



Chicago Metropolitan Agency for Planning

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To: Steven Shilke, IDOT cc: John Fortman, IDOT
From: Kermit Wies, CMAP
Date: April 19, 2013
Re: CMAP Evaluation of IDOT Request to amend GO TO 2040

A draft of this memo was shared with IDOT staff at a March 15, 2013 meeting with CMAP staff at the request of the project consultant. At that time, all present agreed to initiate communication on information and data transmittal needs in advance of CMAP receiving IDOT's official request. As a result, the process outlined in this memo has been underway since that time. Steven Shilke was identified as IDOT's official point-of-contact manager for this evaluation.

On April 10, 2013 CMAP received IDOT's formal request to consider inclusion of the Illiana Corridor as a fiscally constrained major capital project in GO TO 2040. In anticipation of this request, CMAP has published general [guidelines](#) that establish the required process and timeline for evaluating the proposal prior to staff presenting a recommendation to the CMAP Board and MPO Policy Committee. CMAP's point-of-contact manager for this evaluation is Kermit Wies, kwies@cmap.illinois.gov, 312 386 8820. Please route all communication related to CMAP's evaluation of the Illiana proposal through this point-of-contact, beginning with identification of your official point-of-contact manager for this evaluation.

Based on March 15, 2013 as the kick-off date for the evaluation, the specific timetable for its completion, based on the guidelines, is:

- **April 26, 2013:** IDOT submits to CMAP a detailed assessment of the Illiana Corridor specifically tailored to addressing GO TO 2040's four themes as well the plan's guidance for context and best practice. Within this timeframe, IDOT also transmits agreed upon information and data resources for CMAP's use in its independent evaluation.
- **May 10, 2013:** CMAP reviews the data transmittal and prepares either an acknowledgement that the submittal is sufficient for staff evaluation, or a request for additional information or data resources to support the evaluation.
- **May 24, 2013:** Upon receipt of request for additional information, IDOT either accommodates all or part of the request for additional information and/or notifies CMAP that it can/will not provide the additional data or information.
- **July 5, 2013:** CMAP completes its evaluation.

CMAP intends to include the evaluation (without the final staff recommendation) with materials released for the required 30 day public comment period. Because the public comment period is scheduled to commence on August 2, 2013, CMAP, as a courtesy, will share the evaluation with IDOT by July 19, 2013.

Data and Information

The [guidelines](#) ask the proposing agency to take the first step of providing its project justification and supporting data. The intent of this is to encourage the proposer to independently study and assess GO TO 2040 and apply its own judgment and rationale to the argument for inclusion in the plan. Since CMAP has been following and commenting on the progress of the Illiana Corridor study, we feel it appropriate to share with you some data items we are aware of that were developed during earlier phases of study that will assist us in conducting our evaluation. We are identifying these items to assist you in expediting completion of the required first step of preparing your initial submittal. These items do not constitute CMAP's only request for information during the evaluation process. It is our goal to initiate and maintain an open dialogue with the intent of facilitating the transmittal of needed information and data throughout the evaluation period.

- **Alternative socioeconomic or land use forecasts:** During an earlier phase, you submitted and secured CMAP's concurrence on the methodology used to develop an alternative socioeconomic forecast according to [CMAP's Forecasting Principles](#). For CMAP to evaluate the Illiana Corridor proposal, we now need access to the data produced from your alternative forecasting method. As outlined in the above principles, these need to be transmitted to CMAP in a format that permits analysis within our regional travel demand models. Subsequent to our concurrence on your first alternative socioeconomic forecasting method, we learned that you are engaging in a "community-based" planning exercise to establish local land-use goals for the corridor. To the extent that these alternative land uses are relevant to your justification demonstrating consistency with GO TO 2040, they too must be described according to the principles, quantified and delivered to CMAP in a format suitable for analysis within our travel demand models.
- **Travel demand modeling:** It is our understanding from the earlier published information that travel demand modeling has already been performed on behalf of this proposal. Having access to the documentation and data associated with this modeling will be useful in our evaluation of the proposal's performance under a variety of alternatives. For each relevant project scenario and alternative, please provide all standard travel model inputs and outputs, along with descriptions for all variables and coefficients used. Specific data items include trip generation rates and arrays, distribution and mode choice coefficients, modal and vehicle class triptables as well as coded and assigned multi-class networks. In particular, we are interested in understanding the methodological details as well as examining the data resources associated with the truck forecast modeling developed for this proposal. We were earlier provided with baseline truck model information, but we presume that each relevant forecast scenario is accompanied by varying truck forecasting assumptions.

- **Environmental evaluation:** Please provide the geodatabase(s) mentioned in the technical documentation in Appendix F of the FEIS. Please also include the alignment and buffer (or “footprint”) shapefile, including footprints for interchanges, for the finalist alternative. CMAP plans to use these resources to evaluate GO TO 2040 environmental indicators that were not included in earlier studies (e.g. Chicago Wilderness Green Infrastructure Vision)
- **Financial evaluation:** While the FEIS notes that a financial plan has not been prepared, we understand that some estimates of financial viability have been made in order to entertain the idea of a public private partnership. Please provide CMAP with a description of the funding/financing scenarios considered, including estimates of federal funding, state taxes or fees, tolling (potentially in combination with federal credit assistance), cost sharing with local governments, or other revenue sources.