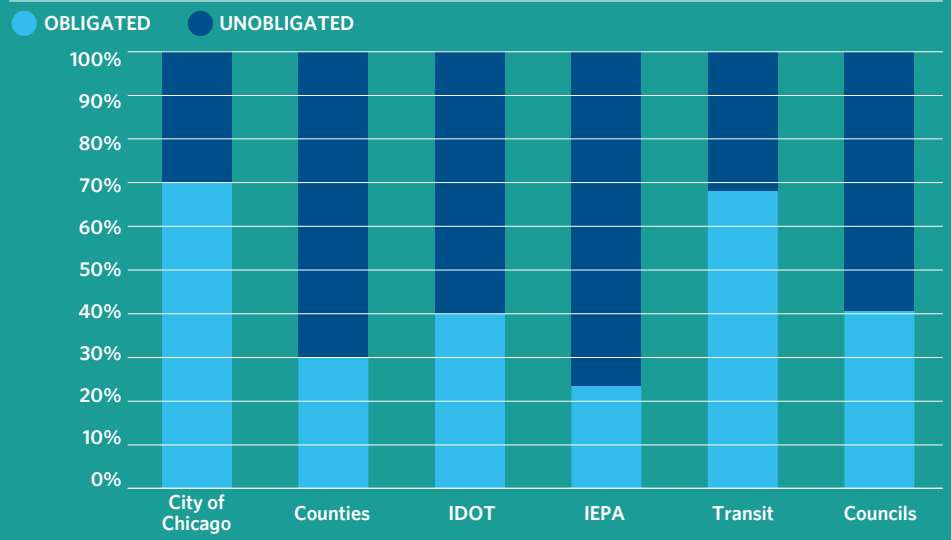
If a project phase is not accomplished by its sunset year — the year it was originally programmed plus two years — all remaining funding that is not federally obligated will be removed from the active CMAQ program and the project will be considered "deferred." Pending the availability of CMAQ funds, a deferred project phase can be reinstated if the sponsor demonstrates that it is back on track.

Deferred project line items by sponsor group, in millions of dollars



Data current as of August 29, 2013. Source: Chicago Metropolitan Agency for Planning.

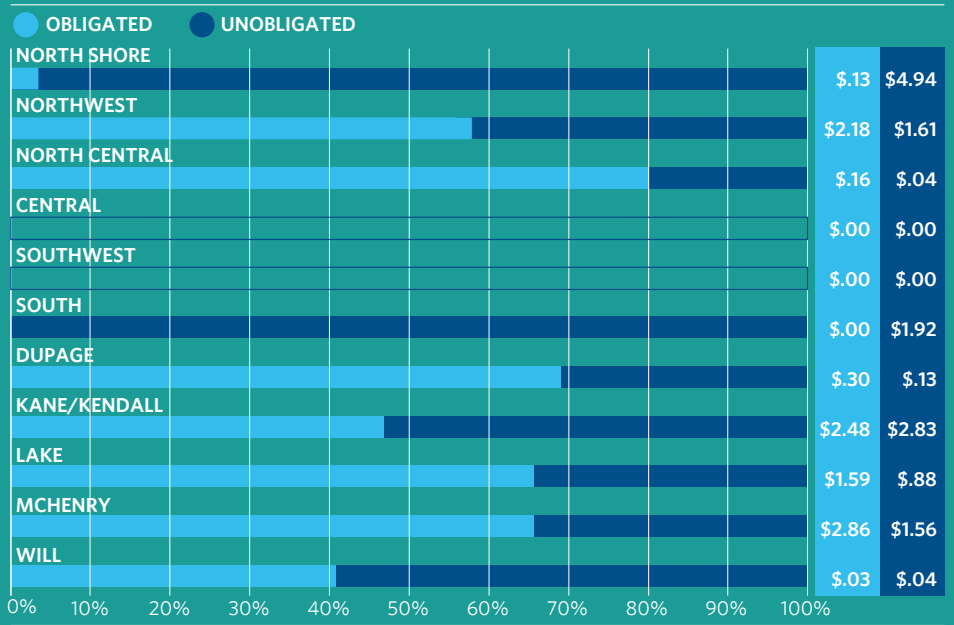
FFY 2013 obligations by sponsor group



	City of Chicago	Counties	IDOT	IEPA	Transit	Councils
UNOBLIGATED	$26.10	$23.73	$1.85	$15.70	$3.00	$13.95
OBLIGATED	$64.12	$10.10	$1.23	$8.00	$6.64	$9.73

Program (including increases and withdrawals) as of August 29, 2013. Obligations through August 22, 2013, in millions of dollars.
IDOT - Illinois Department of Transportation. IEPA - Illinois Environmental Protection Agency.
Source: Chicago Metropolitan Agency for Planning.

FFY 2013 obligations by council



Program (including increases and withdrawals) as of August 29, 2013. Obligations through August 22, 2013, in millions of dollars.
Source: Chicago Metropolitan Agency for Planning.

Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: **Transportation Committee**

From: Tom Murtha

Date: September 13, 2013

Re: National Highway System Revisions

Working with partner agencies, CMAP has identified a number of revisions necessary for the National Highway System in metropolitan Chicago. National Highway System revisions are requested in Kane, DuPage, and Cook Counties, including the City of Chicago. The revisions include route deletions and modifications to reflect current conditions, coordination with routes added to the National Highway System by MAP-21, and current highway planning.

The National Highway System (NHS) "includes the Interstate Highway System as well as other roads important to the nation's economy, defense, and mobility. The NHS was developed by the Department of Transportation (DOT) in cooperation with the states, local officials, and metropolitan planning organizations (MPOs)."[1]

The changes have the concurrence of the jurisdiction agencies, including IDOT concurrence to move forward with the MPO process for these changes. Coordination with local governments has also taken place. Revisions must be approved by the MPO, the Illinois Department of Transportation, and the Federal Highway Administration.

Below is a summary of proposed changes. Details of the proposed changes are included on the attached maps.

Suburban Cook County:

- Bedford Park: Re-designate Narragansett from CSX Intermodal Terminal exit gate to 73rd Street as an NHS intermodal freight connector.
- Bridgeview: Delete NHS intermodal freight connector along Harlem Avenue Frontage Roads; this connector no longer provides access to CSX intermodal terminal.
- Chicago, Bedford Park, Burbank, and Oak Lawn: Reroute planned NHS Central-Narragansett Corridor to Central Avenue Corridor under Clearing Yard. Central Avenue Corridor will be designated "Unbuilt NHS Route" from 63rd Street to 95th Street.

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[1] http://www.fhwa.dot.gov/planning/national_highway_system/

DuPage County:

- Delete Greenbrook Blvd corridor from the National Highway System. The corridor extends from County Farm Road to US 20/Lake Street.
- Delete Gary Avenue and Travis Parkway from the National Highway System

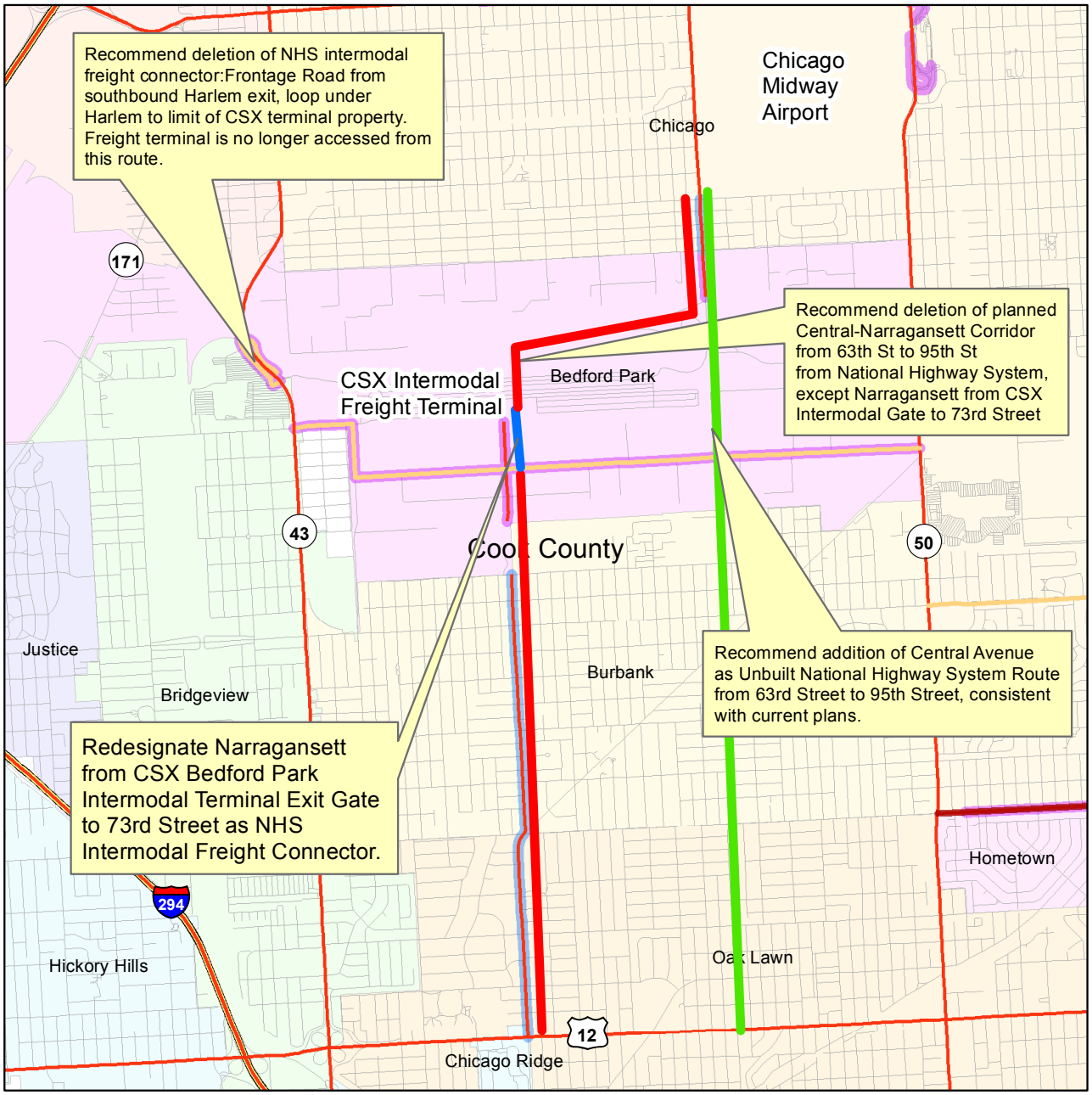
Kane County:

- Delete Bowes Road from Muirhead Road to McClean Boulevard from the National Highway Highway System.
- Delete Peplow Road from Burlington Rd to IL 64 from the National Highway System.
- Delete Silver Glen Road from IL 47 to IL 31 from the National Highway System.
- Delete Fabyan Parkway from Main Street to Randall Road from the National Highway System
- Delete Bliss Road from IL 47 to Main Street from the National Highway System.
- Add Stearns Road Corridor from Randall Road to Dunham Road to the National Highway System, including IL 25 from the Stearns Bridge terminus to Dunham Rd. Also, add this highway corridor to the Strategic Regional Arterial System.

City of Chicago:

- Delete State Street from Ontario to Grand from the NHS.
- Delete Division Street from LaSalle to Clark from the NHS.
- Reroute Chicago Avenue NHS route along Ogden Avenue to I-90/94 interchange.
- Change north limit of Des Plaines Avenue NHS route from Grand Ave to Ohio Street.
- Change north limit of Jefferson Street NHS route to Fulton Street. Reroute along Fulton Street west to Des Plaines Avenue.
- Re-designate Milwaukee Avenue NHS from Touhy to Lawrence as NHS public transit terminal intermodal connector.
- Re-designate Wilson Station intermodal connector (Montrose Ave and Broadway St) as NHS public transit terminal intermodal connector.
- Correct limits of Loyola Station public transit intermodal connector.
- Delete section of 61st Street intermodal freight connector from Lafayette to Wentworth.
- "Marquette Road" NHS public transit intermodal connector should be "69th Street."
- Delete Avenue L from Ewing/95th to Indianapolis/100th Street from NHS.
- Delete 119th Street from Division Street to I-57 from NHS.

Recommended Changes: National Highway System: Suburban Cook County



Legend

National Highway System

- National Highway System - Not Intermodal Connector
- Enhanced NHS - MAP-21
- County Jurisdiction
- Municipal Jurisdiction
- NHS Intermodal Connector - Freight Terminal
- Interstate System
- Central-Narragansett Corridor - Delete
- Central Ave Corridor - Add Unbuilt NHS Route
- Narragansett: NHS Redesignation

Other Higways and Streets

- Streets. Source: NAVTEQ

0 0.25 0.5 0.75 1 Miles

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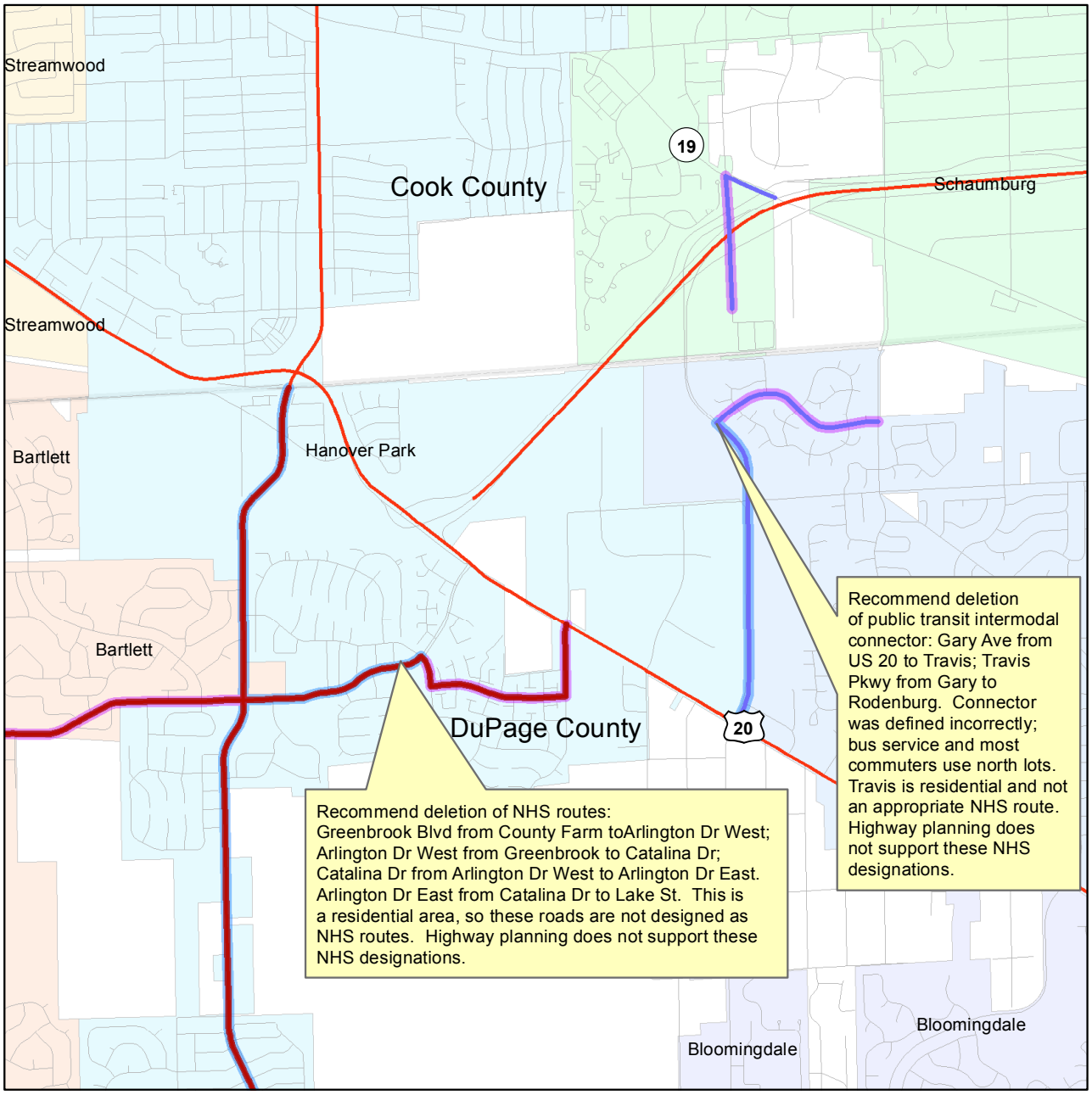
Chicago Metropolitan Agency for Planning
September, 2013

Recommended Changes: National Highway System: DuPage County



Legend

0 0.25 0.5 0.75 1 Miles

National Highway System

- National Highway System - Not an Intermodal Connector
- Enhanced NHS - MAP-21
- County Jurisdiction
- Municipal Jurisdiction
- NHS Intermodal Connector - Public Transit Terminal
- Interstate System

Other Higways and Streets

- Streets. Source: NAVTEQ

N

CMAP

Prepared by
Chicago Metropolitan Agency for Planning
September, 2013

KANE COUNTY
DIVISION of TRANSPORTATION

Carl Schoedel, P.E.
Director of Transportation
County Engineer

41W011 Burlington Road
St. Charles, IL 60175
Phone: (630) 584-1170
Fax: (630) 584-5265

July 18, 2013

Mr. Thomas Murtha
Planning and Programming
Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

RE: NHS Route Designation Modification Request

Dear Tom,

The Kane County Division of Transportation is submitting a request to modify several NHS route designations within Kane County. Our staff has analyzed the additions to the NHS system as a result of the MAP-21 enhanced NHS route network designation. We request that the completed Stearns Road Bridge Corridor roadway segment be added to the enhanced NHS system. This will complete the Stearns Road corridor from Randall Road east into DuPage County. We believe this corridor provides a vital east-west connection within the network and designating the recently completed new road and bridge segment is needed to close the existing gap in the network. Additionally, we have identified 5 road segments under KDOT's jurisdiction which we believe should be removed from the enhanced NHS network.

The attached table and map show the road segments we respectfully request review and approval by CMAP. Please feel free to contact me with any questions you may have about our request.

Sincerely,

Carl Schoedel
Director of Transportation
County Engineer

cc: Tom Rickert
Mike Sullivan
Jennifer Becker

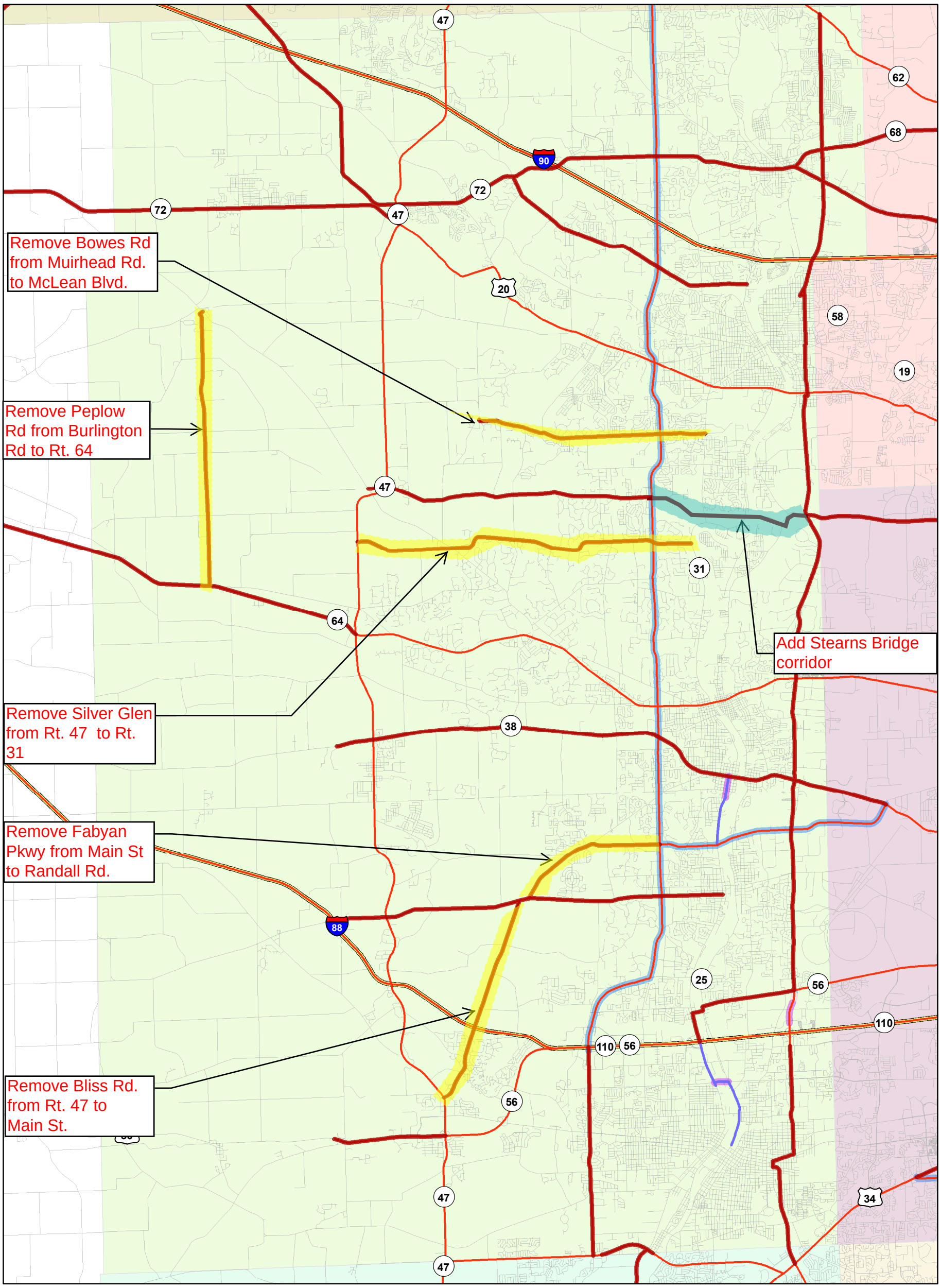
KANE COUNTY NHS Route Revisions
Segment Identification for Addition and Removal

	Road / Street Name	Location Termini		Description and Land Use (Justification for Change)	Length of route	Jurisdiction
Addition	Stearns Road corridor connection	Randall	Rt. 25	Stearns Road east of Dunham leading into DuPage is classified as an Other Principal Arterial. McDonald Road west of Randall is classified an Other Principal Arterial from Rt. 47 to Randall Road. The reclassification of the existing bridge segment from collector to Other Principal Arterial will complete the corridor connection and will result in a mid-county arterial corridor approximately 8 miles in length in Kane County, with a total corridor length of almost 15 miles from Kane into Dupage County.	Randall to Rt. 25 - 3.3 miles	KDOT
Addition	Rt. 25 portion of Stearns corridor	Stearns bridge terminus at Rt. 25	Dunham Road	This small segment of Route 25 is an integral part of the Stearns Road corridor. This segment of Rt. 25 connects the new bridge and road corridor to Stearns Road running east into DuPage County. While the remainder of Rt. 25 is classified as a minor arterial, this portion should be included in the Stearns designation for consistency.	Stearns Road at Rt. 25 east to Rt. 25/Dunham/ Stearns intersection - .71 miles	KDOT
Removal	Peplow Road	Route 64	Burlington Road	Peplow OPA begins at Rt. 64 and dead ends in Burlington at Burlington Road. This OPA does not connect two NHS routes, but deadends in Burlington. There are no other north/south NHS routes in this portion of western Kane County.	6.55 miles	KDOT
Removal	Bowes Road	Muirhead Road	McLean Boulevard	Bowes Road currently doesn't connect to NHS routes, and deadends at Muirhead Road to the west and McLean Boulevard to the east. This route is a redundant route in the mid-County area. Furthermore, this route is in several different jurisdcitions,.	4.31 miles	KDOT

KANE COUNTY NHS Route Revisions
Segment Identification for Addition and Removal

Removal	Silver Glen Road	Rt. 47	West County Line	Silver Glen Road, much like Big Timber Road terminates at Route 31, which isn't an NHS route. The designation of this route is redundant, and doesn't serve to connect routes outside of the mid-County area.	8.19 miles	KDOT
Removal	Fabyan Parkway	Main Street	Randall Road	This section of Fabyan Parkway does not function to connect significant segments of the NHS. The designation of Fabyan east of Randall connecting to Route 38 just east of the Kane County line does serve to connect Randall Road to the Rt. 38 corridor east in DuPage County. This small segment essentially functions as a local collector for the adjacent neighborhoods.	3.71 miles	KDOT
Removal	Bliss Road	Route 47	Main Street	Bliss Road segment is redundant in the southern portion of the county, and does not serve to connect routes.	5.07 miles	KDOT

MAP-21 National Highway System - Kane County



Legend

National Highway System

- National Highway System - Not an Intermodal Connector
- Enhanced NHS - MAP-21
- County Jurisdiction
- Municipal Jurisdiction
- NHS Intermodal Connector - Public Transit Terminal
- NHS Intermodal Connector - Major Port Facility
- NHS Intermodal Connector - Major Rail/Truck Terminal
- NHS Intermodal Connector - Major Intercity Bus Terminal
- Interstate System

Other Higways and Streets

- Streets. Source: NAVTEQ

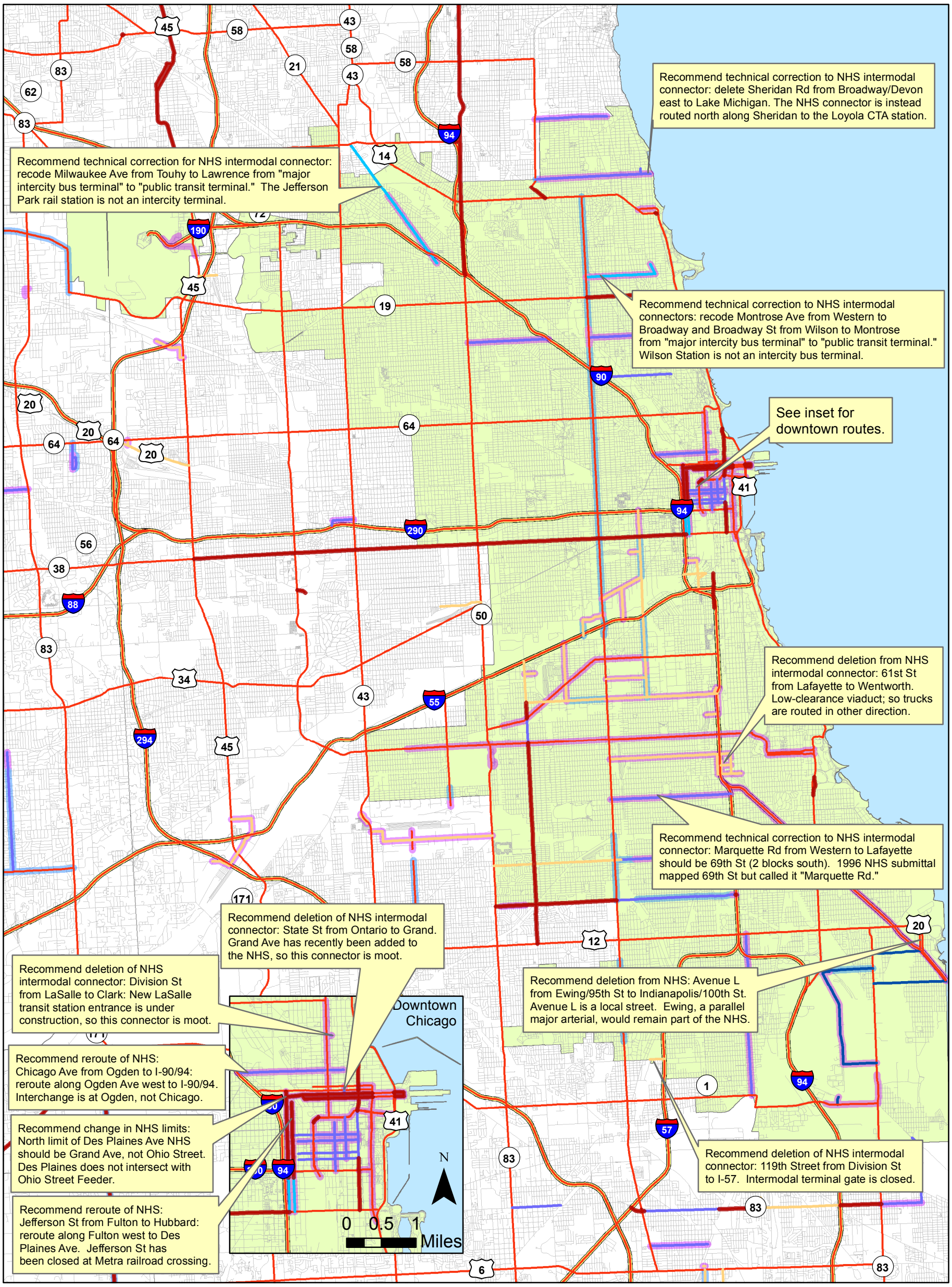
N

0 1 2 3 4 5 Miles

Prepared by
Chicago Metropolitan Agency for Planning
November, 2012

CMAP

Recommended Changes: National Highway System: Chicago



Legend

National Highway System

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- NHS Intermodal Connector - Major Intercity Bus Terminal
- Interstate System

Other Higways and Streets

- Streets. Source: NAVTEQ

N

0 1 2 3 4 5 Miles

Prepared by
Chicago Metropolitan Agency for Planning
August, 2013

CMAP

DRAFT

Regional
Transportation
Authority

Coordinated Public Transit-Human Services Transportation Plan

2013 Update

Acknowledgements

The Coordinated Public Transit Human Services Transportation Plan was managed by the Regional Transportation Authority (RTA).

The RTA would like to thank the Project Advisory Committee for providing oversight, reviewing interim work products, and sharing data and information over the course of the project. The Project Advisory Committee is comprised of a diverse group of stakeholders representing the target populations, geography and transportation interests of the region.

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Appendix A: Inventory of Transportation Providers

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Introduction

The Coordinated Public Transit-Human Service Transportation Plan (HSTP) was first developed in 2007 by the Regional Transportation Authority (RTA) to meet the requirements of the New Freedom and Job Access Reverse Commute (JARC) programs. Upon the signing into law of the new surface transportation legislation, Moving Ahead for Progress in the 21st Century (MAP-21), on July 6, 2012, it became apparent that the HSTP should be updated to conform to the new legislation. Much of the original HSTP is still relevant, particularly with regard to its assessment of needs, and is incorporated as an Appendix to this update. It is important to note that the federal circular that would further clarify and detail the requirements of the MAP-21 Section 5310 program has yet to be finalized. Therefore, any inconsistencies that may be found between the plan and final requirements as published in a circular governing the program will be resolved in accordance with the final regulations.

History of the HSTP

In 2007, The Regional Transportation Authority (RTA) led a collaborative planning effort to identify and recommend regional and local strategies that encourage the most effective use of available community transportation services to enhance mobility for the region's older adults, persons with disabilities and persons with low incomes. The planning effort was known as Connecting Communities through Coordination. The scope of the project includes the six-county RTA region, comprising Cook, DuPage, Kane, Lake, McHenry and Will counties, plus areas in CMAP's planning area; Kendall County, Sandwich Township (DeKalb County), Somonauk Township (DeKalb County), and Aux Sable Township (Grundy County) and was built upon existing coordination plans in the region or plans that were in the process of being developed. This planning process culminated in the adoption of the Coordinated Public Transit-Human Services Transportation Plan or HSTP in the RTA Board in October 2007. The HSTP, in meeting the requirements of Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU), allowed the region to access federal funding associated with:

- FTA Section 5310 – Transportation for Individuals who are Elderly and Individuals with Disabilities. This program provided capital funding for private, non-profit entities (and if none, public entities) that are involved in transporting older adults and persons with disabilities.
- FTA Section 5316 (JARC) – This program provided funding for projects/services that improve access to transportation services to employment and related activities for welfare recipients and eligible low-income individuals and to transport residents of urbanized and non-urbanized areas to suburban employment opportunities.
- FTA Section 5317 – New Freedom Program. This program provided funding for projects/services that provide new public transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act (ADA).

DRAFT

The primary objectives of the HSTP were to access federal funding for needed transportation services and become a resource for supporting and encouraging local coordination efforts. The region has accomplished many of those objectives during the past six years. Since the adoption of the HSTP, 33 projects were funded through the JARC and New Freedom Programs. Several of the projects operate as multi- jurisdictional services underscoring the coordination taking place in the region.

MAP-21 Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities

MAP-21 consolidates two former programs, the Elderly and Disabled Program (formerly Section 5310) and the New Freedom Program (Section 5316), into the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities. The MAP-21 Section 5310 Program, just as its forerunners were, is a formula grant program. It is designed to continue the goals and eligible activities of the previous programs including supporting capital projects that are planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable. It may also be used for public transportation projects that exceed the requirements of ADA that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit, and for alternatives to public transportation that assist seniors and individuals with disabilities. Any projects to be funded with Section 5310 funding must be derived or included in a locally developed human services coordinated plan, such as the HSTP as updated. The legislation discontinued JARC as a stand-alone program, and instead allows eligible recipients of Section 5307 to utilize these funds to support JARC projects.

The legislation also affected designated recipient requirements. A designated recipient is the agency that assumes the responsibility for managing a Federal Transit Administration grant program like Section 5310. Prior to MAP-21 only a state's department of transportation could be the designated recipient for Section 5310. Consequently, the Illinois Department of Transportation (IDOT) was the sole designated recipient of Section 5310 for the entire state. MAP-21, however, allows the RTA and IDOT to be co-designated recipient for northeast Illinois.

The co-designation status has been approved by the Chicago Metropolitan Agency for Planning (CMAP), the Metropolitan Planning Organization (MPO) for northeast Illinois. Under this arrangement, IDOT will be responsible for project selection and the award of Section 5310 funded paratransit vehicles and RTA will be responsible for all other Section 5310 projects. This arrangement is further explained in Chapter 3. The projects RTA will be responsible for selecting and awarding will essentially consist of projects that are similar to those funded through the New Freedom Program that RTA administers for those grantees who have projects still receiving assistance with funds previously awarded under SAFETEA-LU.

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Approach to Updating the HSTP

As was the case during the development of the 2007 HSTP, the RTA again relied on the input of the HSTP Project Advisory Committee (PAC). The PAC is comprised of representatives from the RTA Service Boards; the Chicago Transit Authority (CTA), Metra, and Pace, the Illinois Department of Transportation (IDOT), the Chicago Metropolitan Agency for Planning (CMAP), the seven counties, human service agencies that reflect populations of seniors, individuals with disabilities, and low-income individuals, and private non-profit and private for profit agencies. PAC members were invited to participate in a total of five meetings between December 2012 and July 2013. A full list of the representative agencies on the PAC is provided below:

- TMA of Lake-Cook
- Metra
- Lake County
- Ray Graham Association
- Cook County Department of Transportation Highway
- Continental Air Transport
- Center for Neighborhood Technology (CNT)
- Chicago Transit Authority (CTA)
- Illinois DOT (IDOT)
- DuPage County
- Will County
- McHenry County
- Northeast Illinois Area Agency on Aging
- Kane County Association for Individual Development (AID)
- Chicago Metropolitan Agency for Planning (CMAP)
- Pace
- Mayor's Office for People with Disabilities (MOPD)
- Council for Jewish Elderly
- Chicago Urban League
- Kendall County
- Kane County
- Hanover Township
- City of Naperville

Based on a review of the original HSTP, the PAC agreed that much of the 2007 plan (accessible online at http://rtachicago.com/images/stories/Initiatives/JARCNF/HSTP.pdf) was still pertinent and only a brief update to the key elements of the HSTP was required. The 2013 HSTP Update includes information from the original plan when pertinent to the subject under discussion and is organized in the following manner:

- Chapter 1: Overview of the Study Area and Transportation Services
- Chapter 2: Service Limitations, Gaps, Needs and Strategies

DRAFT

- Chapter 3: Local Program Policies
- Appendix A: Inventory of Transportation Providers

HSTP 2013 Update Public involvement and Adoption Process

Upon endorsement from the PAC, the RTA will open a 30 day public comment period by posting the draft HSTP 2013 Update on the RTA website and solicit feedback from the following groups:

- CMAP Human & Community Development Committee
- RTA Regional Citizens Advisory Board
- RTA ADA Advisory Committee

At the conclusion of the Public Comment Period, RTA staff will incorporate any changes to the HSTP and communicate those changes to the PAC. The final HSTP will then be presented to the following groups (in order) for adoption:

- CMAP Transportation Committee
- CMAP MPO Policy Committee
- RTA Board of Directors

DRAFT

Chapter 1: Overview of Study Area

Overview of Study Area

The scope of the project includes the six-county RTA region, comprising Cook, DuPage, Kane, Lake, McHenry and Will counties, plus areas in CMAP's planning area; Kendall County, Sandwich Township (DeKalb County), Somonauk Township (DeKalb County), and Aux Sable Township (Grundy County). There are currently more than 8.4 million people living in the seven-county study area. Approximately 9% are persons with disabilities, 11% are aged 65 and over and 13% are individuals with low income. Cook County with 62% of the region's population also has the highest proportion of each of the target populations residing in the county. This information is shown for each county and for the study area in Tables 1-1 and 1-2.

Table 1-1 2010 Target Populations by County

Region	Total Population	Persons with Disabilities	Aged 65 and Over	Low Income
Cook	5,194,675	515,926	620,329	820,759
DuPage	916,924	70,159	106,398	56,849
Kane	515,269	37,802	49,690	52,042
Kendall	114,736	7,032	8,382	4,360
Lake	703,462	50,566	73,093	57,684
McHenry	308,760	24,174	31,320	21,304
Will	677,560	51,097	62,814	48,107
Total	8,431,386	756,756	952,026	1,062,355

Table 1-2 2010 Proportion of Target Populations by County

Region	2010 Percentage of regional population	Persons with Disabilities	Aged 65 and Over	Low Incomes
Cook	61.6%	9.9%	11.9%	15.8%
DuPage	10.9%	7.7%	11.6%	6.2%
Kane	6.1%	7.3%	9.6%	10.1%
Kendall	1.4%	6.1%	7.3%	3.8%
Lake	8.3%	7.2%	10.4%	8.2%
McHenry	3.7%	7.8%	10.1%	6.9%
Will	8.0%	7.5%	9.3%	7.1%
Total	100.0%	9.0%	11.3%	12.6%

Source:
Census Bureau's American Community Survey 2009-2011
CMAP: New U.S. Census Data Analysis – Overview of Trends in the Senior Population

DRAFT

Assessment of Available Services

The seven-county study area contains a multitude of transportation services, ranging from large regional transit operators to small local providers. A summary table listing all community transportation services in the seven-county region is provided in Appendix A.

Regional Transportation Authority (RTA)

The RTA provides financial oversight and regional planning—including coordination—for regional public transportation operators ("service boards") in Northeastern Illinois: Chicago Transit Authority (CTA), Metra, and Pace. As the transportation funding body for the region, the RTA has also been involved in overseeing the ADA paratransit services in the region.

Overview of the CTA[1]

The Chicago Transit Authority (CTA) is the operator of buses as well as subways and elevated rapid transit primarily within the City of Chicago and forty surrounding suburbs. On an average weekday, nearly 1.6 million rides are taken on CTA, providing 83% of the public transit trips in the six-county region. The CTA operates 1,200 rail cars over eight routes and 224.1 miles of track, and has approximately 1,781 buses that operate over 129 routes and 1,959 route miles. All 129 bus routes are fully accessible to customers with disabilities. Lifts and ramps on all buses are available for use upon request by anyone who has trouble with steps, even temporarily. The catchment of people living or working within ¾ of a mile of a bus stop is approximately 3.5 million.

From 1981 through June 2006, the CTA also operated paratransit services, including Special Services, a shared-ride, door-to-door service, and the Taxi Access Program (TAP), a taxi subsidy program available to Special Services customers. Beginning in 1992, Special Services served as the CTA's response to its ADA complementary paratransit obligation. For most of these years, Special Services was provided through turn-key contracts with three private carriers (Cook-DuPage Transportation, SCR Transportation, and Art's Transportation). Per House Bill 1663, passed in July 2005, Pace took over the responsibility for Special Services and TAP, and hence assumed these Special Services contracts on July 1, 2006.

Overview of Metra[2]

Metra is the largest commuter rail system in the nation geographically; serving a six-county region of more than 3,700 square miles Metra operates 11 fully accessible rail lines with more than 700 trains that serve over 241 stations throughout the six-county area of Northeast Illinois. Since Metra assumed railroad operations for Northeastern Illinois in 1985, ridership grew by 35.6 percent, for an average annual growth rate of 1.3 percent. Metra provides over 81.7 million rides annually.

[1] Source information used for this Overview section included: CTA website www.transitchicago.com.
[2] Source: Metra website www.Metrarail.com

Overview of Pace[3]

Pace is the premier suburban transit provider, safely and efficiently moving people to and from work, school and other regional destinations. Pace serves tens of thousands of daily riders with fixed route bus service, ADA paratransit service, vanpools, Community Transit Services, and carpool and vanpool coordination through the Pace RideShare Program. Pace service is available to the 5.2 million residents of Cook, DuPage, Kane, Lake, McHenry and Will counties, an area of over 3,500 miles encompassing a wide range of demographic profiles and environments from urban to exurban.

Approximately 200 accessible fixed routes operate in 186 communities and provide a daily average of 135,492 trips. Fixed route services include regular bus routes and Pace's Express Service Network (ESN). Pace's ESN services are long distance, express trips designed to improve connectivity throughout northeastern Illinois and provide access to jobs, schools, medical care that may not be available in a rider's local area. ESN also includes Pace's Express Service to Popular Destinations (ESPD) which provides bus service to many events and activities in the suburbs and Chicago.

Pace's ADA Paratransit Service provides prearranged origin-to-destination service for persons with disabilities whose eligibility has been determined by the regional certification process managed by the Regional Transportation Authority (RTA). This service is operated with over 1,100 vehicles and provides almost 4 million trips annually. Service rules are governed by the federal Americans with Disabilities Act.

The Vanpool Incentive Program provides Pace vans for work-related trips. Vehicles with lifts or ramps are available for participants with mobility devices. Variations of the program include Traditional Vanpools, Metra Feeder Vanpools and Advantage Vanpools. Carpool and vanpool partners can be found by registering at PaceRideShare.com. Pace RideShare is an automated, free matching service to assist with forming new, or joining existing, carpools and vanpools. Pace operates over 750 vanpools and provides over 2,000,000 trips annually.

Pace's Community Transit Services, like Commuter Links, Local Circulators, Dial-a-Rides (not ADA), Call-n-Rides, and Employee Shuttles, are local transportation services that use smaller capacity vehicles to provide short trips within communities. Mobility Direct and the Taxi Access Program provide ADA paratransit-eligible riders with taxi-based alternatives to Pace ADA Paratransit Service in the city of Chicago. During peak periods, Pace's Dial-a-Ride program includes over 80 services operated in conjunction with counties, townships, municipalities, businesses, agencies and individuals, providing approximately 1,500,000 trips annually.

Area Agencies on Aging

Transportation for seniors is funded in part with Federal Title IIIB funding which, in Illinois, is distributed by the Illinois Department of Aging to 13 Area Agencies on Aging (AAA) around the state. Each AAA is responsible for delivery of services to seniors in its area, including

[3] Source: Pace

transportation. Each AAA develops an Area Plan which details these services, noting that each Area Plan must be approved by the Illinois Department of Aging. Each AAA makes the decisions about what to fund and how to deliver the services. Federal Title IIIB funding requires a local match. In Illinois, this local match is provided partially by the state at about 5%, which is used for both administration match (at 65%) and service match (at 35%). The greater portion of the local match that is required to deliver services is generated by local communities. By statute, rider donations cannot be used as part of the local match; instead, they are to be used for service expansion. In the seven-county region, there are three AAAs:

- Chicago Department of Aging (City of Chicago) – CDOA has four transportation programs listed on its website, but only one, Emergency Medical Transportation Services, is funded with Title IIIB funds.

- Suburban AAA (suburban Cook County) – The Suburban AAA provides Title IIIB funds to ten transportation programs in 2006. Organizations receiving transportation funding include local units of government, senior centers, and human service agencies.

- Northeastern Illinois AAA (DuPage, Lake, Kane, Kendall, McHenry and Will Counties) -- NIAAA funds senior transportation through human service agencies, Case Coordination Units and local units of government.

Township and Municipal Sponsored Services

There are slightly more than 100 township and municipal sponsored community transportation services in the study area. These services include a combination of community bus service, dial-a-ride services, and taxi subsidy programs. Most services are limited to township or municipal boundaries, with exceptions allowed to regional medical facilities. There are, however, several sub-regional services where groups of townships are collaborating to provide dial-a-ride services for larger service areas. Some services are available to members of the general public with others available to targeted segments of the population, typically persons with disabilities and older adults.

In many cases, dial-a-ride services are provided jointly by local governments and Pace and administered as part of Pace's existing contracts with service providers. The level of Pace subsidy to townships and municipalities varies by region. A general overview of the number of township and municipal sponsored community transportation services available by county and by type are listed in Appendix A.

Local Human Service Transportation Programs

There is also a network of approximately 80 human service transportation programs in the study area, including organizations that fund or operate transportation services for clients and specific segments of the population. The majority of these services provide transportation to and from medical facilities and specific programs and services, including employment and job-related activities. A listing of human service organization community transportation services is also provided as part of Appendix A.

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On-going Coordination Activities

Since the inception of the JARC/New Freedom program, 33 projects have been awarded totaling $76 million ($45 million of Federal funds). Additional information on all projects is available at www.rtams.org. Included in the program are door-to-door services, fixed route services, reverse commuter rail service, volunteer driver transportation service and small car loan program. Regional successes that have been achieved with some level of consistency across the study area include:

- Pace Regional Call Center - The Regional Call Center takes reservations from eligible low-income individuals, senior citizens, and persons with disabilities for demand response services, assign the appropriate Sponsor subsidy (funding source), assign the vehicle type, and assign trips to the appropriate service provider and monitors service delivery. Consumers have access to various transportation programs for which they are eligible from one central location.

- Metra Sunrise Express - The Sunrise Express is an early morning reverse commute train which operates on the Metra UP North Line from Chicago to Waukegan. This service enables reverse commuters to meet 7AM work start times of north suburban employers. Other benefits include a viable suburb-to-suburb option for commuters living north of Chicago and an additional inbound train. Metra implemented the project April 2, 2007 with JARC funding that was exhausted in October 2011. In its last year of funding the project averaged 8,121 trips per month. Metra continues to provide the service with its own funds.

- Safer Foundation Ways to Work – This JARC project provided reverse commute employment transportation for low-income persons who have criminal records and are residing in Cook County. The daily service was operated by a private contractor that covered three employment shifts transporting individuals to and from five designated pick-up points in the City of Chicago to employers located in the suburbs. In its last year of funding this project averaged 153 trips per month. The Safer Foundation is continuing the service with its own resources.

- Hanover Township Volunteer Express - Volunteer driver New Freedom project supplementing the services offered by Hanover Township's Dial-A-Bus program. Volunteer drivers utilize their own vehicles to provide door-to-door service to the elderly and disabled requesting service outside of the township radius. The service averages approximately 49 trips per month by 3 volunteers.

- Ride in Kane - The AID, Ride in Kane project coordinates and provides paratransit services in Kane County by optimizing transportation resources for older adults, person with disabilities and low-income individuals. The service transports them to jobs and

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employment supportive activities. The project partners include private, non-profit organizations and local units of government. Currently, these partners are the Association for Individual Development, Aurora Township, Batavia Township, City of Batavia, Blackberry Township, Campton Township, City of Geneva, City of Elgin, Dundee Township, Dundee Park District, Village of Gilberts, Village of Campton Hills, Two Rivers Head Start, Hesed House/PADS of Aurora, Kane County, Kaneville Township, INC Board of Aurora, Senior Service Association, City of St. Charles, St. Charles Township and the Village of South Elgin. The 12,200 monthly trips provided by this service originate or terminate within Kane County. Service may be provided up to 7 days per week, 24 hours per day.

- DuPage County Transportation To Work - Ride DuPage to Work is a service of the Ride DuPage system designed to enable persons with disabilities greater opportunities to obtain and maintain employment through more affordable transportation.

- Kendall Community Transit Program - The vehicles and operations funded by this program will be used for demand responsive paratransit service to provide door-to-door service for populations of the disabled, low income, and senior populations in the urban portions of Kendall County. The project is designed to be the first phase of a countywide general public transportation system.

- Lake County Northwest Demonstration Project – This JARC and New Freedom project provides weekday dial-a-ride service in Antioch, Avon, Grant, Lake Villa, Fremont, and Wauconda townships. A portion of the service is a flexible route connecting three Metra stations on the NCS Line and Milwaukee District - North Line with residential areas to offer greater access to employment opportunities primarily for individuals with limited mobility and other transit dependent populations. The project is an outgrowth of the Lake County Inter/Intra County Paratransit Transportation Study funded through the Community Planning program. Current ridership is averaging 1,300 each month.

- McHenry County Service Integration and Coordination - The project integrated four separate dial-a-ride services into one service allowing for standardization of service hours, fares, and call ahead requirements. This made the service more reliable for work trips and easier for persons with disabilities. The project location and Origin or Destination locations for service encompasses the townships of Dorr, Greenwood, and McHenry including the Cities of Crystal Lake, Woodstock and McHenry. The service provides 7,800 trips per month.

- Salvation Army Ways to Work - The JARC WTW program provides small, short-term, low-interest loans to low-income families for the purpose of purchasing or repairing a car to get to work, childcare, and to pursue educational or job training opportunities.

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- Will County Mobility Management Program - This JARC and New Freedom project provides transportation and mobility management services for persons with disabilities, the elderly and low-income individuals residing in eastern Will County townships. The program is an outgrowth of the county's coordinated paratransit plan funded through the RTA's Community Planning program.

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Chapter 2: Service Limitations, Gaps, Needs and Strategies

Service limitations, gaps and unmet needs were assessed in each of the seven counties that comprise the study area. As noted in the previous chapter, the region has many successful services that have made great strides in overcoming or mitigating many of the limitations noted here. However, service gaps and unmet needs persist despite on-going efforts to improve the quality of community transportation services through innovative use of resources and equipment.

Centralized Information

Three counties currently offer a central resource listing available transportation services but in both cases transportation directories list services available within the sponsoring county only. The lack of centralized information outside of these areas means there is no single source for individuals seeking to find transportation options, eligibility requirements, fares and service hours, nor is there a region wide directory providing information on available community transportation services. Ideally, resource directories should be developed for each county individually as well as compiled into a regional directory. Resource guides should be updated annually and available in hard copy at several locations, on-line, in multiple formats and languages and potentially incorporate interactive trip making/scheduling options.

Spatial Limitations

Spatial limitations in community transportation were observed in every county in the study area. However, as noted in the previous chapter, several services have been implemented during the past 5-8 years that have addressed some of these limitations on the county level. In most cases the limitations resulted in similar types of service gaps:

- Township and municipal sponsored dial-a-ride services are typically limited to the sponsoring jurisdictions' boundaries, with some exceptions allowed, typically for medical facilities. Limiting travel to township or municipal borders, even in cases where services are provided by groups of townships and municipalities, makes it difficult for some travelers to access educational, medical, service, shopping and employment centers outside of their dial-a-ride service area.

- Community transportation services are especially limited in rural areas. Recognizing that serving rural areas with population densities often results in low productivity and high per trip costs, there are unmet needs for individuals living in these areas seeking travel to/from local and regional service areas.

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- Many areas provide subsidized taxi programs, which do provide opportunities for persons with disabilities, older adults and sometimes individuals with low incomes to cross township and municipal borders. Such services, however, are most appropriate for occasional travel. High per trip costs to the traveler, even with the subsidy, mean taxi services typically cannot support daily employment trips.

Temporal Limitations

Service hours on most public dial-a-ride services are limited to weekdays during normal business hours, typically between 9 a.m. and 5 p.m. Again, many of these temporal limitations have been addressed by expanding hours on services that operate at the county level. Across the study area, temporal limitations create service gaps for travelers:

- A lack of weekend service – Dial-a-ride services are generally not available, or are much more limited, on weekends. While some ADA paratransit services and human service transportation is provided, these services are typically not available to all members of the target populations.

- Service hours are not typically structured to effectively support employment. Many employment opportunities, particularly for persons with low incomes, require that transportation be available before 9 a.m., after 6 p.m., and on weekends.

- Service hours that start at 9 a.m. and end at 5 p.m. also make it difficult for individuals who are seeking local connections to regional transportation infrastructure such as Pace and Metra in order to access regional services, find employment or attend job training services in neighboring counties or in downtown Chicago.

Program Eligibility and Trip Purpose Limitations

Program eligibility and trip purpose limitations also result in gaps and unmet needs in existing services. For example:

- Many of the existing dial-a-ride services are available to subsets of the three target populations. As a result, some populations, especially individuals with low incomes, have limited access to the transportation resources.

- ADA paratransit services are only available to ADA certified customers. Human service transportation programs are likewise available to program clients only.

- Several transportation programs are limited to taking people to/from medical appointments. Recognizing that medical trips are essential, an unmet need voiced across the study area is a lack of opportunities for people to make quality of life trips to go shopping, conduct personal errands or visit friends and families.

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Service Redundancies

Service redundancies were identified in nearly every county in the study area. In most cases, service redundancies were identified as examples of multiple services available for one or more population sub-groups and at specific times of day, locations and trip types. Redundant services are most likely to occur under the following circumstances:

- Transportation services are oriented towards specific programs or services. For example, in areas where public parks and recreation agencies have vehicles to shuttle program participants from their homes to the program site, such transportation services were frequently redundant with township and/or municipality sponsored dial-a-ride services. Similar cases were also identified among human service agency transportation programs. While the motivation for offering reliable transportation is to meet specific program needs, such services nevertheless frequently overlap with other transportation programs.

- Municipal and village sponsored transportation services are frequently provided in locations where township or regional dial-a-ride services already exist. In many cases, redundant municipal services resulted from the geographic conundrum created by a situation where a single municipality, located within parts of four townships, each of which may offer service only within their individual township boundaries, may mean an individual cannot easily travel within municipal borders. Such fragmented service delivery, however, creates a situation requiring multiple, often redundant services.

- In many cases, local community transportation services, including human service transportation programs and publicly sponsored dial-a-ride services overlap with ADA services. Such overlaps typically occur for certain individuals, along specific routes and during specific times of the day.

Service Quality and Miscellaneous Issues

Unmet needs and gaps in services were also identified in association with service quality, issues of affordability and other miscellaneous issues. These gaps and unmet needs include:

- Demand for many community transportation services exceeds the supply and capacity of local providers making it difficult for users to schedule trips. Many operators struggle to balance demand for same-day requests and subscription trips with the need to provide service to a wider population.

- Same-day service requests typically cannot be accommodated, except through taxi subsidy programs.

- Limited ability to book subscription service. The ADA paratransit services and many of the dial-a-ride services limit subscription trips. Without the ability to book on-going

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regular trips, riders cannot be ensured regular rides. This limits their usefulness of the service for work or school trips that have set schedules.

- Concerns over the quality of service were voiced across the study area. In most cases, people reported concerns with taxis showing up on time (or showing up at all), as well as with driver training and familiarity with the program clientele and program operations.

- Concerns over affordability for some ADA customers and others who may use these services regularly, if not daily.

Sustainability

A major issue raised by service providers is sustainability. Organizations involved in some of the successful on-going coordination efforts expressed a concern that without a sustainable, long-term funding source to support their services, the services are in jeopardy.

Strategies

In consultation with the PAC, the strategies highlighted in the original HSTP were reorganized under these main topics. The use of these strategies is expected to address the service gaps, limitations, and needs moving forward.

- Improving Service Integration
  - Contracting with Agency Operators
  - Contracting with Common Service Providers
  - Short Term Loans

- Improving Accessibility
  - Accessibility Improvements at Non-Key Rail Stations
  - Improving Access to Fixed-Route Bus Routes

- Tools that Improve Productivity
  - Tools that Improve Data Integrity, Fare Collection, Cost Sharing/Allocation, Billing/ Reporting, and Transfers
  - Consolidating Functions
  - Centralized Information
  - Tools that Support Live Dispatch
  - Sharing Resources

- Flexible Transit Services
  - Agency/Employment “Tripper” Services
  - Community Bus Routes
  - Taxi Subsidy Programs

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- Volunteer Driver/Escort Programs
- Reverse Commute

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Chapter 3: Local Program Policies

Federal Requirements

As noted in the Introduction, MAP-21 consolidates two former programs, the Elderly and Disabled Program (formerly Section 5310) and the New Freedom Program (Section 5316), into the Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities. The MAP-21 Section 5310 Program, just as its forerunners were, is a formula grant program that is authorized for two years from October 1, 2012 through September 30, 2014. It is designed to continue the goals and eligible activities of the previous programs including supporting capital projects that are planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable. It may also be used for public transportation projects that exceed the requirements of ADA that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit, and for alternatives to public transportation that assist seniors and individuals with disabilities. Any projects to be funded with Section 5310 funding must be derived or included in a locally developed human services coordinated plan, such as the HSTP as updated.

The legislation also affected designated recipient requirements. A designated recipient is the agency that assumes the responsibility for managing a Federal Transit Administration grant program like Section 5310. Prior to MAP-21 only a state's department of transportation could be the designated recipient for Section 5310. Consequently, the Illinois Department of Transportation (IDOT) was the sole designated recipient of Section 5310 for the entire state. MAP-21, however, allows the RTA and IDOT to be co-designated recipient for northeast Illinois. The co-designation status has been approved by the Chicago Metropolitan Agency for Planning (CMAP), the Metropolitan Planning Organization (MPO) for northeast Illinois. Under this arrangement, IDOT will be responsible for project selection and the award of Section 5310 funded paratransit vehicles and RTA will be responsible for all other Section 5310 projects. The projects RTA will be responsible for selecting and awarding will essentially consist of projects that are similar to those funded through the New Freedom Program that RTA administers for those grantees who have projects still receiving assistance with funds previously awarded under SAFETEA-LU.

One unique aspect of the legislation is how it defines capital projects and how much funding must ultimately be allocated to particular types of capital projects. MAP-21 Section 5310 expands the definition of capital to incorporate operating contracts, provided the grantee is a private non-profit agency or a government agency that is designated by the governor as a coordinating agency. In addition, it further requires that at least 55% of the funds awarded in the region must be for capital projects that are awarded to private non-profit agencies or a government agency that is designated by the governor as a coordinating agency. While capital projects may be awarded to a government agency that is not designated as a coordinating agency, that funding may not be counted toward meeting the 55% threshold amount. The

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impact of these requirements on local program policies is discussed in the following section of the report.

Local Program Policies

A major focus of discussion amongst the PAC was the approach to utilizing MAP-21 Section 5310 funding. Based on current estimates, it is anticipated that the Northeastern Illinois region will receive approximately $12 million during federal fiscal years 2013 and 2014. The PAC agreed to combine all MAP-21 funds into a multi-year approach. Table 3-1 illustrates that approach:

Table 3-1 MAP-21 Section 5310 Multi-Year Approach

Allocation	5310 Funding	Notes
IDOT PT Vehicles	$3,600,000*	To IDOT for the competitive selection and funding of paratransit vehicles for agency use by private non-profit providers or by government agencies designated as a coordinating agency by the governor. IDOT will conduct a separate Call for Projects for vehicles. The RTA Call for Projects will not accept applications for vehicles.
RTA Admin Funds	$400,000	For RTA programmatic administration purposes.
Existing Projects	TBD	Amount TBD based on existing grantee interest, projections of how long existing funding will last, and with the goal of supporting existing projects until 9/30/16.
Other Projects	TBD	Amount TBD based on allocation to Existing Projects and future competitive selection process.
TOTAL	**$12,000,000**	

** - Consideration may be given to allocating additional funds beyond the $3.6m to the purchase of paratransit vehicles. This possibility would exist if all other project funding needs beyond paratransit vehicles are met or there are insufficient recommended project awards in addition to paratransit vehicles that can count toward meeting the 55% minimum threshold requirement.*

Notes:

- *At least 55% of awards ($6.6 million) must be used for projects that meet the MAP-21 definition of "capital". Under the current scenario, the $3.6 million allocation to IDOT would count toward this floor, requiring that an additional $3 million in Existing or Other Projects to be used for capital.*

As noted in Table 3-1, $3.6 million is planned to be allocated to IDOT over the current two-year life of the program for the paratransit vehicle portion of the program. This $3.6 million allocation for the purchase of paratransit vehicles will be counted toward meeting the 55% threshold. This means that out of the remaining balance of $8.4 million, an additional $3 million must be for projects that that may be counted toward meeting the 55% threshold requirement. As mentioned earlier, operating projects may be counted as capital, if the grantee for the operating project is a private non-profit agency and contracts for service. Projects administered by government agencies that serve as grantees and contract for operating service are only eligible if designated by the governor as a coordinating agency. In our region, no government agency has been so designated as yet.

Given this situation, the PAC agreed to require all operating projects, even those that may technically qualify under the law as a capital project to require a 50% local match that is

standard for an operating project. To do otherwise would mean that some projects, although identical in all respects except for the status of the grantee, would have different matching requirements. Thus in some instances, a government agency would be required to provide a 50% match, while a private-non-profit agency would be required to provide 20% match. To eliminate this difference, those projects that are classified as capital, even though they are operating projects in the traditional sense, would be required to provide the equivalent of a 50% of the operating budget. Subsequently, all approved operating projects, whether technically classified as capital or operating, would be reimbursed for 50% of its operating expenses. The end result is that all funded operating projects will receive reimbursement for 50% of approved operating expenses.

Section 5310 Program Selection Team

An important topic of discussion at several PAC meetings was the makeup of the project selection team for the RTA administered portion of the program. Under SAFETEA-LU, the project selection team was made up of two members from both RTA and CMAP, and one representative from IDOT. The project selection team was tasked with evaluating applications and developing a program of projects. Applications from RTA, CMAP, or IDOT were not allowed. The PAC ultimately agreed to continue the same makeup for the MAP-21 Section 5310 Program. However, the RTA indicated the desire to submit applications for 5310 funding. Therefore, the RTA will recuse itself from scoring its own application(s) to ensure a fair and transparent project selection process. Separately, IDOT will evaluate paratransit vehicle grant applications in fulfillment of their role as designated recipient for that portion of the program.

Section 5310 Program Selection Criteria

The selection criteria for both RTA and IDOT administered projects may be subject to revisions but such revisions are not expected to be substantive and will be discussed with the PAC prior to adjustment.

<u>RTA Administered Section 5310 Projects</u>

The following set of program selection criteria was developed based on the federal requirements, the strategies described in Chapter 2, and in accordance with input from the PAC. The specific criteria will evaluate the applications in accordance to:

- Project Eligibility (Eligible/Not Eligible)
    - Proposed project addresses: (a) public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable; (b) public transportation projects that exceed the requirements of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.); (c) public transportation projects that improve access to fixed route service and decrease reliance by individuals with disabilities on complementary paratransit; and (d)

alternatives to public transportation that assist seniors and individuals with disabilities with transportation.

- Project application identifies and addresses an unmet need identified in the Human Services Transportation Plan (HSTP). This should include: (1) a description of the project; (2) identification of the unmet needs (which is/are addressed by the project); (3) how the project will address the unmet need(s), e.g., in terms of serving new riders, a new area, a new day and/or times, a higher frequency, less advance notice, more driver assistance, etc.; and (4) an estimated quantification of benefits. Any additional obligations, e.g., the provision of ADA complementary paratransit as a result of implementing a new fixed bus route in a previously unserved area, should be noted.
- Local match will be supplied.

- Consistency with the HSTP and its Strategies (Points Awarded)
  - (20 PTS) Project employs one or more strategies that:
    - Improves Service Integration
    - Improves Accessibility
    - Improves Productivity
    - Provides Flexible Transit Services
  - (10 PTS) Project markets to the target population and promotes public awareness

- Coordination (Points Awarded)
  - (25 PTS) Project Utilizes or Coordinates with existing public transportation providers and private human service agencies; or reflects partnerships with non-transit entities and/or private non-profit/for-profit organizations.
  - (20 PTS) Project address strategies and recommendations reflected in the CMAP GOTO2040 Plan and RTA Strategic Plan.

- Sustainability (Points Awarded)
  - (15 PTS) Significant support is demonstrated for the project (in terms of letters of support).
  - (10 PTS) The submitting agency/organization has an approach for obtaining support (financial or otherwise) for the project over the long term.

<u>IDOT Administered Section 5310 Projects</u>
The selection criteria for Paratransit Vehicle applications received by IDOT will include:

Criteria 1: Level of Existing Services (Maximum 3.0)

- Inexperienced (new agency, new to transportation services or fleet administration) 0.0 – 1.0 Points
- Experienced (transportation services offered, new to 5310 program) 1.0 – 2.0 Points

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- Established (current grantee, history of transportation services within the program) 2.0 – 3.0 Points
- Only available provider for specialized/private services, very active coordination partner 3.0 Points

Criteria 2: Application (Maximum 3.0)

- Incomplete (missing information, difficult to understand, ineligible request) 0.0 – 1.0 Points
- Effective (new or primary transport services for elderly or disabled riders) 1.0 – 2.0 Points
- Established (current grantee, history of transportation services within the program) 2.0 – 3.0 Points

Criteria 3: Equipment Utilization (Maximum 3.0)

- Low (less than 5,000 miles per year) INELIGIBLE
- Poor (5,000 – 8,000 per year) 0.0 – 1.0 Points
- Fair (8,000 – 15,000 per year) 1.0 – 2.0 Points
- Excellent (15,000 or more per year) 2.0 – 3.0 Point

Criteria 4: Administration/Fleet Control (Maximum 3.0)

- Poor (incomplete records, lack of detailed recordkeeping) 0.0 – 1.0 Points
- Limited (planning documents complete, lacking long-term vision) 1.0 – 2.0 Points
- Excellent (long-term strategic planning, expansion of services planned) 2.0 – 3.0 Points
- Comments: no current maintenance plan, no manual for all vehicles

Criteria 5: Vehicle Maintenance/Driver Training (Maximum 4.0)
(Note: Examples of maintenance and training policies should be included with submission)

- Poor (no maintenance plans, no training policy, no records) 0.0 – 1.0 Points
- Fair (incomplete maintenance plan and training records) 1.0 – 2.0 Points
- Satisfactory (following suggested maintenance plan, offers required training) 2.0 – 3.0 Points
- Excellent (comprehensive maintenance plan and records, periodic refresher training required) 3.0 – 4.0 Points

Criteria 6: Coordination Efforts (Maximum 4.0)

- Inactive (not currently participating in meetings, planning, or service provision) INELIGIBLE
- Participant (an agency that regularly attends planning meetings only) 0.0 – 2.0 Points
- Active Participant (an agency that routinely meets committee requests with data, information, and resources in the development of strategy planning) 2.0 – 3.0 Points
- Leadership Participant (an agency that routinely volunteers leadership, data, and resources to coordination planning and service provision) 3.0 – 4.0 Points

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- Comments: Letters of support attached, but no indication of the level of coordination involvement

Section 5310 Program Selection Process

Upon agreement of the multi-year approach, 5310 program selection team, and 5310 program selection criteria, the PAC developed and agreed upon the following steps for the Section 5310 Program Process:

1) The RTA will develop a Section 5310 program application in accordance with the selection criteria and process approved as part of the HSTP.
2) The RTA will submit the required Program Management Plan (PMP) to the FTA.
3) IDOT will solicit and evaluate applications for paratransit vehicles as part of its Consolidated Vehicle Procurement program.
4) The RTA will reach out directly to existing project grantees, and if they are interested they will submit a Section 5310 application. These applications will not be evaluated using selection criteria. The application is required to get a better understanding of needed funding, how long it will last, and how much of the requested funding may be applied to capital.
5) The RTA will review the applications, determine aspects of the project that can be considered capital, and prepare a recommended allocation for existing projects for discussion with the 5310 Project Selection Team. The recommendation will also identify a mark that can be used for the competitive call for other projects along with an updated target of where we stand on the 55% capital floor.
6) The RTA and the 5310 Project Selection Team will come to an agreement on the allocation to existing projects, share and discuss the results with the PAC, and finalize the available funding mark for the competitive call for projects.
7) The RTA will launch a 5310 program website explaining all aspects of the program based off of the adopted HSTP including goals, eligible projects and activities, eligible applicants, timeline, and available funding for the competitive call for projects.
8) The RTA will issue a competitive call for new projects and conduct the necessary outreach.
9) Applications received will be evaluated by the 5310 Project Selection Team and scored using the agreed upon selection criteria from the HSTP and the results shared and discussed with the PAC.
10) A proposed Program of Projects (POP) will be released for public comment. Various CMAP, RTA, and other committees may receive informational presentations in order to solicit feedback.
11) The proposed POP will be presented to the RTA Board for adoption.
12) The RTA will submit the POP to CMAP for inclusion in the TIP.
13) The RTA will work with successful applicants to execute appropriate agreements.
14) Once all agreements are executed, the RTA will submit the 5310 grant application to the FTA.
15) Once the RTA grant application is approved by the FTA, sub-recipients may initiate their projects.

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16) The RTA will conduct compliance oversight activities in accordance with the 5310 Program Management Plan.
17) The RTA will re-convene the PAC and 5310 Project Selection Team if and when additional funding is made available through either an extension of MAP-21 or new legislation.
18) The HSTP may be amended to incorporate projects awarded Section 5310 funding by either RTA or IDOT in northeast Illinois if subsequently required by federal regulations.

DRAFT

APPENDIX A

INVENTORY OF TRANSPORTATION PROVIDERS

COOK COUNTY

Pace Support Dial-a-Ride

Barrington
Bloom Township
City of Chicago Mobility Direct Chicago Taxicabs
City of Chicago Access Program Chicago Taxicabs
Lemont Township
Leyden Township
Lyons Township
Oak Park Township
Palatine Township
Palos Township
Rich Township
Stickney Township
Village of Crestwood
Village of Elk Grove Village
Village of Forest Park
City of Hometown
Village of Orland Hills
Village of Orland Park
Village of Park Forest
Village of Schaumburg
Village of Skokie
Village of Tinley Park
Village of Norridge
Worth Township

Pace ADA Paratransit

North Cook County ADA Paratransit
South Cook County ADA Paratransit
West Cook County ADA Paratransit

Human Service Transportation Programs

Alexian Center for Mental Health
American Residential Care
Aspire of Illinois
Avenues for Independence
Blue Cap
Center on Deafness
Chicago Dept of Aging
Clearbrook Center
Country Club Hills
Garden Center for the Handicapped
Hyde Park Neighborhood Club
Kenneth Young Centers
LaGrange Area Special Ed Dept.
Lakeside Center
LARC
Leydon Family Services
Little City Foundation
Misericordia Heart of Mercy
New Hope Center
Parklawn Services
Search Developmental Center
Seguin Services
Sertoma Centre, Inc.
Shore Community Services
South Suburban Senior Services of Catholic Charities
Southstar Services
Southwest Community Services
Southwest Disabilities Service
Southwest Suburban Center for the Aging
St. Colletta's of Illinois
The British Home
The Visions
Thornton Township
United Cerebral Palsy
Victor C. Neuman
West Suburban Senior Center

Hanover Township Volunteer Express Service

DUPAGE COUNTY

Pace Support Dial-a-Ride

Village of Bensenville
Bloomingdale Township
Downers Grove Township
Wayne Township
DuPage County Ride DuPage
DuPage County - Health Dept.
DuPage County - Human Services
DuPage County - Milton Township Partners
DuPage County - Naperville/Lisle Partners
DuPage County - Senior Services
DuPage County - Veterans Assistance Program
Milton Township Dial-A-Ride

Pace ADA Paratransit

DuPage County ADA Paratransit

Human Service Transportation Programs

DuPage Center for Independent Living
Lifelink Corporation
Older Adults Rehabilitation Services
Range of Motion
Ray Graham Association
SASED
Spectrum/Little Friends Inc.

Other Dial-A-Ride Services

Village of Dial-A-Ride Service
Addison Township Dial-A-Ride
City of Wood Dale Dial-A-Ride
Downers Grove Township Dial-A-Ride

Curb-to-Curb Services

Addison Township

Taxi Subsidy Program

Village of Downers Grove
City of Evanston
Village of Lisle
Village of Lombard
Village of Villa Park
Village of Westmont

Pilot II Program

Addison Township
Wayne Township
Village of Burr Ridge
Village of Carol Stream
City of Darien
City of Elmhurst
City of Warrenville
City of Wheaton
Village of Willowbrook
Village of Woodridge

KANE COUNTY

Pace Support Dial-a-Ride

Ride In Kane
Aurora Township
City of Batavia
Batavia Township
Dundee Township
City of St. Charles
St. Charles Township
Village of South Elgin
City of Elgin
City of Geneva

Ride in Kane Program Sponsors

Association for Individual Development
Aurora Township
Batavia Township
Blackberry Township
Campton Township
City of Batavia
City of Elgin
City of Geneva
City of St. Charles
Dundee Township Partners (East Dundee, Dundee Township & Sleepy Hollow)
Elgin Township
Hesed House
INC Board
Kane County
Kaneville Township
St. Charles Township
Senior Services Associates
Two Rivers Head Start
Village of Campton Hills
Village of Gilberts

KENDALL COUNTY

Dial-a-Ride/Demand-Response/ Door-to-Door/Curb-to-Curb Service

Kendall Area Transit (KAT)

Human Service Transportation Programs

American Cancer Society
Adults for Individual Development
Fox Valley Older Adults
Open Door Rehabilitation Clinic

LAKE COUNTY

Pace Support Dial-a-Ride

Barrington
Benton Township, Zion Township
Ela Township
Fox Lake, Grant Township
Fremont Township
Central Lake County (Libertyville, Libertyville Township, Mundelein)
Northeast Lake/Warren Township
Northwest Lake
Round Lake Area Call-n-Ride
Southwest Lake (Subcription servicefor Wauconda and Cuba Township residents to get to Countryside Association. This service is not open to non-Countryside Association clients)
Vernon Township
Lake County Northwest Demonstration Project (Antioch Township, Avon Township, Grant Township, Lake Villa Township, Fremont Township and Wauconda Township)

Pace ADA Paratransit

North & Central Lake County
Southeast Lake County

Human Service Transportation Programs

Advocate Good Shepherd Hospital
Antioch Senior Center
Catholic Charities Senior Services
Centegra Health Systems
Council for Jewish Elderly
Countryside Assoc. for People with Disabilities
Deerfield Park District
ElderCARE at Christ Church
Escorted Transportation Services Northwest
Senior Care Volunteer Network
Glenkirk
Highland Park Senior Connector Free Bus
Home Instead Senior Care
Lake County Health Department
Lake County Workforce Investment Board
Lamb's Farm
Mundelein Senior Center
Northpointe Resources, Inc.
Pioneer Center
Southeast Lake County Faith in Action Volunteers
Special Recreation Services of Northern Lake County
The Center for Enriched Living
The Independence Center
The Light Center
Warren Special Recreation Association

Local Jurisdictions

Avon Township
Village of Fox Lake
Grant Township
Lake Forest/ Lake Bluff Senior Center
Moraine Township Door-to-Door Paratransit Van
Senior Connector Free Bus
Tri-Township Transit
Vernon Hills Senior Bus
Wauconda Township Senior Bus
Waukegan Township/Park Place Senior Ctr
West Deerfield Township

Taxi Subsidy Program

Benton Township
Cuba Township
Village of Deerfield
Fox Lake, Grant Township
Lake Forest/ Lake Bluff Senior Center
Moraine Taxi Coupon Program
Vernon Township
Village of Riverwoods
Warren Township Senior Center
Waukegan Township
West Deerfield Township

McHENRY COUNTY

Pace Support Dial-a-Ride

Southeast McHenry County DAR
Midday Intercommunity
City of Harvard DAR
Marengo/Riley Township DAR
MCRide
City of Crystal Lake DAR
City of McHenry DAR
City of Woodstock DAR
McHenry Township Senior Express
Grafton Township Senior Transportation
Algonquin Township Senior Transportation
Nunda Township Senior Citizens Bus
Richmond Township Senior Bus

Pace ADA Paratransit

McHenry County ADA Paratransit Operation

Human Service Transportation Programs

Family Service & Community Mental Health Ctr.
Horizons for the Blind
McHenry County Mental Health Board
Northern Illinois Special Recreation District
Family Alliance
Senior Services
McHenry County Housing Authority
McHenry County PADS
Centegra Health System
Veterans Assistance Commission
McHenry County Workforce Investment Board
Senior Care Volunteer Network

Other Transportation Options

Centegra Patient Express
Senior Care Volunteer Network
Family Alliance Transportation
Family Alliance Medicar & Service Car
Good Shepherd Courtesy Van
Hebron Community Bus Service
Northern Illinois Special Recreation Association
Pioneer Center and PADS Transporta-tion
Senior Services Associates
Veterans Assistance Commission
A & M Taxi Co.
Crystal Lake Cab Co.
McHenry Cab Co., Inc.
Metro Yellow Cab
Sunshine Taxi

WILL COUNTY

Pace Support Dial-a-Ride

Central Will Dial-a-Ride
DuPage Township Dial-a-Ride
Frankfort Township Dial-a-Ride
Southwest Will Dial-a-Ride

Other Dial-a-Ride Services

Lockport Township Senior Shuttle
New Lenox Township Dial-a-Ride
Park Forest Dial-a-Ride
Plainfield Township Senior Shuttle
University Park Dial-a-Ride
Will County Mobility Management Dial-a-Ride

Pace ADA Paratransit

Will County ADA Paratransit

Human Service Transportation Programs

Beecher Manor Nursing and Rehabilitation Center
Catholic Charities, Diocese of Joliet
Cornerstone Services
Guardian Angel Community Services
Helping Hand Rehabilitation Center
IL Department of Healthcare and Family Services
IL Department of Human Services
Individual Advocacy Group
Medicaid Non-Emergency Medical Transportation
Provena Saint Joseph Medical Center
Silver Cross Hospital
South Suburban Recreation Association
SouthSTAR Services
Sunny Hill Nursing Home of Will County
Trinity Services
United Cerebral Palsy of Will County
Veterans Assistance Commission of Will County

REGIONAL/MULTI-COUNTY SERVICE

Human Service Transportation Programs	Counties Served
Advocate Good Shepherd Hospital	Most of Lake, SE McHenry, Cook (Barrington)
American Cancer Society- Fox Valley	Kane, Kendall, and McHenry; also LaSalle and DeKalb
Ride in Kane	Suburban Cook, DuPage Kane, Kendall
Council of Jewish Elderly	Cook and Lake
Countryside Association for People with Disabilities	Northern Cook and Lake
Escorted Transportation Services	NW Cook and portions of Southern Lake
For Seniors Only	Cook and Lake
Fox Valley Older Adults Services	DeKalb and NE Kendall
Helping Hand Rehab Center	Western Cook and Eastern DuPage
Home of the Sparrow	Cook, DuPage, Lake, McHenry, Will
Medicaid NEMT	All seven counties
Open Door Rehabilitation Center	DeKalb and parts of northwest Kendall and southwest Kane Counties
Pioneer Center	All counties

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MEMORANDUM

To: Transportation Committee

From: Bob Dean, Deputy Executive Director for Local Planning

Date: September 13, 2013

Re: Local Technical Assistance (LTA) Project Selection

Attached to this memo is a document that describes staff recommendations for selection of Local Technical Assistance (LTA) projects. This document describes the rationale for the staff recommendations, lists the recommended projects, and provides basic information about project distribution across communities.

The LTA applications have been discussed with a variety of groups, including working committees, transit agencies, county representatives, and COGs and COMs, among others. The staff recommendations reflect staff's evaluation of the merits of each project as well as comments received from these groups.

The Transportation Committee is asked to recommend that the MPO Policy Committee approve the recommended list of LTA projects at its meeting on October 9.

Action requested: Recommend approval by MPO Policy Committee.

Chicago Metropolitan Agency for Planning

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Local Technical Assistance (LTA) Program: Recommendations for Project Selection September 13, 2013

Following the adoption of GO TO 2040, CMAP established the Local Technical Assistance (LTA) program to direct resources to communities to pursue planning work that helps to implement GO TO 2040. During the most recent call for projects, which ended on June 26, CMAP received 67 applications for assistance. A list of all applications received is available in this August 7 memo to the CMAP Local Coordinating Committee.

The CMAP Board and MPO Policy Committee will be asked to approve the staff recommendations for the LTA program at their joint meeting on October 9. Prior to the Board and MPO Policy Committee meeting, the Local Coordinating Committee will be asked to recommend approval by these groups. The Transportation Committee will also be asked to recommend approval at their meeting on September 20.

The purpose of this memo is to present CMAP staff recommendations for the treatment of each application received. It is divided into three sections:

- Staff recommendations for projects to be undertaken through the LTA program.
- Basic statistics concerning the projects recommended for selection.
- Evaluation process.
- Full lists of projects that are recommended and not recommended.

LTA recommendations

In total, 32 new projects are recommended to be pursued through the LTA program. These projects were selected by applying CMAP's selection criteria: alignment of the project with the recommendations of GO TO 2040; local need for assistance; feasibility and ability to implement; collaboration with other groups, including neighboring governments and nongovernmental groups; input from relevant Counties and Councils of Government (COGs); and geographic balance.

Additionally, as CMAP has completed LTA projects, the implementation of completed projects has become an increasing priority. Several of the applications received helped to implement projects that had previously been undertaken through the LTA program, and many of these projects are recommended for selection.

This year, a few projects were recommended "conditionally" – while they are good projects and of interest to CMAP, the agency does not have existing funding sources that would allow us to

work on them. They are recommended for selection, but starting work on them depends on CMAP receiving additional funding that is suitable to support this type of work.

For organizational purposes, recommended projects are presented below in groups. First, projects that involve multijurisdictional collaboration, a priority for CMAP, are described. Second, projects that involve follow-ups to previous LTA projects are described. Finally, the remaining recommended projects are covered, grouped by project type.

Multijurisdictional projects

CMAP was clear in the application process that multijurisdictional projects would be prioritized during the selection process, and applicants responded by submitting many good proposals that crossed municipal boundaries. Two multijurisdictional groups submitted applications for "Homes for a Changing Region" housing studies, and both of these are recommended to be pursued. These include one in DuPage County, covering *Glendale Heights, Hanover Park, and West Chicago*, and one in Lake County, submitted in partnership with the Lake County Community Foundation, which covers *Hainesville, Round Lake, Round Lake Beach, Round Lake Heights, and Round Lake Park*.

Several recommended projects were submitted by existing multijurisdictional groups. Two projects were submitted by the *South Suburban Mayors and Managers Association* – one involving green manufacturing and workforce development, and one involving bicycle and pedestrian planning – and both are recommended. Another project submitted by the *West Suburban Chamber of Commerce and Industry* involving transit oriented development, cargo oriented development, and bicycle and pedestrian planning is recommended.

Several applicants also formed multijurisdictional coalitions around specific projects, and the following projects of this type are recommended to be selected. In Kendall County, *Montgomery, Oswego, and Yorkville* requested assistance with sub-regional coordination and shared services. In Cook and Will Counties, *Governors State University* led a coalition of groups in a sub-regional green infrastructure plan that also involved *Monee, Park Forest, University Park, and the Forest Preserve District of Will County*. And in Kane and McHenry Counties, a study of the Fox River corridor was submitted by *Algonquin, Carpentersville, the Forest Preserve District of Kane County, and the McHenry County Conservation District*.

A few multijurisdictional projects were not recommended. In these cases, projects are typically good concepts but may not be fully ready to begin – either additional time may be needed to gather consensus from participating jurisdictions, or other ongoing work in the affected communities should be completed before new projects are begun.

Projects implementing past LTA plans

As CMAP has begun completing significant numbers of LTA projects, implementing them has become an increasing priority. Many LTA plans resulted in recommendations for further work, such as zoning revisions to translate a comprehensive plan into development regulations, or

specific follow-up studies. The following recommended projects help to advance completed or ongoing plans.

Two applications from *Campton Hills* and *Westchester* requested CMAP to update zoning ordinances to implement recently adopted comprehensive plans. In *Joliet*, a corridor plan for Chicago Street in the community's downtown will help to facilitate bicycle and pedestrian connections, which supports a previous plan for the redevelopment of the prison and U.S. Steel site. A bicycle and pedestrian plan in *Park Forest* helps to advance the sustainability plan for this community. And in *Berwyn*, a capital improvement plan will help to align infrastructure investments with the community's comprehensive plan.

Other projects, grouped by type

Eight comprehensive plans are recommended to be part of this year's LTA program, in the communities of *Carol Stream, Crete, Franklin Park, Harvard, North Chicago, Pingree Grove, Winthrop Harbor, and Zion.* These communities were selected based on a combination of need, age of their existing comprehensive plans, and geographic balance.

In addition to the two zoning projects noted above, a zoning update in *South Elgin* is also recommended. This application was notable for the community's interest in form-based codes, which supports a toolkit on this subject recently released by CMAP.

Several projects that focus on transportation improvements are also recommended. Two projects in Park Forest and SSMMA have already been mentioned; in addition, projects focused on bicycle and pedestrian improvements are recommended in *Arlington Heights, Barrington Hills, and Crystal Lake*. A study submitted by the *Chicago Department of Transportation* focusing on parking is also recommended.

Several projects that involve comprehensive planning for an area smaller than an entire municipality are also recommended. A neighborhood plan for the West Pullman community area submitted by the *Chicago Department of Housing and Economic Development* is recommended. Nearby, *Riverdale* requested assistance with a corridor plan; CMAP learned through the scoping process that the community had recently received an Ike grant from the Department of Commerce and Economic Opportunity (DCEO) for a similar project and will be helping Riverdale to successfully use their Ike grant rather than conducting a separate project.

Finally, many good applications were received for projects that do not fit neatly into the above categories; some have already been mentioned, and the projects noted below are also recommended. *Cook County* requested assistance to prepare one document that functions as both a Comprehensive Economic Development Strategy (CEDS), which is a requirement of the federal Economic Development Administration (EDA), and link this with an ongoing project to update their Consolidated Plan, which is required by the Department of Housing and Urban Development (HUD); this project is recommended due to its ability to meet multiple federal requirements in a single document. *Kane County* submitted a request to work jointly with

CMAP to conduct a Health Impact Assessment (HIA), an emerging planning tool that links public health and physical planning. Finally, *Glenview* requested assistance with several linked projects related to sustainability and green infrastructure.

Conditional selection

A few projects noted above cover topics that are outside the funding resources that CMAP currently has available; these generally include projects that do not have strong links to transportation or land use planning. CMAP proposes to recommend selection of these projects on the condition that external funding be found to support them. In other words, CMAP would contact these applicants to inform them that their projects have been identified as priorities but work cannot begin until additional resources are secured; if these resources have not been secured within a year, the projects will be dropped from the program.

Projects that are within this category include the Glenview and Governors State University projects, which are heavily focused on natural resources with little relevance to transportation, as well as the SSMMA project involving green manufacturing and workforce development.

Projects that are not recommended

Projects were considered lower priority for LTA assistance for a number of reasons, described further below.

- Priority for assistance was given to communities that had lower incomes or were smaller in size, meaning that more prosperous or larger communities were less likely to receive assistance. Lower-need communities generally had to present an innovative project or one that aligned well with a specific CMAP priority in order to be recommended.
- Some applicants are currently undertaking planning projects which should be completed before next steps are taken. Montgomery and Oak Park, both of which are currently creating new comprehensive plans, requested projects that may be good follow-ups but should be resubmitted once the comprehensive plans are complete.
- Some projects were good concepts but would benefit from further development by the project sponsor. In particular, unsuccessful applicants within Chicago are encouraged to work more closely with City staff on project development. In other cases, additional multijurisdictional partners would give a project a greater chance of success.
- In general, applicants that submitted multiple projects had only one project recommended to be pursued. The additional projects will be suggested to be reconsidered as later phases. (In one exception to this, two projects sponsored by SSMMA have been recommended.)
- Some projects were simply not a good fit for the local technical assistance program, as they were focused on unconstrained major capital projects, did not demonstrate the full support of affected local governments, or did not demonstrate alignment with the recommendations of GO TO 2040.
- Finally, a number of projects beyond the list of 32 recommended in this memo are positive and viable projects, but were beyond available resources this year. CMAP will encourage communities who submitted projects that were just outside resource

constraints to resubmit in future years, in some cases with modifications that will improve their chances of selection.

A full list of applicants that are not recommended to receive assistance is included at the end of this document.

Statistics of recommended projects

In the following section, basic statistics are provided for the distribution of projects by geography and community need.

Geographic distribution

In the design of the local technical assistance program, an effort was made to identify projects to be pursued in many different parts of the region. In the following table, the distribution of higher priority projects by geography is summarized. Projects may be reported in multiple geographies, and these are noted below the table.

	Chicago	Cook total*	N and NW Cook	W Cook	SW Cook	S Cook	Collar total	DuPage	Kane	Kendall	Lake	McHenry	Will	Total
Selected applicants	2	15	4	4	0	6	20	4	7	1	4	4	4	32
Total applicants	7	27	6	10	1	9	40	7	10	4	10	7	6	67

* The Cook County total includes the CEDS, which is county-wide rather than directly affecting any of the County's sub-areas.

Recommended projects included in multiple geographies are:

- Algonquin river corridor (Kane and McHenry)
- Barrington Hills bicycle plan (NW Cook, Kane, and McHenry)
- Crete (S Cook and Will)
- Hanover Park, as part of Homes for a Changing Region (NW Cook and DuPage)
- Governors State University (S Cook and Will)
- Montgomery (Kane and Kendall)
- Oswego, Montgomery, and Yorkville (Kane and Kendall)
- Park Forest (S Cook and Will)

As the above table shows, projects were relatively well-distributed throughout the region, with a few exceptions. Southwest Cook County submitted only one project, and it was not a good fit for the LTA program, so no projects are being recommended in that geography. Kendall County has only one project recommended; the other projects from Kendall County are good concepts, and with some small modifications or further development can be good applications in a future year.

The most significant geographic imbalance involves the low number of projects in the City of Chicago. Both projects submitted by City departments are recommended, but the other five

applications, all submitted by nongovernmental organizations, were not sufficiently developed or did not have the full support of City staff. Over the coming year, CMAP intends to work closely with the City to encourage more good projects to be submitted during the next application cycle.

Community need

An important factor in the review process was the need of the community for assistance. The program is meant to prioritize projects in communities that have limited resources and would not have the ability to undertake the project without CMAP's assistance. This is also consistent with the stated goal of HUD's grant to focus on providing assistance to disadvantaged groups, including lower-income residents, residents of public housing, and minorities, among others.

Communities were divided into five categories based on these factors, ranging from "very high" to "low" need. Many communities in the "low" and "moderate" need category submitted excellent projects and could still certainly benefit from assistance, but priority was given to communities with lower median incomes and tax bases, as well as to smaller municipalities. The following table and chart summarize the distribution of recommended projects by community need.

	Very high need	High need	Moderately high need	Moderate need	Low need	Total
Selected applicants	5	6	7	7	7	32
Total applicants	7	14	14	16	16	67

Regionwide, approximately 22% of the region's communities are classified as "very high" or "high" need communities; these communities are recommended to receive 34% of the projects in this year's LTA program. This indicates that the LTA program is directing resources to higher-need communities, but also provides opportunities for lower-need communities to participate if they submit innovative or multijurisdictional applications.

Evaluation process

To evaluate each project, staff reviewed the applications and other background materials and also scheduled phone calls with each applicant to discuss their ideas. Questions for the applicants focused on consistency with GO TO 2040, internal and external support, and the project's overall feasibility.

Applications were also reviewed with a variety of groups between mid-July and late August. Each working committee discussed the LTA applications on each least one occasion, and several working committee members provided follow-up comments; the Local Coordinating Committee and the Citizens Advisory Committee also reviewed and discussed the applications. Special meetings were also held with transit agencies, county planning directors, staff from the

City of Chicago, and technical assistance providers. Councils of Government (COGs) and Councils of Mayors (COMs) were encouraged to submit comments via email, and several of them did. Comments and expressions of support from these groups were used in part to determine the recommendations for selection.

Project listing

Recommended:

Sponsor	Project
Algonquin (with Carpentersville)	river corridor study
Arlington Heights	bicycle-pedestrian plan
Barrington Hills	bicycle-pedestrian plan
Berwyn	capital improvement plan
Campton Hills	zoning
Carol Stream	comprehensive plan
Chicago Department of Transportation (CDOT)	downtown parking policy
Chicago Department of Housing and Economic Development (DHED)	West Pullman neighborhood plan
Cook County	Comprehensive Economic Development Strategy (CEDS)
Crete	comprehensive plan
Crystal Lake	transportation plan
DuPage County	sustainability plan
DuPage multijurisdictional housing group	Homes for a Changing Region
Franklin Park	comprehensive plan
Glenview**	natural resources plan
Governors State University**	green infrastructure plan
Harvard	comprehensive plan
Joliet	Chicago Street corridor plan
Kane County	Health Impact Assessment
Lake multijurisdictional housing group	Homes for a Changing Region
North Chicago	comprehensive plan
Oswego (with Montgomery and Yorkville)	shared services study
Park Forest	bicycle-pedestrian plan
Pingree Grove	comprehensive plan
Riverdale	land use plan
South Elgin	zoning
South Suburban Mayors and Managers Association (SSMMA)**	workforce study
South Suburban Mayors and Managers Association (SSMMA)	bicycle-pedestrian plan
Westchester	zoning
Winthrop Harbor	comprehensive plan
West Suburban Chamber of Commerce and Industry (WSCCI)	transit oriented development (TOD) and cargo oriented development (COD) plan
Zion	comprehensive plan

** Selection is conditional on finding suitable external funding to pursue these projects.

Not recommended:

Sponsor	Project
Algonquin	downtown redevelopment
Algonquin	unincorporated area plan
Braidwood	comprehensive plan
Broadview	corridor plan
Bronzeville Urban Development	brownfield site redevelopment
Brookfield	comprehensive plan
Chicago State University	presidential library
Developing Communities Project (DCP)	transit oriented development (TOD) plan
DuPage County	North Avenue corridor plan
Gilberts	comprehensive plan
Glen Ellyn	bicycle-pedestrian plan
Kendall County	financial assessment
LaGrange Park	Tax Increment Financing (TIF) analysis
Lake County Stormwater Management Commission	wetland restoration plan
McHenry County	Comprehensive Economic Development Strategy (CEDS)
Montgomery	subdivision ordinance
Montgomery	transit oriented development (TOD) zoning
Northbrook	bicycle-pedestrian plan
Northbrook Park District	wayfinding signage
Oak Park	bicycle-pedestrian plan
Oak Park	zoning
Old Mill Creek	sewer plan
Park Forest	market analysis
Prairie State College	environmental management plan
Round Lake Beach	bicycle-pedestrian plan
Southside Broadband Expansion Collaborative	community mapping
Thornton	comprehensive plan
Urban Innovation Center	transit oriented development (TOD) and cargo oriented development (COD) plan
Waukegan	bicycle-pedestrian connectivity
Waukegan	downtown and lakefront plan
Waukegan	lakefront connectivity
Wayne	zoning
West Central Municipal Conference (WCMC)	bicycle-pedestrian plan
Woodridge	youth community needs
Worth Township	roadway plan

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MEMORANDUM

To: **Working Committees**

From: Todd Schmidt

Date: 8/28/2013

Re: 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 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, as Chicago is. This includes updating the list of fiscally constrained major capital projects identified in GO TO 2040. Major capital projects identified in the GO TO 2040 plan update are also required to be fiscally constrained through existing or reasonably expected revenue sources documented by a detailed transportation financial plan.

This memo describes the process CMAP will employ to update the fiscally constrained and unconstrained menu of major capital projects in the GO TO 2040 plan update.

Major Capital Project Update Process

The process that will be used to update the major capital projects will include the following action areas:

- Outreach and project identification
- Project evaluation
- Development of fiscally constrained and unconstrained list of major capital projects

While each part of the update process is a separate action area, work on the action areas will progress simultaneously. A more detailed description of each action area is described below.

Outreach and Project Identification

CMAP staff will contact and meet one-on-one with the implementing agencies -- the Illinois Department of Transportation, Illinois State Toll Highway Authority, Chicago Department of Transportation, Chicago Transportation Authority, Pace, and Metra -- to develop the universe of major capital projects. The primary sponsors of the existing major capital projects identified in GO TO 2040 will be asked to review and provide any necessary scope or cost updates. Implementing agencies will also have the opportunity to submit new major capital projects they would like to be included in the plan update. **Outreach** to the implementing agencies will begin in **September 2013**. The complete list of proposed major capital projects is expected to be available in **November 2013**.

Project Evaluation

While the universe of major capital projects is being established, work will begin to identify the project evaluation measures that will be used for the plan update. CMAP staff will re-evaluate the measures developed for the GO TO 2040 regional plan and determine which measures will be used for the plan update. Each major capital project will be evaluated using the updated financial plan and socioeconomic forecast. Projects will also be evaluated on their support for GO TO 2040 priorities. Measures that will be used to evaluate the major capital projects will be finalized by **January 2014**.

Fiscally Constrained and Unconstrained List

After the universe of major capital projects has been identified and each project evaluated, staff will develop a list of financially constrained major capital projects. The major capital projects that are not included in the financially constrained project list will be on the unconstrained project list. Both fiscally constrained and unconstrained **major capital project lists** will be developed by **April 2014**. After committee review, the major capital project lists will go to public comment as a part of the overall GO TO 2040 update.

ACTION REQUESTED: Information

Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: CMAP Working Committees

From: Alex Beata, Associate Policy Analyst

Date: August 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 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.

CMAP staff is currently conducting an internal review of the plan's implementation actions. In September 2013, staff will introduce this project to CMAP working committees. The results of the internal staff review will be presented to working committees in October 2013. Also in October, a more robust, facilitated discussion will occur in each working committee, allowing committee members to focus on a smaller number of implementation actions more relevant to their areas of expertise. Based on that input, revised implementation action area tables will be presented to the working committees in November 2013.

Staff is interested in the working committees' input, specifically in response to the following questions:

- What are examples of work that has been carried out since plan adoption relevant to the implementation actions?
- Which implementation actions have already been completed (i.e., no further work could be expected in implementation)?
- Which implementation actions should be retained?
- Which implementation actions should be revised and how so?
- Which implementation actions should be deleted?

The attachment includes a list of the implementation action areas as described in GO TO 2040. The tables include the following information:

- The implementation action and lead implementers, as listed in GO TO 2040

- A description of the action, paraphrased from GO TO 2040

The attachment is organized into the four GO TO 2040 themes: Livable Communities (in blue), Human Capital (in red), Efficient Governance (in brown), and Regional Mobility (in green).

ACTION REQUESTED: Discussion

LIVABLE COMMUNITIES

	GO TO 2040	
	Lead Implementers	**Description - Key Components**
Achieve Greater Livability through Land Use and Housing		
Implementation Action Area #1: Provide Funding and Financial Incentives		
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
Implement and expand the Sustainable Communities Initiative program	Federal (HUD, U.S. DOT, U.S. EPA, DOE, EDA)	Federal government should apply the principles of SCI across other federal programs as well
Develop regional infrastructure funding programs for plan implementation	State (IDOT), RTA, CMAP, counties, COGs	Create a pilot program meant to focus infrastructure funds to implement local comprehensive plans
Implementation Action Area #2: Provide Technical Assistance and Build Local Capacity		
Continually review status of local plans	RTA, CMAP, counties, municipalities	Update Compendium of Plans every two years, use findings to target planning technical assistance
Create model ordinances and codes	CMAP, counties, municipalities	Develop sample ordinances or codes in areas relevant to GO TO 2040
Research and explore alternative land use regulation systems	CMAP, counties, municipalities, nonprofits	Research alternative systems that address structure, form, and placement over conventional use-based, Euclidean zoning
Analyze ordinance outcomes	CMAP, counties, municipalities, nonprofits	In partnership with interested communities, CMAP should review existing ordinances to quantitatively analyze their impacts
Provide assistance in planning for affordable housing needs	CMAP, counties, municipalities, nonprofits	In partnership with interested communities, research local housing supply and demand and identify appropriate housing strategies
Use and enhance existing technical assistance software tools	CMAP, counties, municipalities, nonprofits	Strategically deploy CMAP's Centers Toolkit, ROI tool, MetroQuest software, and the MPC Placemaking program
Target technical assistance to communities demonstrating interested in furthering GO TO 2040	CMAP, RTA, counties, municipalities, nonprofits	Create menu of assistance "offerings" consistent with GO TO 2040, and clearly evaluate requests for assistance based upon conformance with these plan objectives
Sponsor Planning Commissioner workshops	CMAP, counties, municipalities, nonprofits	Provide a cycle of Planning Commissioner Workshops throughout the region every two years
Implementation Action Area #3: Support Intergovernmental Collaboration		
Encourage formation of formal collaborative planning efforts	CMAP, RTA, counties, COGs, municipalities	Encourage COGs and counties to lead formation of issue-specific collaborative planning groups

	GO TO 2040	
	Lead Implementers	**Description - Key Components**
Form collaborative groups to address affordable housing across communities	Counties, COGs, municipalities, nonprofits, developers, other housing stakeholders	Encourage the formation of collaborative groups to address affordable housing across communities
Prioritize funding to communities engaging in intergovernmental planning	Federal (HUD, U.S. DOT, U.S. EPA), state (IHDA, IDOT, DCEO)	Provide financial incentives for involvement in collaborative groups by prioritizing funding to communities that apply for funding jointly and develop programs across municipal boundaries
Facilitate communication between communities facing similar challenges	CMAP, counties, COGs, municipalities	Support initiatives by COGs or counties that bring municipalities together in coordinated planning activities and information-sharing
Implementation Action Area #4: Link Transit, Land Use, and Housing		
Identify and exploit additional opportunities for transit oriented development	CMAP, RTA, CTA, Metra, Pace, counties, municipalities, nonprofits	CMAP and other regional organizations should identify other potential opportunities for application of TOD strategies and initiate pilot TOD projects
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 hosing types within "location efficient" areas near transit
Promote housing affordability near transit	Counties, municipalities	Counties and municipalities should analyze housing needs near transit services, and can provide a variety of incentives to developers
Target housing programs to rehabilitation in areas with transit access	Federal (HUD), state (IHDA), counties, municipalities	Affordable housing grant programs should give high priority to preserving the existing affordable housing stock, particularly in TODs
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
Update guidelines for transit-supportive land use	RTA, CTA, Metra, Pace	Update materials produced by the service boards concerning land use planning and small-scale infrastructure investments that support transit
Manage and Conserve Water and Energy Resources		
Implementation Action Area #1: Implementing Energy and Water Retrofit Programs		
Develop a framework for retrofit program administration	CMAP, City of Chicago, City of Rockford	Implement the Chicago Region Retrofit Ramp-Up program
Provide a financial framework for retrofit programs	State (DCEO), municipalities, utilities, lending institutions	Support the development and delivery of financing products targeted across retrofit customer segments
Increase access to a trained workforce	State, trade associations, community colleges, WIBs	Develop a regional training center for certified efficiency work
Increase access to information concerning retrofits	Chicago Regional Retrofit Steering Committee (DCEO,	Develop a regional information center for connecting building

	GO TO 2040	
	Lead Implementers	**Description - Key Components**
	CMAP, City of Chicago, City of Rockford)	owners to qualified contracts and financial products
Implementation Action Area #2: Integrating Land Use Planning and Resource Conservation		
Create model codes/ordinances	CMAP	Assist communities in amending or adopting codes for water conservation by providing ordinance language and related resources
Accelerate use of efficient appliances/fixtures through green code adoption	Counties, municipalities	Amend ordinances to reflect requirements of the Illinois Energy Efficiency Building Act and expand on it to include items such as appliances and fixtures
Provide technical assistance to local governments	State (DCEO), CMAP	Encourage incorporation of sustainability plans or codes in local planning practices during energy-related grant award processes by prioritizing funding to communities that have taken these initiatives
Promote rainwater harvesting for non-potable indoor uses	State, counties, municipalities, nonprofits	Local governments should ensure that existing regulations do not prohibit the indoor handling of rainwater
Increase commitment to conservation in Lake Michigan Service Region	State (IDNR), CMAP	Encourage Lake Michigan Service Region permittees to develop conservation plans and set conservation targets that can be reported to IDNR
Identify and protect sensitive recharge areas	State (ISWS, ISGS), CMAP, counties, municipalities	CMAP should lead a collaboration to identify SARAs, prioritize those most important for protection, and develop and disseminate model ordinances to ensure their preservation
Encourage the integration of resource conservation in land use planning	State (DCEO), CMAP	Use planning grant programs to assist communities in incorporating resource conservation in local comprehensive planning
Adopt policies to encourage attainment of zero water footprints/water neutrality for large scale projects	Municipalities, water utilities	Water utilities should require large-scale projects to seek water neutrality
Implement urban and community forestry programs	Counties, municipalities, park districts	Adopt minimum standards for tree coverage in development projects along with tree preservation and maintenance regulations
Use green infrastructure practices to manage stormwater in new development and redevelopment	Counties, municipalities	Ensure that stormwater management using green infrastructure is integrated in the planning and design phase of development projects
Implement green infrastructure retrofits	Counties, municipalities	Watershed plans for developed areas should identify potential green infrastructure retrofits
Implementation Action Area #3: Pricing		
Utilize full cost pricing to incentivize more efficient water use and to fund conservation programs	ICC, CMAP, municipalities, utilities	Municipalities should decouple water utility budgets from the municipal general revenue fund and ensure that revenues collected from water billing meet capital and operations and maintenance budgets

	GO TO 2040	
	Lead Implementers	**Description - Key Components**
Institute stormwater utility fees	Counties, municipalities	Local governments with stormwater management responsibilities should charge dedicated user fees to property owners to cover the costs of maintaining stormwater infrastructure
Implementation Action Area #4: Funding		
Use State Revolving Funds as mechanism for implementing water conservation measures	State (IEPA)	Develop criteria that prioritize PWSLP to utilities that adopt full-supply cost pricing structures in their water billing
Use the Green Project Reserve for energy and water efficiencies	State (IEPA)	Utilize the 20 percent of the state revolving funds for water and energy efficiency projects
Implement Energy Performance Contracting	Counties, municipalities, utilities	Contract with private ESCOs to identify energy savings potential
Pursue innovative financing mechanisms for retrofits	State (General Assembly, IFA), counties, municipalities, utilities, lenders	Explore the use of PACE financing, Green Loan Programs, New Market Tax Credits, Energy Efficiency Ratings Incentives, revolving loan funds and loan pools, etc.
Establish comprehensive energy and climate change policy	Federal (Congress)	Address greenhouse gas emissions economy-wide by such actions as improving the carbon content of fuels, reducing industrial emissions, and limiting emissions from electricity generation, as well as establishing policies to promote energy conservation and renewable energy
Implementation Action Area #5: Local Governments as Early Adopters of Sustainable Practices		
Implement green infrastructure demonstration projects	Counties, forest preserve and conservation districts, municipalities, park districts	Local governments should implement green infrastructure demonstration projects with regular performance monitoring to further evaluate the applicability of such measures to local conditions
Utilize green infrastructure practices in all public improvement projects	State (IDOT, IDNR), counties, forest preserve and conservation districts, municipalities, school and park districts	All governmental bodies that undertake construction activities should implement policies that require the use of site-appropriate green infrastructure practices for stormwater management
Consolidate water supply and wastewater treatment services to achieve energy efficiencies and economies of scale	COGs	Local governments should investigate coordinating or consolidating water utilities to enhance cost-effectiveness and lower financial risks
Consider devoting the cost of power under franchise agreements to retrofit and rebate programs instead	Municipalities	Municipalities often receive free electric service by utilities as compensation for granting the franchise privilege of using the municipality's public rights of way for the delivery of electricity. Discussion should be initiated to use the funds instead for retrofit and rebate programs
Utilize renewable energy generation in water utilities	Municipalities, utilities	Municipal utilities should seek to employ solar and wind energy to generate all or part of the power required for utility operations
Develop energy and water efficiency and conservation strategies	Municipalities	Communities should develop a baseline analysis of energy and water use, broadly identify potential efficiency and conservation measures, and analyze the feasibility of implementing them,

	GO TO 2040	
	Lead Implementers	**Description - Key Components**
		including the availability of financing
Expand and Improve Parks and Open Space		
Implementation Action Area #1: Coordinate Open Space Investment to Create a Connected Regional Green Infrastructure Network		
Prioritize direct land protection within the green infrastructure network	Federal government, state (IDNR), county forest preserve and conservation districts, land trusts	Forest preserve and conservation districts should adopt and update acquisition plans oriented toward protecting the areas most important from a natural resources perspective
Include green infrastructure connectivity in open space grant programs	State (IDNR), philanthropic	A replenished Open Land Trust program should have a specific set-aside, or at least a set number of points in a score-based system, to help fill out the green infrastructure network
Prioritize development of greenway trails with Transportation Enhancement funds	State (IDOT), counties, municipalities	Multimodal design should be the rule, not the exception, as an add-on through the TE program
Refine the Green Infrastructure Vision further	State (IDNR, INHS), CMAP, CW	GIV provides a broad, qualitative identification of lands that are most important to protect and restore. A number of scientific issues remain.
Implementation Action Area #2: Invest in the Establishment of New Parks in Developed Areas		
Foster cooperation between park districts and school districts in dense areas to share use of open space	Municipalities, park districts, school districts	Develop inter-local agreement between districts, followed by a planning study
Use innovative financing and delivery mechanisms to meet the need for more park space	Counties, municipalities, park districts	Redevelopment can be a major opportunity to provide more park space for a community
Review land-cash donation ordinances	Counties, municipalities, park districts	Older communities should review their subdivision codes or land-cash donation ordinances to make sure open space donation requirements or in-lieu fees apply during redevelopment, that they area at least 10 acres per 1,000 people (or at least 4 acres per 1,000 in dense areas), and that in-lieu fee values reflect current land values
Encourage volunteerism and non-traditional staffing	Forest preserve and conservation districts, park districts	Park and forest preserve districts should actively encourage the creation of conservancies and partner with them to reduce the cost burden of maintenance and park programming while giving more "ownership" to users
Make Open Space Land Acquisition and Development match requirements more equitable	State (IDNR)	The state should reduce the match required in communities with lower fiscal capacity
Identify and protect sensitive recharge areas	State (ISWS, ISGS), CMAP, counties, municipalities	CMAP should lead a collaboration to identify SARAs, prioritize those most important for protection, and develop and disseminate model ordinances to ensure their preservation

	GO TO 2040	
	Lead Implementers	**Description - Key Components**
Encourage the integration of resource conservation in land use planning	State (DCEO), CMAP	Use planning grant programs to assist communities in incorporating resource conservation in local comprehensive planning
Implement "urban greening" projects	Counties, municipalities, park districts	Municipalities should build landscaping, tree cover, etc., practices into local infrastructure projects they undertake, and also review the potential to include requirements for them in new development through local ordinances
Implement urban farms and community gardens	Municipalities, park districts	Urban farming may be more appropriate than recreational parks in some circumstances
Implementation Action Area #3: Harmonize Actions by State and Local Governments with Natural Resource Protection		
Adopt progressive conservation design ordinances	Counties, municipalities	Local governments should require or at least encourage conservation design, resulting in the legal protection of a significant portion of the site through a conservation easement
Emphasize the protection of the green infrastructure network in local comprehensive plans	Counties, municipalities	A municipality should specifically identify areas preferred to serve as parks, greenways, and natural areas as part of its comprehensive plan
Protect natural resources in transportation corridors and focus compensatory mitigation into the green infrastructure network	Federal (U.S. ACE), state (IDOT, Tollway), CMAP, forest preserve and conservation districts	Require that compensatory wetland mitigation occur within the green infrastructure network
Limit urban infrastructure expansion within the green infrastructure network	State (IEPA), CMAP, municipalities	Sewer service should not be permitted in especially sensitive areas of the green infrastructure network
Implementation Action Area #4: Increase Funding to Achieve the Level of Park Provision and Land Conservation		
Secure additional dedicated state open space funding	State (IDNR), nonprofits	Secure new dedicated funding for open space acquisition, potentially including set-aside for NE IL
Stop diverting revenues from IDNR	State (General Assembly, IDNR)	Diverting the Illinois RETT and raiding the IDNR budget for other state priorities must cease
Increase involvement by private landowners in conservation activities	State (General Assembly), federal (Congress)	Private land conservation activities must play an increasingly important role in NE IL, but the state should provide incentives to encourage this, such as a state income tax credit for the donation of a conservation easement. Federal tax incentives should be strengthened and extended.
Build capacity in private conservation organizations	Land Trust Alliances, CW, Openlands, and others	Additional technical and administrative capacity needs to be built up at land trusts.
Support direct federal investment in open space	Federal (Congress, U.S. FS)	Direct federal investment in open space in the region is an important form of funding that could be expanded

	GO TO 2040	
	Lead Implementers	**Description - Key Components**
Increase funding for federal open space grant programs	Federal (Congress)	The federal Urban Park and Recreation Recovery (UPARR) program has not been funded since 2002
Implementation Action Area #5: Treat Management Needs as an Important Part of Landscape Preservation		
Restore open space within the green infrastructure network to natural land cover and hydrology and commit to long-term management	Forest preserve and conservation districts, land trusts, state (IDNR), utilities	Restore open space within the green infrastructure network to natural land cover and hydrology and commit to long-term management
Devise and commit to a system to prioritize restoration needs based on regional criteria	State (INHS, IDNR), CMAP, forest preserve and conservation districts, nonprofits	It is not yet clear which areas are most important for restoration from a regionwide standpoint.
Consider purchase of agricultural land as an interim link in the green infrastructure network	Forest preserve and conservation districts, counties	Consider purchase of agricultural land as an interim link in the green infrastructure network
Support efforts to provide adequate operating budgets for implementing agencies	State (General Assembly), CMAP, nonprofits	Reevaluate statutory restrictions on the ability of park districts and forest preserve and conservation districts to raise property taxes to manage the lands they acquire
Promote Sustainable Local Food		
Implementation Action Area #1: Facilitate Sustainable Local Food Production		
Support urban agriculture as a source of local food	Federal (USDA, U.S. EPA), state (Dept. of Agriculture, IDPH, IEPA), counties, municipalities, nonprofits	Local governments should simplify and incentivize the conversion of vacant and underutilized lots, spaces, and rooftops into agricultural uses
Continue and expand farmland protection programs	Counties, forest preserve and conservation districts, municipalities, park districts, land trusts	The region's local governments should maintain and improve their current farmland protection programs and develop new programs where needed
Encourage revisions of federal policy to promote local food	Federal (USDA)	Farm and food policies and food regulations at the federal level should be reassessed to accommodate local and small farm operations
Support local food production through other institutional support and procurement processes	State agencies and institutions, wholesale farmers, University of Illinois Extension	A procurement process for state institutions that favors local foods could bolster the local foods economy by creating a stable demand for local food
Implementation Action Area #2: Increase Access to Safe, Fresh, Affordable, and Healthy Foods		
Increase community access to fresh food through demonstration programs	Federal (USDA), state (DCEO), counties, municipalities, philanthropic, private investors, banking institutions	Support and expand various demonstration programs for providing better food access in food deserts
Implement fresh food financing initiatives	Federal, state, counties, municipalities, Illinois Food Marketing Task Force, philanthropic, private investors, traditional lending institutions	Illinois should replicate the Pennsylvania Fresh Food Financing Initiative, which used state funding to spur private investment in supermarket and fresh food outlet projects in underserved areas
Link hunger assistance programs to local foods	Federal (USDA), state (Dept. of Agriculture), public health organizations, food pantries, individual farmers' markets	Resources such as grants and loans should be provided to support partnerships between hunger assistance programs and local food production

	GO TO 2040	
	Lead Implementers	**Description - Key Components**
Implementation Action Area #3: Increase Data, Research, Training, and Information Sharing		
Build regional nonprofit capacity to local foods systems	Nonprofits, philanthropic	Identify and support a nonprofit regional food entity
Improve data collection and research on local food production, distribution, and other needs	State, CMAP, counties nonprofits, universities, philanthropic	CMAP should work with neighboring MPOs to accelerate effective planning and regional food systems development
Provide training and information sharing	Universities, community colleges, other education and training providers, philanthropic, local businesses and restaurants	Local food training and technical assistance programs for farmers and laborers should be provided to assist in the transition to local food production
Provide technical assistance to incorporate local food systems in comprehensive plans and ordinances	CMAP, counties, municipalities, nonprofits	Assist government officials and planners to incorporate local foods and agricultural protection into comprehensive plans and ordinances

HUMAN CAPITAL

	GO TO 2040	
	Lead Implementers	**Description - Key Components**
Improve Education and Workforce Development		
Implementation Action Area #1: Improve Coordination Between Education, Workforce Development, and Economic Development		
Prepare assessment reports on cross-system coordination	Nonprofits, philanthropic	Reports on freight and energy industries, among others, including recommendations, setting common goals, and pursuing pilot projects
Expand on successful workforce development coordination programs	State (DCEO), community colleges, Workforce Investment Boards, economic development organizations	Expand initiatives such as CWIC, Shifting Gears, and Critical Skills Shortage
Strengthen role of workforce intermediaries - including community colleges, universities, proprietary schools, apprenticeship programs, vocational programs, community based organizations, Workforce Investment Boards, and Workforce Investment Act affiliates	Community colleges, nonprofits, other education, workforce, and economic development groups	Expand programs that have succeeded at individual educational institutions and training providers to be applied broadly across the region
Collect, compile, and publicize career pathways analyses	Community colleges, nonprofits, philanthropic	Identify existing analyses for career pathways, or programs of education and training that prepare students for future employment in a certain field
Implementation Action Area #2: Data and Information Systems		
Launch and continually improve the Regional Indicators Project website	CMAP, Chicago Community Trust	Develop and maintain a website that describes the tracking indicators and allows users to tabulate, graph, or map this information
Identify additional data sources concerning education and workforce, including existing data and newly developed or innovative data measures	State (IDES, DCEO), CMAP, higher education institutions and community colleges	Analyze existing education and workforce information and data sources
Expand the CWICstats system to cover the region	CMAP, CWICstats leaders, WIBs, education institutions, workforce providers	Work with stakeholders to scope out barriers to expanding CWICstats
Expand the Student Information System beyond K-12 education	State (ISBE), early childhood educators, higher education institutions, workforce providers	Implement the Student Information System to track student performance over their educational careers
Create measures of school readiness to improve early childhood education programs	State (ISBE), early childhood educators	Create a measure of school readiness for students entering kindergarten
Implementation Action Area #3: Improve Delivery of Workforce Development Services		
Increase the flexibility and federal funding for workforce development and increase flexibility of State discretionary workforce funds	Federal, state (DCEO), WIBs, workforce providers	Modify the requirements of WIA funding to allow workforce boards to exercise more flexibility in how these funds are used
Investigate the use of other funding sources for workforce development	Nonprofits, philanthropic	Explore the use of more flexible funding sources such as CDBGs to be used more extensively for workforce development

	GO TO 2040	
	Lead Implementers	**Description - Key Components**
Monitor impact of more flexible funding and communicate outcomes	Federal, workforce providers	Routine and regular monitoring of effectiveness in meeting regional goals
Strengthen community-focused provision of workforce services	State (DCEO, Governor's Office), community based organizations, business community, WIBs, other workforce funders	Continue offering workforce development services through community-based organizations
Support Economic Innovation		
Implementation Action Area #1: Improve Data and Information Systems		
Evaluate the success of state innovation programs and financial incentives	State (DCEO, and other relevant agencies)	Evaluate the history and impacts of state programs, including ITEC, Innovation Challenge grants, and IEN
Collect data relative to innovative business starts and closures in the region	CMAP, WBC, InnovateNow, IDES	CMAP should measure the number of new innovation start-up firms and jobs created
Collect and analyze other pertinent data related to innovation outcomes	CMAP, WBC, InnovateNow, CMRC, IDES, additional outside experts	CMAP can serve a vital role as a central repository for the collection of data related to innovation, and should consider how to best measure success through this data
Research and redesign technology transfer evaluation criteria	State (DCEO), technology transfer programs at universities and other institutions	Alternative metrics that better reward commercialization of new innovations should be explored
Implementation Action Area #2: Nurture the Region's Industry Clusters		
Form coalitions around the region's vital industry clusters to organize regional strategies and obtain public and/or private funding	State (DCEO), CMAP, local governments, nonprofits (Chicagoland Chamber, CMC, MEGA, WBC), Chicago Fed, workforce boards, philanthropic, private sector	The region should use its various clusters of regional specialization as an overarching organizing framework for future coordination, collaboration, and proactive initiatives
Perform a "drill-down" analysis into specific established industry clusters, including freight/logistics, advanced manufacturing, and biotech/biomed, as well as emerging clusters such as green technology and energy	CMAP, Chicago Fed, regional leaders or coalitions around industry clusters	CMAP should direct research toward "drilling down" into specific industry clusters
Implementation Action Area #3: Increase the Commercialization of Research, Target Investment Decisions, and Pursue New Funding Opportunities		
Bolster or reinstitute successful state programs which assist entrepreneurs and create linkages between researchers and the private sector	State (General Assembly, DCEO)	State elected officials should bolster or reinstitute state programs with a track record of success in assisting entrepreneurs with critical business startup and marketing needs, locating pre-seed and early stage financing, furthering technical or managerial skills, and assisting with new product development and marketing
Re-institute the Illinois Innovation Challenge Matching Grant program	State (General Assembly, DCEO)	Some version of the Innovation Challenge Matching Grant program should be reinstated to provide matching funding for federal SBIR and STTR recipients

	GO TO 2040	
	Lead Implementers	**Description - Key Components**
Explore the creation of a major new venture capital fund, at the regional or mega-regional level	State (Governor's Office, DCEO), the business community, the Federal Research Bank of Chicago, nonprofits, I2A fund, philanthropic	A new venture capital fund should be created to help investors and entrepreneurs create and grow profitable businesses
Create a more robust national innovation policy	Federal (Congress)	Provide more incentives for public/private collaboration around innovation
Implementation Action Area #4: Create a Culture of Innovation		
Research, compile, and publicize examples of successful innovation	State (DCEO), nonprofits (Chicagoland Chamber, CMC, MEGA, WBC), philanthropic, private sector, universities	Innovation success stories should be collected and publicized
Expand and link innovation related training	Nonprofit (Chicagoland Chamber, MEGA, WBC), universities	Expand conferences and educational programs to reach wider audiences
Reorient philanthropic giving toward innovation	Philanthropic	Focus the region's foundations on economy and innovation
Identify opportunities for state and local regulatory reform and modernize local ordinances	State (DCEO), municipalities, nonprofits (Chicagoland Chamber, MEGA, WBC), the business community	Review and implement reforms in existing state and local regulations, especially in areas of rapidly changing technology and changes in federal regulation

EFFICIENT GOVERNANCE

	GO TO 2040	
	Lead Implementers	**Description - Key Components**
Reform State and Local Tax Policy		
Implementation Action Areas		
Create a task force	CMAP	Create a task force, including local governments, academic experts, civic organizations, and the business community
Evaluate state and local revenue sharing criteria with particular emphasis on the sales tax	Task Force, CMAP Board, State, counties, municipalities	Evaluate state/local revenue sharing criteria including the sales tax, income tax, PPRT, and the MFT
Evaluate property tax classification and the property tax extension limitation law	Task Force, CMAP Board, State, Cook County	Evaluate the property tax classification system in Cook County and propose reform, where appropriate
Evaluate expanding the sales tax to the service sector	Task Force, CMAP Board, State	Evaluate the impacts of extending the sales tax to some services
Evaluate the efficiency and equity of the state income tax	Task Force, CMAP Board, State	Evaluate the impacts of graduating the state income tax by applying marginal rates for different tax brackets
Evaluate the various ramifications of local tax capacity	Task Force, CMAP Board, State, counties, municipalities	Evaluate the overall equity impacts of the tax system in northeastern Illinois
Improve Access to Information		
Implementation Action Area #1: Launch the Regional Indicators Project's MetroPulse Website		
Launch the Regional Indicators Project's MetroPulse website	CMAP, Chicago Community Trust	In collaboration with the Trust, CMAP will roll out a website that describes the tracking indicators
Continually improve the usability of the Regional Indicators Project's MetroPulse website	CMAP, Chicago Community Trust	A MetroPulse iPhone app will be made available to the public
Train stakeholder groups in the use of the MetroPulse website	CMAP	CMAP will develop dual training/focus group sessions to help maximize the utility of the existing website for target user groups
Prepare biennial Regional Indicators Project reports	CMAP, Chicago Community Trust	Every two years, produce a report that summarizes the current state of the indicators
Implementation Action Area #2: Develop Regional Best Practices		
Increase the number of datasets shared by governments in the region with the public	CMAP	Develop a data warehouse with architectural flexible enough to store any new dataset that may arise in the foreseeable future
Enhance the region's data warehouse	CMAP	Continue to maintain, update, and expand the region's data warehouse

	GO TO 2040	
	Lead Implementers	**Description - Key Components**
Define best practices for regional data sharing and transparency	CMAP	Convene a working group of willing governmental and nonprofit data providers to lead the development of policy briefs, reports and analyses based on a continuous assessment of existing conditions in our own region and in comparison with best practices identified across regions
Implementation Action Area #3: Provide Direct Technical Assistance and Conduct Data Sharing Pilot Programs		
Develop and distribute data visualization tools to better inform decision making	CMAP	Expand and improve CMAP's data APIs so that partners can easily tap into the CMAP database using server-to-server links
Develop pilot programs	CMAP	Conduct a pilot program to provide comprehensive technical assistance to one department from each of the following government entities: the state, one county, one municipality, and one regional transportation agency
Commit to increasing access to information through data sharing and transparency	State (various agencies), counties, municipalities	Post all administrative data online in either database or spreadsheet file formats
Creating a mechanism to facilitate data sharing	CMAP	Create a data portal for every county and municipality in the region, based on the Regional Indicators Project engine
Increasing the accessibility of data and encouraging innovation	CMAP	Continue on the path of tooling our data engine to support mobile applications
Pursue Coordinated Investments		
Implementation Action Area #1: Take a Regional Approach to Federal and State Investment		
Realign current programmatic and review responsibilities, both in transportation and non-transportation areas, to support GO TO 2040	CMAP	CMAP's programming activities should, as far as possible, be oriented toward implementing GO TO 2040. Specifically identifies UWP, CMAQ, STP, FPA, and DRI.
Continue to lead regional efforts in implementing federal and state investments	CMAP	CMAP should seek a greater role in leading regional responses to some funding opportunities and, where appropriate, drive more efficient, effective, and collaborative programming decisions
Identify linkages and opportunities for regional collaboration around federal and state funding sources; engage local governments on these issues	CMAP, nonprofits, philanthropic	The longer term goal of the RACC should be to identify and support opportunities for regional collaboration around future federal and state funding opportunities
Incent regional decision-making and empower regional institutions	Federal (U.S. DOT, U.S. EPA, HUD, EDA, DOE), state (IDOT, IHDA, DCEO)	Through challenge grants or similar mechanisms, incent regions to create partnerships across state and local governments, business and civic organizations, and other groups for strategic implementation or capital investment activities
Support a more robust investment in comprehensive planning	Federal (U.S. DOT, U.S. EPA, HUD, EDA, DOE), state (IDOT, IHDA, DCEO)	Support a more robust investment in comprehensive planning

	GO TO 2040	
	Lead Implementers	**Description - Key Components**
Implementation Action Area #2: Reform State and Federal Policies and Programs		
Harmonize state and federal grant and program requirements to support more comprehensive approaches to policy decision and capital investments	Federal (U.S. DOT, U.S. EPA, HUD, EDA, DOE), state (IDOT, IHDA, DCEO)	State agencies should coordinate policies and programs in same manner as recent federal initiatives
Modify certain apportionment formulas, project selection criteria, and grant requirements that may be helping to cause unintended outcomes	Federal (U.S. DOT, U.S. EPA, HUD, EDA, DOE), state (IDOT, IHDA, DCEO)	State and federal agencies should revise funding formulas, including but not limited to 55/45 split, open space grant programs, and New Starts, to achieve more optimal and transparent policy outcomes
Focus metropolitan policy analysis and outreach on improving and empowering existing regional institutions	Nonprofits, philanthropic	Policy research organizations should focus more energy analyzing and advocating for improving and empowering existing regional institutions, through federal legislation
Implementation Action Area #3: Support Efforts to Consolidate Local Services		
Analyze the fiscal, efficiency, and other consequences of sharing or consolidating local services	MMC, COGs, municipalities	MMC should continue research efforts and make specific recommendations
Analyze the effects of consolidating local governments, with a special focus on the township system	MMC, COGs, municipalities	COGs or counties should analyze the costs and benefits of consolidation

REGIONAL MOBILITY

	GO TO 2040	
	Lead Implementers	**Description - Key Components**
Invest Strategically in Transportation		
Implementation Action Area #1: Find Cost and Investment Efficiencies		
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 prioritize over major expansion projects
Develop and utilize transparent evaluation criteria for the selection of projects, particularly ones adding capacity	State (IDOT, Tollway), CMAP, RTA, Metra, Pace, CTA	IDOT, CMAP, and the transit agencies should coordinate on the use of well defined criteria and evaluate existing quantitative models for their degree of rigor and robustness
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 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
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
Identify methods and technologies to improve operational efficiency of the transit system	RTA	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
Revise the federal "New Starts" program for transit	Federal (U.S. DOT)	The criteria for federal New Starts grants should be expanded to support reinvestment in existing infrastructure rather than solely new expansions
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
End the "55/45" split for Illinois transportation dollars and make investment decisions based on metrics of need	IDOT	Transparent performance driven criteria should be used to drive investments rather than an arbitrary split
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
Implementation Action Area #2: Increase Motor Fuel Taxes in the Short Term, and Institute a Replacement in the Long Term		
Implement an eight cent increase of the state's motor fuel tax and index it to inflation	State (General Assembly)	Implement an eight cent increase of the state's motor fuel tax and index it to inflation
Implement an increase of the federal motor fuel tax and index it to inflation rate	Federal (Congress)	Implement an increase of the federal motor fuel tax and index it to inflation rate
Conduct a detailed study of potential gas tax replacement revenue mechanisms, particularly "pay-as-you-drive" fees like a vehicle miles	Federal (U.S. DOT), CMAP	Conduct a detailed study of potential gas tax replacement revenue mechanisms, particularly "pay-as-you-drive" fees like a vehicle miles

	GO TO 2040	
	Lead Implementers	**Description - Key Components**
traveled fee		traveled fee
Implementation Action Area #3: Implement Congestion Pricing on Select Road Segments		
Complete operational study of the potential congestion pricing projects	State (IDOT, Tollway), CMAP	Complete operational impact study on I-90/94 Kennedy Reversibles, I-90 Jane Addams, and I-55 Stevenson
Implement congestion pricing projects	State (IDOT, Tollway), CMAP, RTA, Pace, CTA, CDOT	Implement congestion pricing projects, prioritizing I-90 and I-55 add lanes
Fund supportive transit projects with revenues generated	State (IDOT, Tollway), RTA, Metra, Pace, CTA	Congestion user fees will be used to fund increased transit services
Fund arterial improvements with revenues generated	State (IDOT, Tollway), counties, municipalities	Congestion user fees will be used to fund arterial improvements
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	Conduct further study of congestion pricing and managed lanes strategies with special attention paid to major capital projects
Implementation Action Area #4: Implement Pricing for Parking		
Conduct detailed studies on potential parking pricing projects	CMAP, municipalities	Identify potential locations where pricing for parking could be implemented and study the potential effects
Implement parking pricing, including variable pricing parking projects	Municipalities	Local governments should implement parking pricing and collect the revenues
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
Implementation Action Area #5: Find Other Innovative Finance Mechanisms		
Pass general state enabling legislation for public private partnerships	State (General Assembly, IDOT, Tollway)	Pass general state enabling legislation for public private partnerships
Provide objective analysis of potential projects and strategies	CMAP	CMAP can provide objective analysis on potential projects and the different finance models available to state, local, and private agencies
Consider public private partnerships in project development	State (IDOT, Tollway), CMAP, RTA	Agencies should consider the use of PPPs on a project-by-project basis
Conduct detailed value capture studies	RTA, CMAP	The region needs to consider different value capture techniques for potential new or expanded transit infrastructure projects
Increase Commitment to Public Transit		
Implementation Action Area #1: Improve the Fiscal Health of Transit		
Strengthen RTA efforts on financial oversight	RTA, CTA, Metra, Pace	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
Direct a portion of congestion/parking pricing revenues to transit	State (IDOT, Tollway), RTA, counties,	The revenues from congestion pricing and parking pricing should be

	GO TO 2040	
	Lead Implementers	**Description - Key Components**
	municipalities	used in part for supportive transit services
Use other innovative funding sources	State (IDOT, Tollway), CMAP, RTA, CTA, Metra, Pace, counties, municipalities	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
Revise the federal "New Starts" program for transit	Federal (U.S. DOT)	The criteria for federal New Starts grants should be expanded to support reinvestment in existing infrastructure rather than solely new expansions
Implementation Action Area #2: Modernize the Region's Transit System		
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
Adopt best practices in new technologies	State (IDOT), RTA, CTA, Metra, Pace, counties, municipalities	Use technological improvements to make the system more efficient
Widely implement traveler information systems	RTA, CTA, Metra, Pace	Pursue the widespread implementation of traveler information systems
Consider user perception in vehicle purchases, and station design	RTA, CTA, Metra, Pace	Invest in improvements that make transit more attractive to potential users
Establish seamless coordination between modes	RTA, CTA, Metra, Pace, counties, municipalities	Coordinate services and fares between service boards, including pursuit of a universal fare payment system
Implementation Action Area #3: Pursue High-Priority Projects		
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
Include transit components as part of major highway capital projects	State (IDOT, Tollway), RTA, CDOT, CTA, Metra, Pace	Include planning for transit within highway projects recommended in the plan
Implement high-priority transit projects	RTA, CDOT, CTA, Metra, Pace	Advance recommended projects through the federal New Starts program or other discretionary funding programs
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
Improve evaluation measures and decision-making processes	CMAP, RTA, CTA, Metra, Pace	CMAP should work with the RTA to develop improved transportation models that effectively measure the benefits of a variety of types of transit projects
Increase federal investment in high-speed rail	Federal (U.S. DOT, Congress)	Continued federal commitment to high-speed rail is necessary. The region's Congressional representatives should make this a high priority, as should U.S. DOT staff. Federal funding for HSR should not come at the expense of funding for transit
Link high-speed rail with regional transit and land use planning	RTA, CDOT, CTA, Metra, Pace, counties, municipalities	Advance the West Loop Transportation Center
Implementation Action Area #4: Conduct Supportive Land Use Planning		
Align funding for planning and ordinance updates	State (IDOT, DCEO, IHDA), RTA, CMAP, counties, municipalities,	CMAP, IDOT, and RTA should coordinate funding programs to fund local plans and ordinance updates

	GO TO 2040	
	Lead Implementers	**Description - Key Components**
	philanthropic	
Identify and exploit additional opportunities for transit oriented development	CMAP, RTA, CTA, Metra, Pace, counties, municipalities, nonprofits	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
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
Plan for land use specifically around major transit capital projects	CMAP, RTA, CTA, Metra, counties, municipalities	Prepare land use plans around sites for GO TO 2040 MCPs
Plan for land use specifically around BRT projects	CMAP, RTA, CTA, Metra, counties, municipalities	Study the best way to conduct land use planning to support BRT services which may be part of GO TO 2040 MCPs
Promote housing affordability near transit	Counties, municipalities	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
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
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
Create a More Efficient Freight Network		
Implementation Action Area #1: Create a National Vision and Federal Program for Freight		
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
Implementation Action Area #2: CREATE Rail System Improvements		
Build a larger national coalition to support CREATE	Federal (Congress, U.S. DOT), state (General Assembly, IDOT), Amtrak, Metra, CMAP, municipalities, freight railroads	The importance of CREATE needs to be communicated to stakeholders throughout the country
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
Prioritize and implement the CREATE program	Federal (Congress, U.S. DOT), state (General Assembly, 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
Develop the next phase of rail improvements	State (IDOT), Metra, CMAP,	Develop a CREATE II program

	GO TO 2040	
	Lead Implementers	**Description - Key Components**
	municipalities, freight railroads	
Implementation Action Area #3: Regional Trucking Improvements: Truckways, Truck Routes, Delivery Time Management, and Restrictions		
Identify opportunities for dedicated freight corridor systems	State (IDOT, Tollway), Freight Authority, CMAP, municipalities	Identify appropriate facilities and corridors in order to improve safety and increase efficiencies through separating large trucks and passenger vehicles
Implement dedicated and managed truckways	State (IDOT, Tollway), Freight Authority, CMAP, municipalities	Preserve ROW in potential corridors, engage in feasibility studies and, if appropriate, preliminary engineering and construction
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
Catalog and update the region's truck routes	State (IDOT), CMAP, counties, municipalities	Analyze and map existing truck routes, identify gaps
Address delivery times and parking restrictions	Counties, municipalities	Assess local delivery times and parking restrictions
Implementation Action Area #4: Organization and Public Policy		
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
Conduct further study to implement use fees or container charges	State (IDOT, Tollway), CMAP, counties, municipalities, freight carriers	The region should actively study various methods to collect user fees on container shipments as potential revenue sources
Implementation Action Area #5: Integrating Freight Needs and Financing into Infrastructure Provision		
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
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

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MEMORANDUM

To: **CMAP Transportation Committee**

From: CMAP staff

Date: September 13, 2013

Re: GO TO 2040 Financial Plan Update Scope and Revenue Trends

Federal regulations require that CMAP update the region's financial plan for transportation every four years. Federal statute requires a financial plan that demonstrates the resources from public and private sources that are reasonably expected to be available to carry out the region's transportation plan. GO TO 2040 includes a financial plan totaling $385 billion over the 30-year plan period. During the plan update process, CMAP will revise the revenue and expenditure forecasts and develop an overall funding allocation over a 2015 – 2040 planning horizon.

Financial Plan update summary

GO TO 2040 included revenue forecasts totaling $350.4 billion in core revenues and $34.6 billion in reasonably expected revenues over the 2011 – 2040 planning period. Core revenue forecasts include current sources of federal, state, and local revenues for the construction, operation, and maintenance of the current roadway and transit system over the planning period. Reasonably expected revenues include new or increased revenue sources that are included based on current judgment of the future political and policy climate. In GO TO 2040, reasonably expected revenues totaled $34.6 billion, and included a variety of revenue enhancements, such as increasing the state motor fuel tax by eight cents and indexing it to an inflationary measure. The $385 billion in core and reasonably expected revenues was allocated as follows:

Table 1: GO TO 2040 financial plan for transportation funding allocation

Transit operating expenditures	$116.7 billion
Highway operating expenditures	$56.9 billion
Safe and adequate capital maintenance for transit	$31.6 billion
Safe and adequate capital maintenance for highway	$127.5 billion
Subtotal expenditures for operations and safe and adequate maintenance	**$332.7 billion**
State of good repair and systematic enhancements to the transportation system	$41.8 billion
Major capital projects	$10.5 billion
Total expenditures	**$385 billion**

The following is a summary of the major components of the financial plan update process, including meetings where CMAP's Transportation Committee will be presented with updates.

Revenue and expenditure forecasting
CMAP staff will develop revenue and expenditure forecasts in conjunction with transportation implementers such as IDOT, the Tollway, the RTA, and various local units. Forecasts will include core and reasonably expected revenues, as well as expenditures for operations and safe and adequate capital maintenance of the transportation system. Draft forecasts will be presented to Transportation Committee for feedback at the November 15, 2013 meeting and final forecasts will be presented at the January 17, 2014 meeting.

Financial plan funding allocation
Draft funding allocations will be presented to the Transportation Committee at the January 17, 2014 meeting for feedback. The final funding allocation will be presented at the March 7, 2014 Transportation Committee meeting. Feedback on the allocation will also be sought from the Regional Coordinating Committee and the MPO Policy Committee.

The entire GO TO 2040 update, including the financial plan, will be released for public comment in June of 2014. In October 2014, the CMAP Board and MPO Policy Committee will vote on the approval of the GO TO 2040 update, including the financial plan.

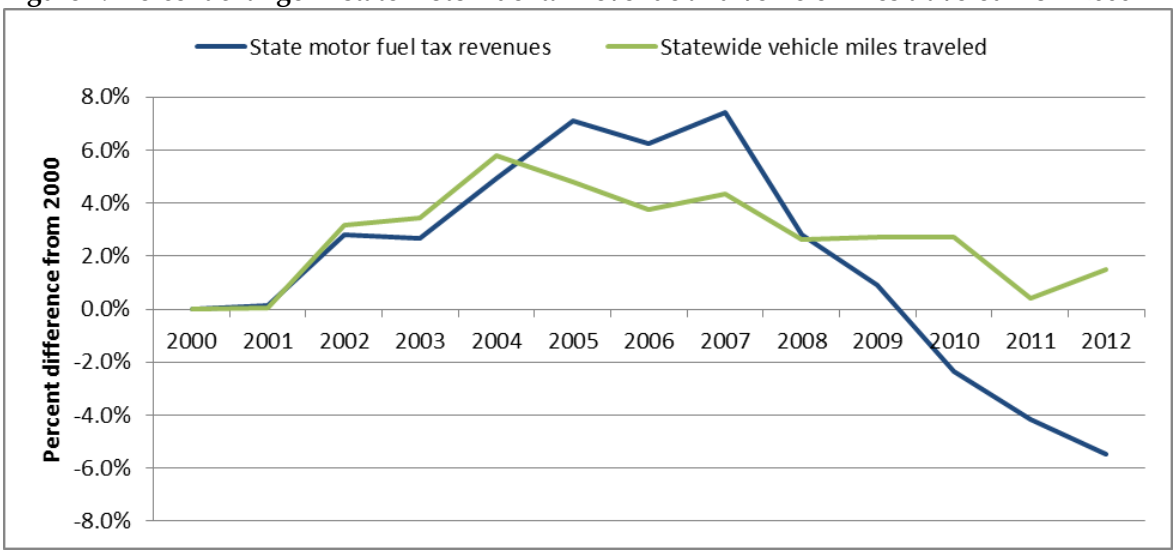
Revenue Trends

As part of the financial plan update process, recent policy changes and implementations undertaken by federal, state, and local entities will be analyzed. At the federal level, new vehicle fuel economy standards were issued in 2012 that have the potential to affect motor fuel tax (MFT) revenues. In addition, a new federal transportation reauthorization bill was enacted in 2012. Locally, toll rates and transit passenger fares were raised. This section will summarize some of these changes and will illustrate revenue levels.

State Motor Fuel Tax
Based largely on historical receipts over the prior 20 years, the GO TO 2040 forecast estimated that state MFT revenues would grow at an annual rate of 1 to 1.4 percent, which is below the rates of inflation and of expected growth in construction costs. As a near-term solution to this funding problem, GO TO 2040 recommended that the state MFT be increased by eight cents and indexed to an inflationary measure.

However, 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. In fact, vehicle miles traveled and state MFT revenues have followed similar paths in the past, but in recent years, MFT revenues have been declining faster. State MFT revenues were 5.5 percent lower in 2012 than in 2000. At the same time, GO TO 2040 forecasted that MFT revenues to the region would be 19 percent greater in 2012 than in 2000. The following chart compares change in nominal state MFT revenues with change in statewide vehicle miles traveled between 2000 and 2012.

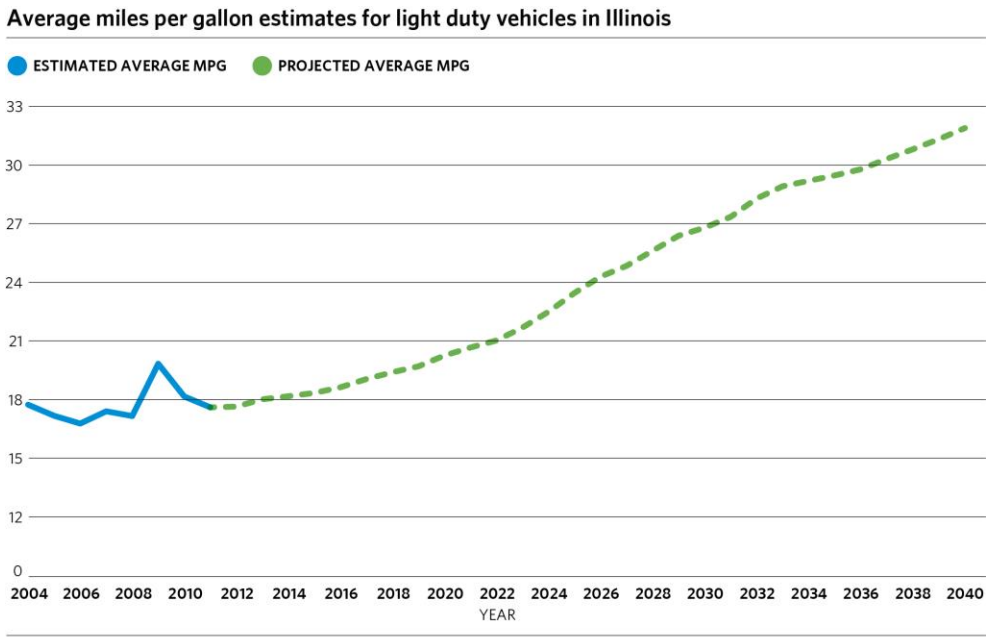
Figure 1. Percent change in state motor fuel tax revenue and vehicle miles traveled from 2000



Source: CMAP analysis of Illinois Department of Transportation data

Rising vehicle fuel economy has contributed to this decline, and will likely result in continued decline of motor fuel consumption. In 2012, the National Highway Traffic Safety Administration issued a rule finalizing higher fuel economy standards for passenger vehicles and light duty trucks. Corporate Average Fuel Economy (CAFE) standards in this rule, together with projected U.S. Environmental Protection Agency standards for carbon dioxide emissions, set the stage for a reduction in carbon dioxide emissions equivalent to 54.5 miles per gallon (MPG) for passenger cars by model year 2025.

The chart below illustrates CMAP's current estimates of the change in average MPG between this year and 2040 for light duty vehicles due to the new CAFE standards. To develop these estimates, CMAP staff considered the new MPG equivalent requirements and targets as described in the new NHTSA rule, reduced those fuel economies by 20 percent to better reflect on-road performance, and applied those fuel economies to an estimated mix of passenger cars and light trucks in the vehicle fleet. The vehicle fleet was further disaggregated by age, with appropriate fuel economies assigned to the different age groups for passenger cars and light trucks. Finally, average fuel economies were adjusted to reflect estimates of fuel economy specific to Illinois in 2011. In addition, modest increases in fuel economy for heavy-duty vehicles (e.g., trucks and buses) were also assumed to occur during the time period, although the chart below illustrates just light-duty vehicle MPG.



Note: Average MPG for 2004-11 was estimated by dividing annual vehicle miles traveled by passenger cars in Illinois by gallons of motor fuel (excluding diesel) sold in Illinois. Average MPG for 2012-40 was projected based on CAFE standards and vehicle fleet data.

Source: CMAP analysis of National Highway Traffic Safety Administration CAFE Fuel Economy Fact Sheets; Illinois Department of Transportation statistics on motor fuel tax revenues and annual vehicle miles traveled http://www.dot.il.gov/blr/mftbooklet.html and http://www.dot.state.il.us/adttravelstats.html; and U.S. Federal Highway Administration 2009 National Household Travel Survey data on the distribution of vehicles by type and age.

Over the long term, the adjusted CAFE standards may have a serious impact on state motor fuel tax revenues, as well as federal MFT revenues that accrue to the Highway Trust Fund. To illustrate, GO TO 2040 estimates $24 billion in state MFT revenues at the current tax rate during the planning horizon. This includes funding for state projects as well as disbursements to counties, townships, and municipalities in northeastern Illinois. Preliminary analysis published in a September 2012 CMAP Policy Update[1] indicated that given the tighter fuel economy standards announced over the past two years, this forecast may decline over 36 percent. This figure assumes no increase in the tax rate and is based on a number of preliminary CMAP assumptions about the changing characteristics of the vehicle fleet resulting from the new fuel standards.

Federal Revenues

Moving Ahead for Progress in the 21st Century Act (MAP-21) was passed in June 2012. MAP-21 reauthorized and financed federal transportation programs through September 2014, and included several changes from the previous federal reauthorization bill, the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Policy changes

Under MAP-21, Illinois receives an apportionment for highway funds based on its FY 2012 apportionment, which in turn is based on SAFETEA-LU funding levels. The new law includes a variety of programming changes, including the consolidation of several programs into the new Transportation Alternatives Program. This program was funded at a lower level than the

[1] CMAP, "Rising Fuel Economy Standards and Their Potential Transportation Funding Impacts," September 14, 2012, http://www.cmap.illinois.gov/policy-updates/-/blogs/rising-fuel-economy-standards-and-their-potential-transportation-funding-impacts

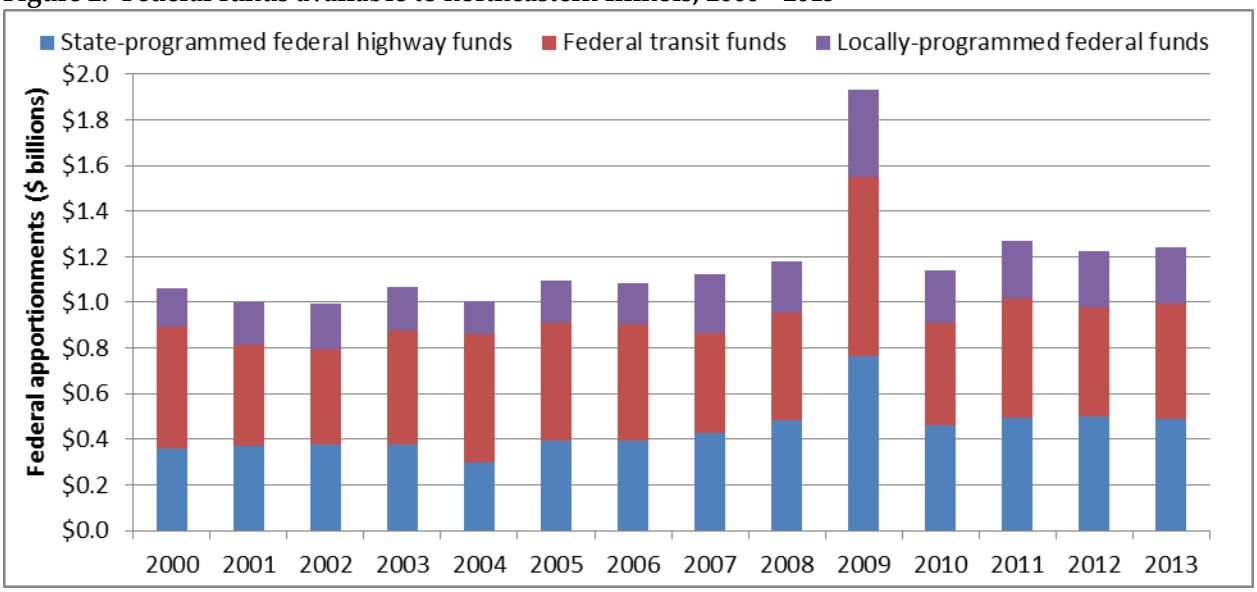
previous SAFETEA-LU programs combined, but devolves some project selection authority to metropolitan regions such as CMAP.

With regard to transit funding, the Bus and Bus Facilities Program is now a formula-based program rather than a discretionary program, the Fixed Guideway Modernization program is focused on funding state of good repair projects, and New Starts funding is expanded to include "core capacity" projects that increase capacity by at least 10 percent. These changes have the potential to benefit northeastern Illinois relative to other areas of the country. However, actual funding levels depend on the overall authorization level for MAP-21.

Funding levels

With the exception of the influx of federal funds in 2009 from the American Recovery and Reinvestment Act of 2009, overall apportionments available to the region have remained between $1.0 billion and $1.3 billion since 2000. Future funding levels and stability will depend on the form of the next reauthorization bill, as MAP-21 expires in September 2014. In addition, the solvency of the Highway Trust Fund, which is primarily funded by declining federal gas tax revenue, may affect overall authorizations for transportation funding. The following chart provides a history of apportionments estimated to be available to the region, including federal transit funds, locally-programmed funds, and state-programmed highway funds.

Figure 2: Federal funds available to northeastern Illinois, 2000 - 2013



Note: Locally-programmed funds include the local and county Surface Transportation Programs, the Congestion Mitigation and Air Quality improvement program, and the new Transportation Alternatives Program.
Source: CMAP analysis of FHWA and RTA data

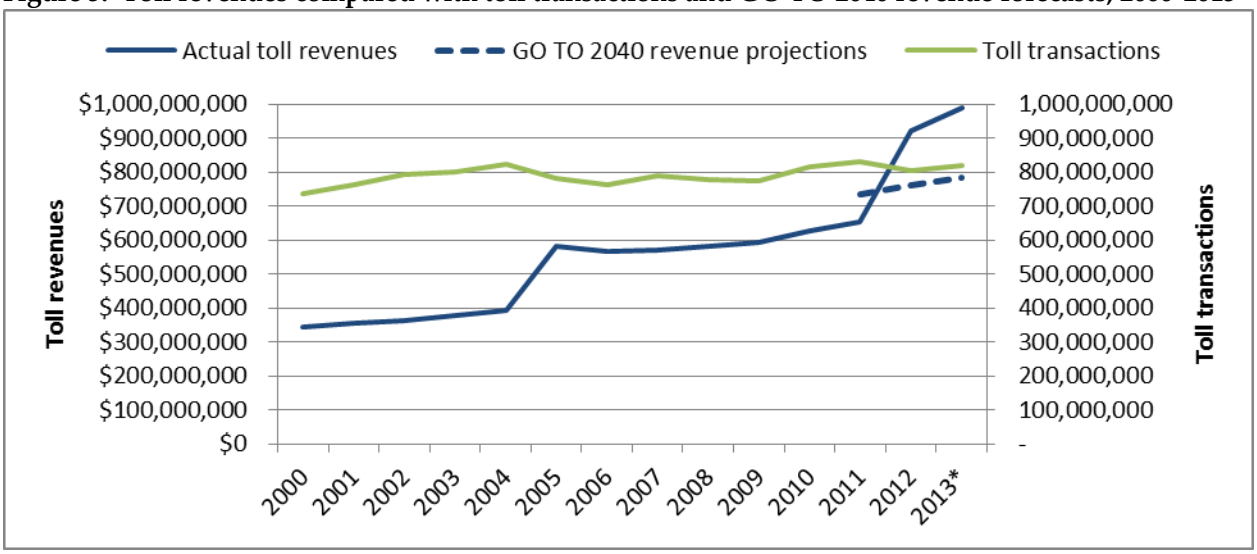
Tollway Revenue

Following the approval of GO TO 2040, the Illinois Tollway Board approved toll rate increases that raise passenger car toll rates by 87.5 percent effective January 1, 2012. Commercial vehicle tolls will gradually increase by 60 percent between 2015 and 2017. After 2017, commercial vehicle tolls will be adjusted annually based on the rate of inflation. While these increases may have resulted in more drivers using non-tolled routes, the rate increase resulted in a 41.3 percent increase in overall toll revenue between 2011 and 2012. These revenues are higher than

those forecasted in GO TO 2040, which had assumed that the toll rate structure in effect from 2005 through 2011 would be retained throughout the planning period.

The following chart compares actual toll revenues to toll transactions and GO TO 2040 revenue forecasts, which are indicated with a dashed line. The Tollway did experience a drop in passenger transactions in 2012 that coincided with the toll rate increase, but the drop was lower than anticipated at 4.3 percent. The Tollway projects that transactions will increase for 2013.

Figure 3: Toll revenues compared with toll transactions and GO TO 2040 revenue forecasts, 2000-2013

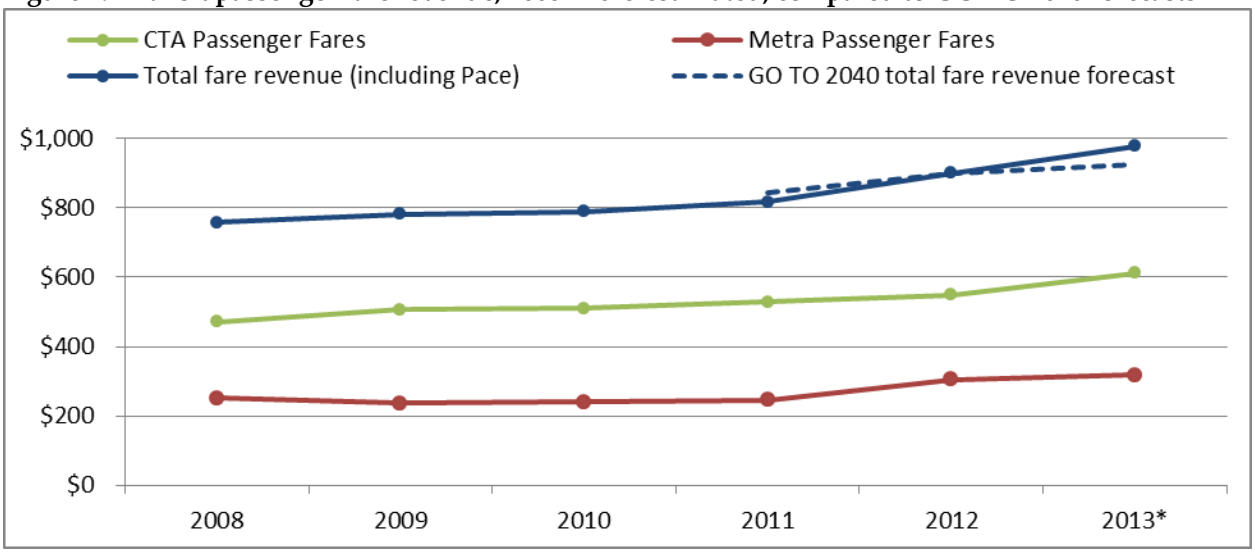


*Projected
Source: CMAP analysis of Illinois Tollway data

Transit Passenger Fares

Since the approval of GO TO 2040 financial plan, both the Chicago Transit Authority (CTA) and Metra have implemented passenger fare increases. Metra's 2012 fare increase resulted in a 25 percent increase in passenger revenue between 2011 and 2012. The CTA approved a fare increase in 2013 on all multi-ride pass types and created a higher base fare for passengers taking the Blue Line from O'Hare. This increase is anticipated to raise overall passenger fare revenue by 11.5 percent for 2013. While GO TO 2040 assumed that fares would be raised throughout the planning period, the fare increases early in the planning period mean that passenger fares are likely to be higher than forecasted in GO TO 2040. The following chart illustrates fare revenue for CTA and Metra, as well as total fare revenue since 2008 across the region's entire system, in comparison to GO TO 2040 revenue forecasts.

Figure 4: Transit passenger fare revenue, 2008 - 2013 estimated, compared to GO TO 2040 forecasts



*Projected

Source: CMAP analysis of Regional Transportation Authority data

Conclusion

Overall, there have been several major changes with regard to some of the major transportation revenues forecast for northeastern Illinois. Some of these changes may result in more revenue for northeastern Illinois between now and 2040, while other changes may mean less revenue. Over the coming weeks, CMAP staff will look at how these changes will affect revenue forecasting trends and methodology.

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MEMORANDUM

To: **CMAP Working Committees**

From: CMAP Staff

Date: September 2013

Re: Criteria for selecting projects for Transportation Alternatives funding

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Moving Ahead for Progress in the 21st Century (MAP-21) created a new Transportation Alternatives program (TAP) by consolidating the Transportation Enhancements, Safe Routes to School and Recreational Trails programs. Metropolitan Planning Organizations (MPOs) with populations over 200,000 were given 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 projects by holding an abbreviated call for projects in summer 2013. Bicycle and pedestrian projects that were submitted for consideration in the FY 14 – 18 Congestion Mitigation and Air Quality (CMAQ) program are also being considered for funding under TAP without requiring a separate application. Staff intends to have a program of projects for consideration by the CMAP Board and the Policy Committee at their January 2014 meetings.

The TAP call for projects was open from July 19 to August 20 and yielded 11 proposals. In addition, 28 projects from the earlier CMAQ call were not funded under that program, bringing the universe of projects for consideration to 39. Staff is now seeking committee input on the criteria with which to evaluate proposals. Two screening criteria will be applied based on earlier direction from CMAP committees. First, projects must have substantially completed Phase I engineering by October 15, 2013, meaning that either IDOT has granted design approval or a final Project Development Report has been submitted to IDOT. Second, projects must be featured in an approved or adopted local, state, or regional plan.

The recommended evaluation criteria are as follows. With some minor modifications, they are a subset of those used previously by the Bicycle and Pedestrian Task Force in its evaluations of CMAQ projects. These criteria are intended to be simple and understandable while meaningfully distinguishing projects from one another. Data availability and the need to avoid "double-counting" benefits have also been taken into account.

- **Completion of Regional Greenways and Trails Plan**. GO TO 2040 specifically recommends prioritizing greenway trails in the programming of Transportation

Enhancements (now Transportation Alternatives) funding. GO TO 2040 also uses miles of trails completed as an indicator of plan implementation. Thus, completion of the regional trail network is an important criterion. Filling a gap in the regional trail network would score highest, followed by extending a regional trail or intersecting a regional trail. More information is available on the Greenways and Trails Plan webpage.

- **Market for facility**. Other things being equal, a better facility is one that is likely to receive more use. Other MPOs and DOTs have used the proximity of certain land uses and activity generators in their evaluations, but CMAP staff believes that the likelihood of users being drawn from these is dependent on local access conditions which are difficult to evaluate. Population and employment density in the area served by the facility is the proposed criterion for evaluating anticipated usage.

- **Facility design quality**. The design of a bicycle or pedestrian facility influences the likelihood and safety of using it. The Bicycle and Pedestrian Task Force has developed a "safety and attractiveness score" that awards points for the improvements in conditions for walking and biking that result from building a facility. More information is available in a memo on the safety and attractiveness score.

These criteria would be scored on a 100-point scale, with the three criteria above weighted equally and receiving 90 points total. The remaining 10 points would be assigned on one or more of the categories below as a "bonus:"

- **Additional consideration for project readiness.** Various points in the project development process may become bottlenecks. The requirement that projects have Phase I engineering complete removes one bottleneck, but right-of-way acquisition can also slow projects considerably. To help choose projects that are most ready to proceed, bonus points may be awarded for having no ROW to acquire or for having Phase II Engineering complete.

- **Additional match.** TAP is a small funding source. It is worth trying to leverage federal funding by giving points to projects that can provide more than the 20-percent match required by the program.

The draft scoring template would be as below:

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 (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 to acquire or Phase II Engineering complete
5	Sponsor match at least 30%
100	**Points total**

ACTION REQUESTED: Discussion.

Agenda Item No. 4.5

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
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MEMORANDUM

To: CMAP Board and Committees

From: CMAP Staff

Date: September 4, 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, 109 local projects have been initiated. Of these, 46 projects have been completed, 54 are fully underway, and 9 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	Scope was completed in August and introduced to the Village Board. A vote on the resolution is scheduled for early September. Project will get underway in mid to late September.
Antioch greenway plan (see website)	Jason Navota	Apr. 2012 – Nov. 2013	Staff assistance	Draft plan is currently being formatted for final Village and partner review. Approval process is anticipated to begin in September or October.
Bensenville comprehensive plan	Sam Shenbaga	Mar. 2013 - Feb. 2014	Staff assistance	Draft existing conditions report completed and being internally reviewed at CMAP. Report to be submitted to staff in early September. Steering Committee meeting to discuss existing conditions report scheduled for September 23. Visioning workshop scheduled for September 26 at Village Hall.
Berwyn parking study	*Lindsay Bayley*	*Oct. 2013-Sept. 2014*	*Staff assistance*	*Newly added to monthly report. Project scoping underway.*
Berwyn zoning revisions (see website)	Kristin Ihnchak	Jan. 2013 - Apr. 2014	Staff and consultant assistance	Project team has completed a recommendations memo, which has been submitted to staff and the project's Steering Committee for review.
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 draft plan is expected to be reviewed by Big Rock staff in October.
Calumet City comprehensive plan	Jack Pfingston	June 2013-May 2014	Consultant assistance	Steering committee formed but first meeting was delayed; expected to meet in mid-September. Data collection is underway and key stakeholder interviews have been held.
Centers for New Horizons local food survey	Sef Okoth	Nov. 2012 – Sept. 2013	Staff assistance	Staff summarized the focus group discussions and refined the draft study report. External review of the draft report is expected in September.
Chicago "Green Healthy Neighborhoods" in Pilsen and Little Village	Evy Zwiebach	Oct. 2013-Mar. 2015	Staff assistance	Project scoping and selection of contractors to assist with outreach are ongoing. Health Impact Assessment for the Fisk and Crawford sites, an associated but independent project, is underway.
Chicago Heights comprehensive plan (see website)	Kendra Smith	Apr. 2013-Mar. 2014	Staff assistance	Existing conditions analysis is underway, with a draft expected mid-September.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Chicago Housing Authority LeClaire Courts redevelopment	Sef Okoth	Aug. 2012-Sept. 2013	Consultant assistance	URS is winding up a draft study report to be reviewed by CMAP, CHA and transit agencies in September. A schedule for project closeout activities has been developed that includes meetings to review the report.
Chinatown neighborhood plan (see website)	Stephen Ostrander	Apr. 2013-Apr. 2014	Staff assistance	Completed draft existing conditions report. Conducted more key person interviews with stakeholders in Chinatown. Held several workshops with English as a Second Language students at the Pui Tak Center; over 300 students (representing a wide variety of backgrounds, ages, economic status, and educational attainment) provided feedback on a comprehensive range of topics through Chinese language questionnaire prepared by CMAP. Interactive online Chinese language questionnaire created. Shorter canvassing questionnaire continued to be used by community volunteers to survey the general public on the street in Chinatown. Detailed survey prepared for interviews with business merchants during September.
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	Staff continues to work with the County on project kickoff, including initial data gathering and analysis. Steering committee members are being solicited from the COGs, following up on a meeting in July.
Cook County Forest Preserve District trail counts and policy report	Trevor Dick	Apr.-Nov. 2013	Staff assistance	Staff has provided CCFPD staff with a draft report which analyzes the survey results and one of the future trail connection case studies. Once the format of the first case study has been reviewed, CMAP staff will begin the remaining case studies.
Des Plaines neighborhood plan	Berenice Vallecillos	May 2013-Apr. 2014	Consultant assistance	Existing conditions report was submitted to the City. Second Steering Committee held on August 28, and resident outreach using survey tools has begun. The public kickoff meeting is scheduled for September 26.

Project	CMAP lead	Timeline	Assistance type	Status and notes
DuPage County Homes for a Changing Region project	Kendra Smith	Sept. 2013-Apr. 2014	Staff assistance	All four communities will have resolutions supporting Homes for a Changing Region adopted by September 5. Initial data collection and analysis currently underway with initial community data presentations tentatively scheduled for late September.
DuPage County unincorporated areas plan (see website)	Jack Pfingston	Oct. 2012-Sept. 2013	Consultant assistance	Steering committees for both corridors met August 9 to consider draft recommendations and plans. Meetings with by key property owners in focus groups held with positive results. Revisions to draft plans completed. Open house will be held in mid-September.
DuPage Water Commission water conservation project	Erin Aleman	Feb.-Nov. 2013	Staff and consultant assistance	MPC, CMAP, and the DuPage Water Commission recently completed a four-part educational workshop series for water conservation managers and others interested in water conservation. The team selected the Village of Westmont as the recipient of water conservation implementation assistance. MPC, CMAP, the DuPage Water Commission, Westmont will work together in September to determine the goals and activities for this pilot program.
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-Oct. 2013	Grant funds	Project on hold. No updates at this time.
Evanston bicycle plan	Jack Pfingston	June 2013-Mar. 2014	Grant funds	Kickoff meeting held August 8; steering committee being formed and data collection underway. First steering committee meeting expected in mid-September.
Ferson-Otter watershed plan implementation	Nora Beck	Feb.-Dec. 2013	Staff assistance	Draft report being reviewed by steering committee; meeting to discuss recommendations set for September 13.
Franklin Park industrial areas plan	Nicole Woods	Apr. 2013-Mar. 2014	Staff assistance	In August, staff conducted final stakeholder interviews as well as refined data and analysis for the existing conditions report. The report is currently being drafted and is scheduled for internal review in September.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Hinsdale parking study (see website)	Lindsay Bayley	Nov. 2012-Nov. 2013	Staff assistance	Minor corrections made to maps in the existing conditions report per Village comments. Educational "Parking Ideas" poster completed and available on the website. Strategy memo under development.
Hoffman Estates workforce development project	Annie Byrne	Feb.-Dec. 2013	Staff assistance	Draft of communications and marketing plan complete. Staff researching organizational structures and models of sustainability.
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 September.
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 final products to be used by County in relation to other local food production efforts.
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 October for their review.
Kane County / Carpentersville Homes for a Changing Region project (see website)	Jonathan Burch	Feb.-Dec. 2013	Staff assistance	The project team completed a review of the MetroQuest site results. Draft municipal recommendations for each community were circulated at the end of the month and the project team will present these recommendations to local officials at the end of September or beginning of October.
Kane County / Geneva Homes for a Changing Region project	Drew Williams-Clark	July 2013-Feb. 2014	Staff assistance	Kane County staff have completed data analysis and housing market forecasts. CMAP and the County have also completed initial discussions with each municipality's staff and officials. Capacity analyses will be complete in September as well as the second project steering committee meeting.
Kedzie Avenue (Garfield Park) corridor plan	Samantha Robinson	July 2013-June 2014	Consultant assistance	Teska has been selected as the consultant for the project. CMAP, Teska and Chicago staffs met to discuss project administrative details. Data for the corridor is being collected. The Steering Committee is being formed, and the group's first meeting is scheduled for September 18.

Project	CMAP lead	Timeline	Assistance type	Status and notes
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. RFP for consultant assistance released on August 2. Municipalities within the IL53/120 corridor have been contacted and invited into the planning process.
Lake County sustainability plan (see website)	Kristin Ihnchak	Mar. 2012 – Nov. 2013	Staff assistance	The project team is awaiting edits to the draft document from County staff.
Lan-Oak Park District master plan	Trevor Dick	Oct. 2013-June 2014	Staff assistance	The first Steering Committee kick-off meeting will be held in September. CMAP staff met with CCDPH staff to discuss roles and deliverables. CMAP staff has also visited each of the District's 25 parks and documented existing conditions.
Lansing comprehensive plan (see website)	Sam Shenbaga	Oct. 2012-Nov. 2013	Consultant assistance	Visioning workshop held on August 15, with over 90 attendees. Consultant compiling comments received at workshop and also starting to draft recommendations memo.
Lincolnwood Devon Avenue corridor study	Liz Panella	June-Nov. 2013	Staff assistance and small contract	This project will involve a Technical Assistance Panel (TAP) convened by ULI on September 10-11. CMAP and ULI staff are currently finalizing the details of the panel itself and the Briefing Book materials to be distributed to panelists.
Lynwood comprehensive plan (see website)	Samantha Robinson	Oct. 2012-Nov. 2013	Consultant assistance	Consultant met with the Steering Committee on August 14 to review the existing conditions report, which is complete. The Community Visioning Workshop was also held on August 14. Using the feedback of more than 40 residents, the consultant is drafting the plan's vision, goals and objectives as well as recommendations.
Lyons comprehensive plan	Sef Okoth	July 2013-June 2014	Staff assistance	Mapping and existing conditions report are underway. Steering Committee kick-off meeting scheduled for September 12. CMAP staff presentation to the Village Board will be on September 18.
Markham comprehensive plan	Erin Aleman	July 2013-June 2014	Staff assistance	Markham began working with Teska and Associates to develop their comprehensive plan. The first steering committee meeting will occur in September. The consultant participated in the annual Markham Festival to ask residents about their vision for the City. CMAP will continue to be available to review and comment on draft plan documents as needed.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Morton Grove industrial areas plan (see website)	Nicole Woods	Feb. 2012-Sept. 2013	Staff assistance	Staff internally reviewed and refined the plan in August. The plan has been submitted for Morton Grove staff review and is scheduled to be distributed to the steering committee in September for further discussion.
Niles multimodal transportation plan	Jack Pfingston	Mar. 2013-Feb. 2014	Consultant assistance	A charrette, followed by a walking tour of Milwaukee Avenue, took place August 7. Revisions to draft existing conditions report sent to steering committee, which met on August 22 to discuss both the draft report and the results from the outreach effort.
Northwest Municipal Conference Des Plaines River trail access plan	Lindsay Bayley	May 2013-Apr. 2014	Consultant assistance	Field work completed to assess on-site trail and access conditions. Existing conditions report is underway, and web mapping tool is collecting data from stakeholders.
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 September 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 Village staff to review draft materials on August 1 and revised draft materials per staff comments thereafter. Consultant prepared draft corridor plan (economic development strategies, land use / zoning recommendations, transportation and transit recommendations, streetscape recommendations, design guidelines recommendations) and met with Pace to review draft recommendations on August 21. Consultant coordinated public outreach activity for "Fall on the Green" event and monitored project website.
Olympia Fields zoning ordinance update	Drew Williams-Clark	Apr. 2013-Mar. 2014	Consultant assistance	The project consultants have been working on market analysis and alternatives diagrams in August. CMAP expects to review draft interim deliverables in September.
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.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Oswego economic development plan	Trevor Dick	Mar. 2013-Jan. 2014	Staff assistance	Preliminary analysis was presented to the Advisory Committee on August 22. Staff is now working on completing the existing conditions report with consultant assistance from Valerie Kretchmer Associates.
Park Forest zoning revisions	Kristin Ihnchak	June 2013-Sept. 2014	Staff assistance	Stakeholder interviews were held at the end of August. The project team is reviewing existing conditions and scheduling a public meeting for October.
Prospect Heights comprehensive plan	Jack Pfingston	Aug. 2013-July 2014	Consultant assistance	Interviews have been conducted and selection is expected during the week of September 2.
Regional immigrant integration toolkit	Ricardo Lopez	Jan.-Oct. 2013	Staff assistance	Creation of toolkit's chapters is underway. A complete draft of all chapters should be available for internal review in early October of 2013. Staff met with Latino Policy Forum and Metropolitan Mayors Caucus to review Language Access chapter, which is now being reviewed by expert group.
Richton Park comprehensive plan (see website)	Kendra Smith	Aug. 2012-Oct. 2013	Consultant assistance	Consultant completed working draft of vision, goals, and objectives for review by CMAP and village staff. Outlining of village wide plans and preliminary drafting of Comprehensive Plan will take place through September.
Rosemont comprehensive plan	Sam Shenbaga	June 2013-May 2014	Staff assistance	Project kick-off with Zoning Board moved back to October at mayor's request. Existing conditions analysis and data gathering underway. Community tour scheduled tentatively for September 4.
Round Lake Heights comprehensive plan (see website)	Jonathan Burch	May 2012-Sept. 2013	Staff assistance	The Plan Commission and the Village Board will both be meeting on September 17 to consider adopting the plan.
Silver Creek watershed plan implementation	Nora Beck	Feb.-Dec. 2013	Staff assistance	Draft reports sent to Villages of Prairie Grove and Oakwood Hills for their review. Met with relevant staff of Prairie Grove on August 22 to discuss findings; scheduling meeting with Oakwood Hills. Planning underway for September workshop for all four participating communities.

Project	CMAP lead	Timeline	Assistance type	Status and notes
South Elgin bicycle and pedestrian plan	John O'Neal	July 2013-June 2014	Consultant assistance	Team kick-off meeting took place on August 12. Review of scope and project schedule, administrative details, steering committee representation, data needs, and outreach approach were all discussed. Consultant has outlined the outreach strategy in brief memo. The Village is currently inviting members of steering committee and setting up the first steering committee meeting.
SSMMA interchange land use planning	Jessica Simoncelli	July 2012-Nov. 2013	Consultant and staff assistance	The full steering committee is submitting comments on the Existing Conditions Report, and will convene on September 12 to discuss key redevelopment sites to inform plan recommendations.
UIC multimodal transportation plan	Lindsay Bayley	June 2013-Sept. 2014	Staff assistance	Draft existing conditions report undergoing final revisions. Public outreach event at UIC Transportation Fair for September 19. Survey questions under development, MetroQuest website design under development.
Waukegan subarea plan (see website)	Stephen Ostrander	Oct. 2012-Dec. 2013	Staff assistance	CMAP staff continued drafting project's key recommendations memo, intended to guide recommendations in the upcoming commercial corridor plan.
Westchester comprehensive plan (see website)	Samantha Robinson	Nov. 2011-Oct. 2013	Staff assistance	Village staff is working to organize the Plan Commission for a public hearing this fall. Comprehensive Plan will be sent to Plan Commission in September.
Wicker Park-Bucktown parking study (see website)	Lindsay Bayley	Jan. 2013-Mar. 2014	Staff assistance	MetroQuest survey complete, analysis of results and existing conditions report drafting underway.
Will County brownfield prioritization	Jake Seid	June 2013-Apr. 2014	Staff assistance	Completed outreach to Will County municipalities to facilitate identification of brownfield sites in incorporated areas. Completed mapping potential brownfield sites identified by the USEPA and IEPA. Began identifying potential renewable energy developers to facilitate site prioritization.
Worth planning prioritization report	Stephen Ostrander	Oct. 2013-May 2014	Staff assistance	Project scoping is 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	Scoping of technical assistance for Homes for Changing Region study, to begin in summer of 2013, is underway.
Alsip comprehensive plan (see website)	Sam Shenbaga	Apr. 2013	Staff assistance	Cicero Avenue corridor study underway, as recommended in Comprehensive Plan. CMAP staff on project's steering committee and attended project kick-off meeting on April 23 at Alsip Village Hall. Zoning assistance will be provided by CMAP beginning later in 2013.
Berwyn comprehensive plan (see website)	Sam Shenbaga	Oct. 2012	Staff assistance	Year-long zoning ordinance revision project has been initiated.
Blue Island comprehensive plan (see website)	Sam Shenbaga	June 2012	Staff assistance	CMAP staff along with representatives from MPC and CNT met with the new mayor on July 19. The mayor is eager to implement the recommendations of the Comprehensive Plan especially the conversion of Western Avenue to a two-way street. Following the meeting, on July 22, CMAP staff participated in a meeting with representatives from IDOT, DCEO, and IEPA to request the conversion of Western Avenue from a one-way to two-way street. Also, CMAP and MPC reviewed the City's job description for the position that is funded through the Chicago Community Trust's grant. This position will focus on implementation of the Comprehensive Plan, especially the conversion of Western Avenue.
Bronzeville Alliance Retail corridor study, phase 2 (see website)	Sef Okoth	July 2013	Staff assistance	The Plan was completed and conveyed to key stakeholders including community groups, DHED, CTA and the aldermen. Staff presented the Plan to CHA's Central Advisory Council. The City, in collaboration with CHA, is using the Plan as a basis to apply for HUD's Choice Neighborhood Implementation Grant for Bronzeville.
Bronzeville national heritage area feasibility study (see website)	*Sef Okoth*	*Aug. 2013*	*Staff assistance*	*Newly completed. A draft Feasibility Study Report was completed and reviewed by all project partners. A memo outlining the recommended next steps was submitted to the Black Metropolis National Heritage Area Commission (BMNHAC). The Project Advisory Committee (PAC) discussed*

Project	CMAP lead	Completion date	Assistance type	Recent implementation progress (updated quarterly)
				and endorsed the report on August 5. The draft report was refined to incorporate comments received from PAC members, BMNHAC and the City.
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.
Carpentersville "Old Town" Area Action Plan (see website)	Trevor Dick	July 2012	Staff assistance	CMAP staff will be meeting with Village staff to provide advice on how the village can conduct their own annual parking survey in the Old Town area. An annual parking survey was a recommendation of the plan that will help the village plan for current and future parking/public transit needs.
Chicago "Green Healthy Neighborhoods" plan for Englewood, Woodlawn, and Washington Park (see website)	Jason Navota	Mar. 2013	Staff assistance	CMAP-led draft land use policy chapters were conveyed to City of Chicago Department of Housing and Economic Development in February, and final public open house was held on March 27. Plan is currently being written and formatted by the City. Southeast Chicago Commission received CCT funding to begin plan implementation.
Downers Grove bicycle and pedestrian plan	*Jack Pfingston*	*Aug. 2013*	*Grant funds*	*Newly completed.*
Elmwood Park comprehensive plan (see website)	Nicole Woods	Apr. 2013	Staff assistance	Plan was unanimously adopted by the Village Board on April 1. Staff and Village are scheduled to prioritize implementation steps in early September. Zoning assistance will be provided by CMAP beginning later in 2013.
Fairmont neighborhood plan (see website)	Trevor Dick	Apr. 2012	Staff assistance	A community garden is up and running by the Fairmont community center (a joint effort by the County, Park District and Openlands). Openlands is currently in discussions with the School District to add another garden for students at Fairmont School. County staff has also completed a "historical documentation" of the community. Staff is currently determining if any buildings in the community would qualify for Landmarks Illinois status.

Project	CMAP lead	Completion date	Assistance type	Recent implementation progress (updated quarterly)
Hanover Park corridor study (see website)	Stephen Ostrander	Dec. 2012	Staff assistance and small grant	The report for the ULI Chicago Technical Assistance Panel (studying the Irving Park Road corridor) was released in early December.
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 and Openlands met with the Mayor of Joliet and his staff including State Senator Pat McGuire on August 6 to discuss the recommendations of the ULI/CMAP report. On August 27, a meeting was held with reps from the Forest Preserve District and the Joliet Park District to discuss their interest in potential ownership of the property.
Lakemoor comprehensive plan (see website)	Nora Beck	Feb. 2013	Staff assistance	New Community Development director has started, working to refine implementation matrix. CMAP staff has provided resources: model conservation design ordinances and RFP examples for town center market analysis.
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 met in July and will meet again September, with the goal of carrying forward the recommendations from the Lake County Sustainable Local Food Systems Report. The project has garnered local press coverage.
Niles environmental action plan (see website)	Kristin Ihnchak	Feb. 2013	Staff assistance	Plan was adopted in February. An Implementation Matrix has been reviewed with Village staff and edited per their comments. 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	Trevor Dick	Oct. 2012	Staff assistance	A map of current trails within and near the adjacent Forest Preserve was provided to staff to assist in determining where they believe trail

Project	CMAP lead	Completion date	Assistance type	Recent implementation progress (updated quarterly)
(see website)				connections would best fit – this is part of the current Forest Preserve District of Cook County Trails project.
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	Adopted by the City in May. Staff is currently working on an implementation strategy which will be followed by a meeting with the Mayor.
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; a Smart Growth America workshop to kick-off this zoning project took place April 18-19. 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 as well as an application for MPC's Burnham Award.
Red Line livability project (see website)	Kendra Smith	Nov. 2012	Staff assistance	The Red Line Livability Project community brochure, technical report, webpage and video have been completed and are available at www.cmap.illinois.gov/red-line. DCP, CMAP and CTA will utilize 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. CMAP staff is currently creating implementation strategy.
Regional arts and culture toolkit	Stephen Ostrander	June 2013	Staff assistance	Toolkit has been released (at http://www.cmap.illinois.gov/arts), and discussions continue with key partners in the region to determine future outreach efforts to encourage and support municipalities interested in engaging in arts and culture planning as described in the toolkit.
Regional climate change adaptation toolkit	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.

Project	CMAP lead	Completion date	Assistance type	Recent implementation progress (updated quarterly)
Riverside Central Business District plan (see website)	Nora Beck	Apr. 2013	Staff assistance	Village submitted grant application to implement green infrastructure and streetscaping improvements. Village Board has tasked various village commissions to outline work plans and timelines for achieving strategies within the CBD Plan.
SSMMA housing investment prioritization (see website)	Nicole Woods	June 2012	Staff assistance	Recently, SSMMA has teamed up with a consulting firm and brought the housing investment tool online. The web-based housing investment tool was selected in June as one of four winners in the Illinois Open Technology Challenge. Overall the organization continues to use the tool to assess projects in various Southland communities.

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Major Capital Projects Quarterly Update August 2013

Central Lake County Corridor

Project Status: Project is in the planning stage. Following the recommendations of the Illinois Route 53/120 Blue Ribbon Advisory Council, the Tollway has embarked upon a detailed engineering concept, including cost estimates and refinement of traffic and revenue projections. In addition, CMAP will lead a corridor land use plan, in coordination with the Tollway, Lake County, municipalities, and other stakeholders in the area.

Project Website: http://www.illinoistollway.com/construction-and-planning/community-outreach/illinois-route-53-120-blue-ribbon-advisory-council

Overall Progress since Last Quarter:
The Illinois Tollway's Illinois Route 53/120 Blue Ribbon Advisory Council (BRAC) will reconvene on September 17 to learn about the next phase of work in considering a new roadway in central Lake County. The meeting is in response to efforts by the Illinois Tollway, CMAP and Lake County, who are conducting a two-pronged effort to examine the feasibility of the project with respect to financing and land use.

CMAP's Contribution since Last Quarter (if applicable):
CMAP has been working in tandem with the Illinois Tollway and Lake County on coordinating the two major upcoming planning efforts described above. CMAP has issued an RFP for outside assistance on the LTA corridor land use plan and intends to award this contract in November 2013. Both the Tollway effort on technical and financial feasibility and the CMAP effort on land use will be completed in early-to-mid 2015.

Circle Interchange

Project Status: Phase I is complete and a preferred alternative has been selected.

Project Website: http://www.circleinterchange.org/

Overall Progress since Last Quarter: IDOT released the Environmental Assessment for public comment in June.

CMAP's Contribution since Last Quarter: None.

CTA Red and Purple Line Modernization

Project Status: CTA and Federal Transit Administration (FTA) have initiated the environmental review process for this project, and will be preparing an EIS. A public hearing will be held on the Draft EIS in 2014.

Project Website: http://www.transitchicago.com/rpmproject/

Overall Progress since Last Quarter: CTA continues to study the future development potential along the corridor as well as funding and financing options. The CTA is continuing to coordinate with communities and will be hosting an open house and attending community group meetings throughout the winter to share preliminary findings of the environmental studies and learn about the communities' desires and concerns. After that outreach, CTA will ensure the proposed project responds to community concerns, and then issue the Draft EIS in conjunction with the Federal Transit Administration for public review and comment. A public hearing will be held on the Draft EIS in 2014.

CMAP's Contribution since Last Quarter: None.

CTA Red Line South

Project Status: CTA and Federal Transit Administration (FTA) have initiated the environmental review process for this project and will be preparing an EIS. A public hearing will be held on the Draft EIS in 2014.

Project Website: http://www.transitchicago.com/redeis/default.aspx

Overall Progress since Last Quarter:

The CTA is continuing to coordinate with communities and has announced that they will be hosting an open house and attending community group meetings throughout the winter to share preliminary findings of the environmental studies and learn about the communities' desires and concerns. After that outreach, the CTA will ensure the proposed project responds to community concerns, and then issue the Draft EIS in conjunction with the FTA. A public hearing will be held on the Draft EIS in 2014.

CMAP's Contribution since Last Quarter:
None.

Elgin O'Hare/Western Access

Project Status: USDOT has approved the final agreement that will allow the Illinois Tollway to construct this project. This is the last step in the federal review and approval process. However, there remains a roughly $300 million funding gap on the project.

Project Website: http://elginohare-westbypass.org/SitePages/Home.aspx

Overall Progress since Last Quarter:

- DuPage County continues to explore ways to fill the funding gap and has submitted a large proposal for CMAQ funding.
- Nearly $70.0 million is included in the proposed CMAQ program for projects included in the overall EOWA scope..
- Advance work has begun on three sections of the project; the Elmhurst Road Interchange with I-90; the the interchange of IL 53 at the existing Elgin-O'Hare Expressway; and on the existing section of the Elgin-O'Hare Expressway.

CMAP's Contribution Last Quarter:
Working with project consultant to obtain appropriate project performance measures as required by the CMAQ evaluation methodology. Developing proposed CMAQ program.

ILLIANA EXPRESSWAY

Project Status: The project is in the Tier 2 EIS phase. IDOT seeks a GO TO 2040 plan amendment in October and a federal record of decision in spring 2014.

Project Website: http://www.illianacorridor.org/

Overall Progress since Last Quarter:

IDOT/INDOT continue the Tier 2 EIS process. An "industry forum" was held to provide information for potential P3 vendors. IDOT made presentations to several CMAP committees and continues working with local municipalities and Will County on land use planning in response to the corridor plans. NIRPC issued a memo indicating that the Illiana proposal was consistent with their CMP. A lawsuit was filed by a number of environmental organizations opposing the project. They cited the inconsistency with GO TO 2040 land use.

CMAP's Contribution since Last Quarter:

Staff completed its analysis of the Illiana Corridor proposal and included it in the public comment materials for the requested plan amendment. CMAP and IDOT (Wies and Schilke) continue to hold bi-weekly calls to update CMAP on the availability of financial information and other details as appropriate. CMAP staff took a tour of the corridor. For the duration of the public comment period, the staff analysis is being discussed at CMAP Working Committees.

I-290 MULTIMODAL CORRIDOR

Project Status: The I-290 Preliminary Engineering and Environmental (Phase I) Study started from a clean slate in fall of 2009. The process will result in an EIS for the reconstruction of I-290 from west of Mannheim Road to Racine Avenue. The draft EIS should be released in spring of 2014, with the Phase I study completed in fall 2014.

The CTA Blue Line Vision Study is underway and will address physical conditions, service characteristics and ridership. The study should be completed in early 2014.

Project Website: http://www.eisenhowerexpressway.com/

Overall Progress since Last Quarter: The alternatives report and the Purpose and Need were updated to reflect the new endpoints. The updated alternatives report and Purpose and Need were also circulated. IDOT held a bicycle/pedestrian facilities workshop to get input on concepts for accommodating these users. CTA and IDOT have been coordinating on Blue Line improvements. The Cook-DuPage technical committee recommended extension of the Blue Line to Mannheim, which is also the endpoint being considered in the I-290 study.

CMAP's Contribution since Last Quarter: CMAP provided modeling support to the Cook-DuPage corridor transit study.

I-294/57 Interchange

Project Status: Under construction. Work continues with lane reductions and shoulder closures on both I-294 and I-57.

Project Website: http://www.illinoistollway.com/construction-and-planning/projects-by-roadway/tri-state-tollway-i-94/i294/i-80/294-57interchange
& http://www.dot.il.gov/I57-294/default.html

Overall Progress Last Quarter:
Traffic on I-294 has been reduced to three lanes and the inside shoulders have been closed in both directions for about a mile north and south of I-57 as work begins to build the new ramp from northbound I-57 to northbound I-294.

CMAP's Contribution Last Quarter:
Consultants have met with municipal representatives and other local stakeholders from each of the communities in the study area, and have completed an Existing Conditions Report for CMAP's LTA plan. The steering committee and local stakeholders will convene in early September to provide feedback on the Existing Conditions Report's list of key sites for development and redevelopment in the study area, which will inform the recommendations of the final plan. Nearly 20 sites across all five communities in the study area have been identified as having the greatest opportunity for redevelopment.

I-55 Managed Lane

Project Status: Phase I EIS is underway and will be completed by spring 2014. The scope of work for this project is anticipated to include the addition of one lane in each direction within the existing median of I-55 to accommodate implementation of managed lanes.

Project Website: http://www.i55managedlaneproject.org/

Overall Progress since Last Quarter: The Draft Purpose and Need was developed, and the consultants developed the assignment model they will use to evaluate the project alternatives.

CMAP's Contribution since Last Quarter:
CMAP reviewed and concurred with the methodology used to develop the assignment model. CMAP also provided build and no-build 2040 data to feed into the model. CMAP also presented its congestion pricing work to the I-55 working group.

I-90

Project Status: Work will begin on rebuilding the eastbound lanes between Rockford and Elgin. Work on this segment is scheduled to begin in the spring and be completed by the end of 2013.

Project Website: http://www.illinoistollway.com/construction-and-planning/projects-by-roadway/jane-addams-memorial-tollway-i-90

Overall Progress Last Quarter:

- All traffic between I-39 in Rockford and the Elgin Toll Plaza is now traveling on the westbound side of the road and work has begun to rebuild and widen the eastbound lanes. Two lanes will be maintained in both directions during peak hours. However, westbound traffic between Irene Road near Belvidere and I-39 is currently reduced to one

lane and an alternate route is posted. All entrances and exits remain open. Traffic will remain in this configuration through this fall.

- Illinois Route 47 Bridge - Illinois Route 47 traffic over I-90 is now traveling on the new southbound bridge providing one lane in both directions. Demolition work on the existing northbound bridge is complete and reconstruction work is underway.
- IDOT is developing a project to implement auxiliary lanes in either direction between the tollway and IL 43 with Design Approval expected at the end of 2013. Phase I and II Engineering is funded, but not construction. A Project Working Group has been formed.

CMAP's Contribution Last Quarter:
CMAP provided traffic projections for the auxiliary lane section between the Tollway and IL 43.

West Loop Transportation Center

Project Status: Phase I of the Union Station Master Plan was concluded in May 2012. The second stage of the Study started in December, 2012. This work will include three key components: 1) A train operations simulation model of existing and possible future conditions at Chicago Union Station (CUS); 2) A pedestrian flow model of existing and possible future conditions within CUS's passenger areas; 3) A street traffic simulation model of existing and possible future conditions on 40 blocks surrounding CUS. The goal of this stage of the Study will be to establish a robust technical case for implementing the Stage 1 Study's "medium term" recommendations as soon as possible, and it will determine just how much capacity (i.e., how many years of growth) these improvements are likely to accommodate. It is anticipated that this stage of the Study will be completed in mid 2014. Work products will be posted to the website as they are approved.

Projects to create a surface bus transfer center and East-West BRT are funded and underway. The projects begin to address improving connections between Union Station and other transportation services.

Project Website: http://www.unionstationmp.org/

Overall Progress since Last Quarter: None

CMAP's Contribution since Last Quarter: None

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Agenda Item No. 10.0

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MEMORANDUM

To: CMAP Board

From: CMAP staff

Date: September 9, 2013

Re: Summary of public comments received on proposed Illiana amendment

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On Friday, August 2, 2013, the CMAP Transportation Committee released the CMAP staff analysis of the proposed Illiana Expressway plan amendment for a 32-day public comment period. During this time CMAP posted information about the public comment period on the agency website and in the Weekly Update email. The public comment period closed on Tuesday, September 3, 2013. This memo provides a summary of the public comments received to date. A complete PDF of every public comment made to CMAP can be downloaded here.

In total, CMAP received 965 public comments on the proposed amendment. Comments were submitted by email, fax, mail, and phone. The majority of comments came from Illinois residents, businesses, organizations, and governments, however, CMAP also received public comments from Indiana units of government and residents. Of the 965 comments, 169 were supportive of the proposed amendment, and 796 comments expressed opposition to it. These numbers do not include two petitions that were also submitted as public comment in opposition to the proposed amendment. The first petition was received from the State Taxpayers Opposing the Proposed Illiana Toll Road (STOPIT Committee), which included 898 signatures from both Illinois and Indiana residents opposed to the Illiana. The second petition was submitted by No Illiana 4 US and includes over 2,900 signatures against the Illiana.

The remainder of this memo describes the nearly 1,000 public comments received by CMAP. To highlight common themes, the comments are divided into the two general categories of support and opposition. The comments are further subdivided into the following categories:

- Businesses, which includes individual businesses and chambers of commerce.
- Civic organizations, which includes membership-based organizations, educational institutions, and not-for-profits.
- Government, which includes municipal, county, councils of governments, councils of mayors, state, and federal.
- Individuals or residents.
- Labor unions.

Business, civic, government, and labor union comments are summarized below to highlight key issues, whereas the individual comments are described more generally. Each category of comments is available in PDF format by clicking the linked headings for each section.

Support

Comments in support of the Illiana project cited multiple benefits, chief among them transportation improvements and economic development. Respondents stated that the new expressway would reduce congestion on existing routes, particularly I-80 and local roads in Will County, and accommodate future traffic growth in the corridor. Some respondents also noted that the Illiana would provide east-west connectivity that is currently lacking in the corridor. In terms of economic development, respondents stated that the project would create near-term construction jobs and also long-term benefits, namely by providing better market access and supporting the growth of intermodal and logistics activity in the area.

Respondents also noted a variety of other benefits. Some stated that the potential for a public-private partnership would be beneficial, leveraging additional private investments for the facility. Less-frequently cited benefits included safety improvements, increased tax revenue, and environmental benefits. Environmental benefits included reduced emissions (as a result of less congestion), as well as minimal disruption to existing communities.

Business

Aldridge Electric, Inc.
Aldridge Electric states the Illiana will provide a "much needed east-west alternative" and will result in decreased travel time, enhanced safety, and increased reliability. They also believe the Illiana will provide economic development opportunities in the Southland.

Chicago Southland Chamber of Commerce
As an advocate for important infrastructure, the Chicago Southland Chamber states that the Illiana should be included in the GO TO 2040 plan. If not, the chamber says, a $40 million investment in the planning for the project will be lost, and the process for soliciting potential concessionaire teams for a public-private partnership (PPP, also referred to as P3) will be halted.

Economic Alliance of Kankakee County
The Economic Alliance of Kankakee County submitted resolutions passed in support of the Illiana Expressway. Resolutions were from 2010 and state that I-80 and I-94 are experiencing growing congestion, and Kankakee County has a concentration of intermodal centers that are creating congestion and threatening quality of life and safety of local citizens. The resolutions also state that freight movement is critical to the national, regional, and local economy, resolving that there is local support for a new circumferential east-west expressway – the Illiana Expressway.

Fidelity National Title of Illinois
"As a business manager that employs 25 in the Will/Grundy area I support the B3 Corridor plan."

Gallagher Asphalt
Gallagher Asphalt states that the Illiana is long overdue, and major capital projects require a "leap of faith" at their outset. As local resident, knows need for relief on I-80. As business owner, knows economic benefit.

Great Lakes Basin, LLC
"I plan to be part of the P3 bid and will offer a second concession check (after tolls) that, in my estimation, can fund the entire corridor, without any public monies needed to build and operate both a toll highway component and a freight rail component."

Grundy County Economic Development
Grundy County Economic Development states that industrial and residential growth in the area has created a need for the Illiana.

Illinois Association of Aggregate Producers (IAAP)
The IAAP believes the Illiana will produce economic and environmental benefits, and that the PPP structure will reduce costs.

Illinois Road and Transportation Builders Association (IRTBA)
IRTBA states that the Illiana is of national, regional, and local significance. "CMAP has downplayed the economic benefits this project would provide…CMAP should apply a consistent standard of evaluation with respect to financing construction and operating costs. CMAP has also not recognized the positive impact on truck freight traffic...that the Illiana would create."

J.S. Alberico Construction Co., Inc.
J.S. Alberico is a local construction firm that sees growth in traffic on I-80 as detrimental to business, and states that the "vast majority" of vehicles on I-80 are passing through.

Joliet Region Chamber of Commerce and Industry
The Board of Directors of the Joliet Region Chamber of Commerce and Industry supports the Illiana and are requesting its inclusion in GO TO 2040 because of safety concerns for citizens and drivers, for improved congestion, reduced travel times, and to support the local economy.

Lake Tandem Lodge
Lake Tandem Lodge states that the Chicago region is in dire need of the Illiana. It will help alleviate pressure on local roads and support intermodal development in the Southland region.

Lane Construction Company
Lane Construction Company states that the project can be built using PPP. Near-term benefits include job creation and healthier infrastructure.

Managing Packaging Systems
Managing Packaging Systems states that the Illiana will reduce traffic on I-80, support Peotone Airport, and "revitalize business parks all over the south suburbs."

James McHugh Construction Co. (McHugh)
McHugh supports the Illiana because it will provide improved access, supports population growth and employment, improve safety, supports the use of PPPs, and has a number of environmental benefits.

Jones Lang LaSalle Americas
As a former resident of Will County, Mr. Ostrowski supports the Illiana because Jones Lang LaSalle is marketing the connections the expressway will have to logistics companies. It is critical to the growth of the RidgePort Logistics Center in Wilmington, IL. The expressway will ease congestion and provide for efficient movement of goods.

Moore Glass, Inc.
Moore Glass supports the Illiana because the expressway is needed to reduce truck congestion on local roads, thereby improving traffic and safety and increasing jobs and tax revenue.

Ozinga Bros., Inc.
Ozinga Bros., states that the Illiana corridor is a necessary step toward creating short-term and long-term jobs in both Indiana and Illinois. By connecting two major roadways, the Illiana can relieve traffic congestion on local roads. Vehicle idling is a major issue, Ozinga says, and emissions caused by trucks stopped on the road could be prevented with the Illiana.

Prairie Material
Prairie Material supports the Illiana because it will provide a bypass for cars and trucks around Chicago, stimulate the economy by creating jobs, and become the first public-private partnership in Illinois.

Presence Saint Joseph Medical Center
Presence states that the Illiana will provide a much needed bypass for trucks on congested local roads. They also are supportive of the economic benefits of the Illiana and applaud the efforts of the Illiana to be more sustainable by reducing number of hours traveled, emissions, and wasted fuel due to traffic congestion.

The Scoular Company
The Scoular Company has two grain-handling operations in Will County (in Andres and Joliet), both of which are highly dependent on trucks to move containers. The Illiana would reduce regional traffic congestion and provide a high-speed freight corridor between Indiana and Illinois.

Valley Fire Protection Systems
Valley Fire Protection Systems supports the Illiana because it will create jobs for both Indiana and Illinois and provide a much needed diversion for today's congestion. It will also improve safety in the region.

Will County Center for Economic Development (CED)
The Will County CED supports the Illiana and recognizes that there are areas of disagreement between the Illinois Department of Transportation (IDOT) and CMAP that need to be resolved. However, it asserts that there are similarities between the IDOT and CMAP analyses, including impact on urbanization, support for freight, and PPPs. The CED also raises a concern that CMAP's review process for adding major capital projects has changed.

Other Businesses
Five additional businesses -- Diversified CPC International, Inc., Lafarge United States, Ledcor Construction, McColly Bennett Commercial, and Strand Associates, Inc. -- submitted largely similar letters expressing support for the Illiana because of its transportation, economic, environmental, and safety benefits.

Civic

Chicago Southland Convention and Visitors Bureau
The Chicago Southland Convention and Visitors Bureau supports the Illiana Expressway because it will ease increasing traffic and improve quality of life for local commuters. The Illiana will also provide opportunities for economic development in the hospitality sector, providing jobs and tax revenue for Will County and the Chicago Southland.

Illinois Economic Policy Institute (IEPI)
The IEPI states that the Illiana will produce economic and environmental benefits, will not divert funds from other major capital projects, will generate substantial tax revenues, and will accommodate the South Suburban Airport. IEPI believes the benefits outweigh the upfront costs. IEPI also included a detailed policy briefing book.

Lewis University
Lewis University supports the Illiana Expressway because it will provide for reduced congestion, safe efficient movement of freight and people, economic development, and environmental benefits including reduced emissions.

University of St. Francis
The University of St. Francis supports the Illiana and states it will reduce congestion, is designed for environmental and quality-of-life considerations, and provides an important link in the transportation network. The University does not see the Illiana as inconsistent with transportation projects in the core of the region.

Government – Municipalities in South Cook County

Homewood
The Village of Homewood supports the Illiana as an alternative route to I-80, reducing congestion and maintaining an efficient freight network. The Illiana is also an opportunity to support innovative financing.

Richton Park
The Village of Richton Park sent a letter in support of the Illiana to improve regional mobility, support economic development, and enable innovative financing. The Village states that the Illiana will not promote sprawl.

South Chicago Heights
The Village of South Chicago Heights sent a letter supporting the Illiana, stating it will provide "significant congestion relief, support the economy in the south suburbs and improve quality of life in eastern Will County." The Village also supports the use of innovative financing for the Illiana.

Government – Municipalities in Kankakee County

A number of Kankakee municipalities submitted resolutions passed in support of the Illiana Expressway. Resolutions were from 2010 and state that I-80 and I-94 are experiencing growing congestion, Kankakee County has a concentration of intermodal centers that are creating congestion, threatening quality of life, and safety of local citizens. The resolutions also state that freight movement is critical to the national, regional, and local economy, resolving that there is local support for a new circumferential east-west expressway – the Illiana Expressway.

1. Aroma Park (February 9, 2010)
2. Bourbonnais (February 17, 2010)
3. Bradley (February 8, 2010)
4. Chebanse (undated)
5. Grant Park (February 16, 2010)
6. St. Anne (March 8, 2010)
7. Manteno (February 16, 2010)
8. Momence (March 1, 2010)

Hopkins Park
The Village of Hopkins Park sent a letter that states their support for the Illiana Expressway and for the opportunity it can offer its residents.

Government – Municipalities in Will County

Beecher
The Village of Beecher is supportive of the Illiana Expressway and has passed a number of resolutions in support of the project; most recently the Village Board passed a resolution on August 13, 2012. In their cover letter, the Village expressed that a number of local communities, including Beecher, have been actively participating in discussions on the Illiana for some time. The Village states that the Illiana must be looked at from a Midwest or National perspective to achieve freight efficiencies. Beecher is also supportive of this project because of the economic development it may bring and states the PPP concept will ultimately determine if it is cost-effective to build this roadway.

Braidwood
The Braidwood City Council passed a resolution in support of including the Illiana on August 27, 2013. The resolution states that there has been a significant increase in heavy truck traffic damaging local roads. The Illiana is necessary to handle existing and future east-west truck traffic.

Channahon
The Village of Channahon sent a letter in support of the Illiana, stating it will reduce congestion, remove trucks from local roads, support intermodal development, promote broader economic development, and support innovative finance.

Crest Hill
The Village of Crest Hill sent a letter in support of the Illiana, stating it will reduce congestion, remove trucks from local roads, support intermodal development, promote broader economic development, and support innovative finance.

Diamond
The Village of Diamond passed a resolution in support of the Illiana on August 13, 2013. The resolution states that the Illiana will support economic development, support innovative financing, reduce congestion, improve safety, and remove trucks from local roads.

Frankfort
The Village of Frankfort supports the Illiana because it would improve regional mobility, increase the efficiency of freight movement, and use innovative financing. Frankfort also states that the project has momentum due to the current significant support of elected officials in Illinois and Indiana.

Joliet
The City of Joliet states that the Illiana is needed to support the major intermodal facilities in Joliet and to support Will County as a grain exporter. The City's letter also notes that I-80 and its interchanges in Joliet are presently insufficient to meet demand.

Manhattan
The Village of Manhattan supports the Illiana to reduce local truck traffic, serve intermodal developments, provide network connectivity, and improve mobility.

Orland Park
The Village of Orland Park sent a letter in support of the Illiana, stating that it will reduce congestion, remove trucks from local roads, support intermodal development, promote broader economic development, and support innovative finance.

Peotone
The Village of Peotone sent a letter in support of the Illiana, stating it will reduce congestion, remove trucks from local roads, support intermodal development, promote broader economic development, and support innovative finance.

Plainfield
The Village of Plainfield sent a letter in support of the Illiana, stating it will reduce congestion, remove trucks from local roads, support intermodal development, promote broader economic development, and support innovative finance.

Tinley Park
The Village of Tinley Park sent a letter in support of the Illiana, noting the following advantages: cost-effective PPP, environmental improvements by reducing congestion, expanded access to markets and intermodals, and industrial development opportunities.

Wilmington
The City of Wilmington sent a letter in support of the Illiana, citing economic benefits, GO TO 2040's support of PPPs and freight investment, and the CMAP nexus report's support of freight. The Village of Wilmington sent seven copies of the letter signed by various city officials, including the Mayor, five Aldermen, and the City Clerk.

Government – County and Councils

Grundy County
Grundy County sent a letter in support of the Illiana, stating it will reduce congestion, remove trucks from local roads, support intermodal development, promote broader economic development, and support innovative finance.

Kankakee County
The Kankakee County Board passed a resolution in support of the Illiana B3 alternative on March 13, 2012. The Board also sent a letter citing the need for safe efficient transportation, efficient movement of freight and people, minimal environmental impacts, the greatest financial viability, and the most compatible with community plans. This resolution is supported by all of the county's subcommittees.

South Suburban Mayors and Managers Association (SSMMA)
On behalf of its communities, SSMMA strongly supports the proposed amendment. SSMMA states that the Illiana has the potential to provide significant congestion relief and will support the economy of the south suburbs and improve quality of life in eastern Will County. An efficient freight network is critical to the economic well-being and livability of the Chicago region. South Cook and eastern Will counties are the most underdeveloped portions of the region and have long commute times.

Will County
Will County sent a letter expressing strong support for the Illiana. The county is a fast-growing population and freight center. The facility will improve regional mobility, support freight and mitigate the negative impacts of heavy truck traffic, and provide economic benefits. IDOT has managed an extensive outreach process, made considerable progress toward completing the EIS, and has met the requirements outlined by CMAP for GO TO 2040 amendments.

Will County Government League (WCGL)
The WCGL sent a letter in support of the inclusion of the Illiana now and not during the next long-range plan cycle. The Illiana accomplishes stated regional goals to reduce congestion, improve safety, reduce emissions and make deliveries to local suppliers more efficient. Given the region's limited capital resources, adding unnecessary expense to the Illiana through delays limits the region's ability to implement the goals of GO TO 2040.

Government – State and Federal

Illinois Department of Transportation (IDOT)
IDOT sent a response to CMAP staff analysis regarding the proposed Illiana Expressway's planning process, forecast assumptions, costs and financing, and local planning. A PDF of IDOT's analysis can be viewed here.

Joliet Arsenal Development Authority (JADA)
JADA supports the development of the Illiana Expressway using the B3 central corridor alignment as that alternative will have the highest positive economic impact for the region. JADA states that the JADA/CenterPoint developments will continue to expand and improve economic development with jobs and investments related to the Illiana.

State Representative Anthony DeLuca
Representative DeLuca supports the Illiana Expressway because the existing expressway system is reaching capacity, and if we cannot solve our congestion problems, freight companies will start moving away. This would be a detriment to our economy.

U.S. Representative Robin L. Kelly
Representative Kelly strongly supports the Illiana because it will relieve road congestion, reduce drive times, and reduce air and noise pollution. The Illiana is also about transportation equity, regional fairness and quality of life. The project will contribute to the future success of the Southland.

Individuals

In total, CMAP received 80 comments from individuals in support of the Illiana Expressway. Generally speaking, comments reflected similar benefits noted across the business, civic, education, government, and labor organizations. A number of the comments listed an identical list of benefits. Comments in support came from residents in the following municipalities: Aurora, Bolingbrook, Channahon, Chicago, Frankfort, Glenwood, Homewood, Joliet, Lemont, Lowell (IN), Markham, McHenry, Morris, Oak Brook, Orland Park, Romeoville, Schaumburg, South Holland, Thornton, Tinley Park, Warrenville, Wilmington, and Yorkville. However, it should be noted that, while CMAP documented where comments came from, not everyone included their place of residence in their submission.

Labor Unions

AFL-CIO
The AFL-CIO states that the Illiana is a much-needed project that will help relieve traffic in northeastern Illinois by providing an east-west link between Illinois and Indiana. The Illiana will also provide a much needed boost to the economy by creating construction and long-term jobs for the region.

Chicago Area Laborers-Employers Cooperation and Education Trust (LECET)
The Chicago Area LECET supports the Illiana, which will produce substantial economic benefits and jobs, increase tax revenues, and use the PPP model to allow projects like the Illiana to be built with fewer tax dollars.

Construction and General Laborers' District Council of Chicago and Vicinity
The Construction and General Laborers' District Council states that the Illiana should be included because of job creation, economic opportunity, safety, efficiency, environmental benefits, and fiscal constraint.

Indiana-Illinois-Iowa Foundation for Fair Contracting (III FFC)
The III FFC strongly supports the Illiana for a number of reasons. The III FFC states that the Illiana will produce substantial economic benefits and jobs, increase tax revenues, and use the PPP model to allow projects like the Illiana to be built with fewer tax dollars.

Labor-Management Cooperation Committee (LMCC)
The LMCC supports the proposed amendment because it will provide a way for cars and trucks to navigate around Chicago, stimulate the economy, and be the first PPP in Illinois. The Illiana will allow the state to construct a great project with fewer tax dollars, allowing taxpayers to foot less of the bill. In addition to economic benefits, LMCC is also supportive of this project for safety, efficiency, and environmental reasons.

Other Union Support
Fourteen additional Unions sent letters of support for the Illiana. Their letters of support state the importance of the project's economic benefits and the need to create construction jobs in the region. Additionally, the Illiana will reduce congestion, provide access to intermodal centers, and support innovative finance in Illinois.

Each of the following unions sent an identical letter of support:

1. Carpenters Union Local 1185
2. International Association of Bridge, Structural, Ornamental and Reinforcing Iron Workers Local Union 444
3. International Association of Sheet Metal, Air, Rail, and Transportation Workers Local Union No. 265
4. International Brotherhood of Electrical Workers (IBEW) Local No. 176
5. International Union of Bricklayers and Allied Craftworkers

6. International Union of Operating Engineers - Local 150
7. Kankakee Building and Construction Trades Council
8. Laborers' Local 75
9. Sprinkler Fitters and Apprentices Union Local 281
10. Teamsters Local Union No. 179
11. United Brotherhood of Carpenters and Joiners of America Local Union No. 174
12. United Union of Roofers, Waterproofers, and Allied Workers Local No. 11
13. Will & Grundy County Building Trades Council
14. Pipefitters' Association Local Union 597

Opposition

Opponents of the Illiana project were primarily concerned with the project's financial feasibility, projected economic benefits, inconsistency with GO TO 2040 principles, and environmental harm. In regard to the project's financial feasibility and economic benefits, many of those opposed state that IDOT has not demonstrated how toll revenues would cover the costs of the facility and suggest that instead, the burden of these costs would fall on taxpayers. Many opponents also challenged the nature of the data used to support the project, expressing concern that the projected economic benefits are inflated, especially relative to potential long-term negative regional impacts.

In terms of environmental harm, opponents asserted that this project would destroy native wildlife habitats, including the Midewin National Tallgrass Prairie, fertile farmland, rural communities and residents' way of life in the path of the chosen B3 alternative. Many opponents also discussed how the proposed Illiana alignment would affect Midewin National Tallgrass Prairie. Additionally, opponents noted how the Illiana would be further detrimental to people's access and use of the Abraham Lincoln National Cemetery. Still other opponents expressed that – while they acknowledge the need for transportation facilities to better accommodate freight truck traffic and alleviate congestion and safety issues – the Illiana is not the best solution, and the region should instead invest in its existing transportation network and emphasize rail-based freight as a better alternative.

Business

FitzGerald Associates Architects
FitzGerald Associates Architects does not support the Illiana. Stating that the project is driven by an "entrenched road-building lobby," FitzGerald asserts that it would be a misuse of public funds.

U.S. WAY Corp.
They are a private electronics-design company that works in energy-efficient products and proposes a MagLev Train as a high-speed rail solution to the freight needs that are addressed by the Illiana.

Civic

Active Transportation Alliance (ATA)
The ATA is opposed to the Illiana primarily because there is an unacceptably high risk that, if constructed, the Illiana will require significant public funds to supplement its private financing. ATA expressed concern that the project was inconsistent with GO TO 2040 and also cited environmental concerns.

Calumet Ecological Park Association
The Calumet Ecological Park Association opposes the Illiana due to its cost and potential to diminish the habitat along the border of the Midewin National Tallgrass Prairie and the Des Plaines Conservation Area.

Center for Neighborhood Technology (CNT)
CNT opposes the Illiana for numerous reasons that fit in three broad categories. The first is that the justification for the Illiana relies on outdated assumptions about development patterns and will do little to increase regional prosperity. The second is that the Illiana is not a cost-effective investment given other transportation needs. The third is that the ancillary impacts of the Illiana have not been fully considered.

Chicago Streetcar Renaissance
The Chicago Streetcar Renaissance is opposed to the Illiana because of the cost to build, operate, and maintain the Illiana. The Renaissance recommends that the city and state invest in alternatives to driving, particularly the streetcar.

Chicago Wilderness
Chicago Wilderness is opposed to the Illiana due to concerns about the project's potential negative impact on the region's natural assets and the areas designated as part of the GIV. The group also notes that the Illiana does not support GO TO 2040.

Congress for the New Urbanism (CNU)
CNU is opposed because Illinois in financial crisis and funding for project has not been fully identified. The Congress encourages "smaller scale network-based highway solutions to address the population forecast and freight needs."

Congress for the New Urbanism (CNU) Illinois, Board of Directors
On behalf of CNU Illinois membership, CNU Illinois strongly opposes this amendment. CNU Illinois opposes the project because it goes against the principles of GO TO 2040 and because it has the potential to take away funding from other regional priority projects like the CTA Red Line extension.

Dunelands Group of the Hoosier Chapter of the Sierra Club
The Dunelands Group opposes the Illiana because the project will degrade habitat, pollute the Kankakee River, and put pressure on clean water resources. Additionally, the group opposes the facility because it conflicts with GO TO 2040.

Friends of the Kankakee
The Friends of the Kankakee's Board is comprised of equal number of members from Illinois and from Indiana. The group voted against Illiana at their August 2013 meeting.

Illinois Ornithological Society
The Illinois Ornithological Society is opposed due to the low cost estimate and inconsistency with GO TO 2040. The society also cites negative impacts on Midewin, a globally important grassland habitat. Finally, they are concerned about continued sprawl.

Illinois PIRG Education Fund
Illinois PIRG Education Fund opposes the Illiana because the road is unnecessary, will deplete scarce dollars away from other road projects, and wil contribute to sprawling development rather than investment in existing communities. The project doesn't make financial sense and leaves Illinois taxpayers at risk. In addition, given the magnitude of the changing trends and the implications for the future, the Illiana Tollway doesn't make sense for the region's residents.

Metropolitan Planning Council (MPC)
MPC states that "the Illiana would yield few benefits in exchange for high – and uncertain – costs." Among MPC's concerns: It is not evident that private funds will cover all capital and long-term maintenance costs, future toll revenues are uncertain, and cost estimates are low. MPC questions IDOT's cost projections and cites recently built similar toll roads that did not achieve expected revenues, including several bankruptcies. The Council states that the Illiana's high cost requires harmful tradeoffs that would impede other GO TO 2040 major capital projects. The Illiana fails to address the region's transportation needs, MPC says, carrying fewer vehicles per day than many arterial roads and doing little to reduce congestion. The Council states: "The Illiana would do little to improve the region's economic health and would not help the region grow sustainably."

Midewin Heritage Association
The Midewin Heritage Association states that the Illiana does not advance GO TO 2040 goals and will not improve quality of life. The project will have detrimental impacts on historic sites, communities, agricultural lands, and natural areas. The facility was analyzed as a freeway, but will now be a toll road well south of the region that does not improve regional mobility. Finally, the project's approaches to potential environmental and traffic impacts appear to be mitigation rather than resolution.

Midewin National Tallgrass Prairie
The Midewin National Tallgrass Prairie opposes the Illiana primarily because of the environmental concerns. Acknowledges that transportation facilities are needed to address the core purpose of the Illiana proposal, but states the B3 corridor is not the solution. Additionally, Midewin National Tallgrass Prairie questions the lack of coordination across major capital projects in that area.

Midewin Tallgrass Prairie Alliance
The Midewin Tallgrass Prairie Alliance opposes the Illiana, stating that the expressway will make congestion worse, severely impacting the the Midewin National Tallgrass Prairie,

Abraham Lincoln National Cemetery, Historic Route 66, and local communities. The Alliance is also concerned with the local communities' capacity for land use planning, the lack of identified funding for the expansion of I-55 and I-80, and the costs of the road. They look forward to finding a regional solution to managing truck traffic that is not the B3 alternative for Illiana.

No Illiana 4 US

A grassroots bi-state group, No Illiana 4 US, strongly opposes the Illiana. They question the projected costs to build the Illiana, removal of productive agricultural land, destruction of local heritage, under-reporting by IDOT/INDOT of impacted homeowners, and environmental issues. Included in the No Illiana 4 US public comments are approximately 2,900 notarized petition signatures of local Indiana and Illinois residents who oppose the Illiana Expressway.

Openlands Joint Coalition Letter

A coalition of 19 organizations signed a joint letter opposing the Illiana. They state that the Illiana is inconsistent with GO TO 2040, would be "financially imprudent, offers minimal transportation value and disproportionately low economic benefits, and would unnecessarily damage vital natural resources." For those reasons and more, the following organizations signed on to oppose the Illiana:

1. Audubon Society, Chicago Region
2. Bird Conservation Network
3. Center for Neighborhood Technology
4. Chicago Audubon Society
5. Citizens Against Ruining the Environment
6. Environmental Law and Policy Center
7. Fuller Park Community Development
8. Illinois Audubon Society
9. Illinois Division of the Izaak Walton League of America
10. Illinois Paddling Council
11. Indiana Chapter of Izaak Walton League of America
12. Midewin Heritage Association
13. Midewin Tallgrass Prairie Alliance
14. Openlands
15. Prairie Parklands Ecosystem Partnership
16. Prairie Rivers Network
17. Sierra Club, Illinois Chapter
18. The Nature Conservancy
19. The Wetlands Initiative

Shut This Airport Nightmare Down (STAND)

STAND is opposed, citing its mistrust of IDOT in light of prior projects in that area of the region. In addition to questioning the project's economic benefits, STAND states that the Illiana would support sprawl, destroy farmland, disrupt the environment, and displace families.

State Taxpayers Opposing the Proposed Illiana Toll Road (STOPIT) Committee
The STOPIT Committee strongly opposes the Illiana and supports a "No Build" future for Indiana. The STOPIT Committee believes that a "bypass does NOT promote economic growth." Included in this public comment is a petition signed by 518 Indiana residents and 380 Illinois residents.

The Nature Conservancy in Illinois
The Nature Conservancy in Illinois is opposed to the Illiana because of cost, inconsistency with sound land use and transportation planning, and concern for wildlife habitats.

The Wetlands Initiative
The Wetlands Initiative is opposed to the Illiana, stating that the cost estimates are unrealistic, the PPP is vague, and is based on unsupportable growth forecasts. The Wetlands Initiative is also opposed because of the environmental harm that would come to the Midewin National Tallgrass Prairie and the Des Plaines Conservation Area.

Township Wildlife Society
The Township Wildlife Society opposes the Illiana and states that CMAP has not taken into consideration the proper procedures or MAP-21 requirements.

Government

Cook County
Cook County opposes the Illiana due to concerns about the low projected cost of the facility as compared to other projects as well as the additional subsidy required to add 33 lane miles to nearby expressways. The County also extended concerns about the Illiana's consistency with the GO TO 2040 plan and whether it promotes optimal and sustainable growth, citing the discrepancy between IDOT and CMAP forecasts. The County expressed significant concerns with the economic projections, which indicate that the region as a whole, and particularly Cook County, will lose jobs. Finally, Cook County noted that it is a locus of the region's freight rail and trucking facilities, and that Illiana may drain freight facilities out of Cook County. It also notes that the Illiana will address only a small part of the region's freight congestion.

Dundee Township Supervisor (Kane County)
The Dundee Township Supervisor is opposed to the Illiana because of the potential environmental impacts the expressway will have. Recommends building more transit on existing tollways.

Judy Ogalla, Will County Board Member, District 1
Writing on behalf of her constituents in Washington, Will, and Peotone Townships, the Will County District 1 elected Board member opposes the Illiana. She is opposed for a number of reasons: Local townships will experience a future loss of tax dollars as IDOT buys property and takes it off the tax rolls; quality of life "will be changed forever" for local residents; and other negative impacts include future flooding issues and disrupted police and fire services because of road closures.

McHenry County
McHenry County questions the prioritization and fast-tracking of the Illiana project by IDOT and supports the process used for developing GO TO 2040. They state that many other projects that are in the TIP should be prioritized before moving forward with the Illiana, especially in light of the lack of information to demonstrate the benefits of the project. As long as the state continues to arbitrarily limit highway funding in the Chicago region based on a formula that caps funding at 45 percent of the state total, additional funding for this project will mean less funding for projects that have been in the TIP for many years.

Village of Elwood (Will County)
The Village of Elwood strongly opposes the Illiana, stating that the negative impacts on Elwood have not been considered thoroughly. The Village questions IDOT's project study process (including use of consultants, software, stakeholder engagement, and data) and expresses major concerns with safety.

West Creek Township (Lake County, IN)
West Creek Township opposes the Illiana because IDOT has presented "false and inflated numbers to create a P3 that the taxpayers of the states of Illinois and Indiana will be responsible for." They are also concerned for vital agriculture industry and wildlife habitats, and suggest that expanding rail capabilities makes more sense.

Individuals

Sierra Club Illinois Chapter members
A majority of opposition letters, 627 total, came from members of the Sierra Club of Illinois. These letters stated opposition to the proposed amendment based on concerns of financial feasibility, environmental harm, loss of agriculture, conflicts with the Abraham Lincoln National Cemetery, and inconsistency with GO TO 2040.

Other individual comments
The remaining 126 comments from individuals who oppose the Illiana Expressway generally reflected similar concerns as the business, civic, and government letters. However, a number of letters from local residents showed concern for the loss of their way of life if the Illiana were to be built. Comments came from residents in the following municipalities: Arlington Heights, Aurora, Berwyn, Chicago, Deerfield, Frankfort, Gary (IN), Glen Ellyn, Glenview, Grant Park, Hickory Hills, Hinsdale, Joliet, Lake Bluff, LaPorte (IN), Lockport, Lowell (IN), Manhattan, Naperville, Oak Park, Park Ridge, Peotone, Plainfield, Riverside, Sandwich, St. Charles, Tinley Park, Union Mills (IN) Valparaiso (IN), West Creek Township (IN), Western Springs, Wilmington, and Winfield. Again, not everyone included their place of residence.

ACTION REQUESTED: Informational

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