Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Transportation Committee

June 7, 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 – April 26, 2013
ACTION REQUESTED: Approval

4.0 Coordinating Committee Reports (Michael Connelly)
The Local Coordinating Committee met on May 8. The Regional Coordinating Committee has not met since the last Transportation committee meeting and is scheduled to meet next on June 12.

5.0 FFY 10-15 Transportation Improvement Program (TIP)

5.1 FFY 10-15 TIP Amendments and Administrative Modifications, Updates to Attachment A and to the State/Regional Resources table (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. In addition, funding sources have been updated in Attachment A of the *TIP Change and Project Grouping Procedures* to accommodate advanced construction in the TIP. Advanced construction is a cash flow technique used by IDOT to maximize the use of federal funds. Finally, the state/regional resources table has been updated to reflect an across the board rescission of .2%.
ACTION REQUESTED: Approval of TIP amendments and concurrence in the Updates to Attachment A and to the State/Regional Resources table

5.2 Congestion Mitigation and Air Quality (CMAQ) Improvement Program (Doug Ferguson)
An update on CMAQ program development and monitoring will be provided. The May CMAQ obligation brochure showing progress toward the region's 2013 obligation goal is attached.
ACTION REQUESTED: Information

5.3 Designated Recipient of Section 5307 and Section 5340 Full Year Appropriations (LeRoy Kos)

The final calculations for the full FY 2013 Appropriation have been determined and RTA has sent notice of the split of Section 5307/5340 funding for CTA, Metra and Pace. The Section 5307/5340 combined Capital and Planning funds for northeastern Illinois total $237,040,423. The recommended distribution to the Service Boards is $123,453,365 to the CTA; $79,102,184 to Metra; and $34,484,873 to Pace. The partial amounts distributed in March are included in these totals. The RTA Board is scheduled to consider these updated marks at its June 26 meeting.

ACTION REQUESTED: Recommendation to the MPO Policy Committee to amend designated recipient amounts to reflect the financial calculations. The Policy Committee's action will be contingent on RTA Board approval.

6.0 Illiana Corridor Evaluation (Kermit Wies, Steven Schilke)

Consistent with CMAP-issued guidelines for evaluating major capital project requests, IDOT has prepared a detailed assessment of the Illiana Corridor proposal tailored to addressing GO TO 2040 themes and priorities. CMAP guidelines and IDOT's Illiana assessment are attached.

ACTION REQUESTED: Information

7.0 Self-Certification (Holly Ostdick)

The State and the MPO are required to certify that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements at least every four years. CMAP's process is well documented on its website and in its other products, including the Unified Work Program, the Congestion Management Process, the Transportation Improvement Program and the comprehensive regional plan, GO TO 2040. A summary of the elements in the self-certification and how they are being met is attached.

ACTION REQUESTED: Recommendation of approval of self-certification to the CMAP MPO Policy Committee

8.0 Capital Program Principles (Matt Maloney)

The CMAP Board approved capital program principles at its May 8 meeting. In recent months, transportation and business leaders across Illinois have begun a conversation about a potential new capital program. Given the lack of stable funding, the continuation of the arbitrary "55/45 split" that directs only 45 percent of State highway funds to the Chicago region, and the lack of transparent project selection, CMAP believes that any new State capital program must be coupled with reform.

ACTION REQUESTED: Information

9.0 State Legislative Activities (Gordon Smith)

An update on the state's legislative activities will be given.

ACTION REQUESTED: Discussion

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

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

11.0 Other Business

12.0 Public Comment

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

13.0 Next Meeting

The next meeting is scheduled for August 2, 2013.

14.0 Adjournment

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
_____	John Donovan***	_____	Jason Osborn	_____	Steve Strains
_____	John Fortmann	_____	Leanne Redden*	_____	Paula Trigg
_____	Luann Hamilton	_____	Tom Rickert	_____	Ken Yunker
_____	Alicia Hanlon	_____	Leon Rockingham	_____	Rocco Zucchero

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

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Transportation Committee

April 26, 2013 - 9:30 a.m.
DRAFT MINUTES
Cook County Conference Room
233 S. Wacker Drive, Suite 800, Willis Tower
Chicago Illinois

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Members Present: Chair Leanne Redden – RTA, Reggie Arkell – FTA, Michael Bolton – Pace (via phone), Bruce Carmitchel – IDOT OP&P, Mike Connelly – CTA, Chalen Daigle – McHenry County, John Donovan – FHWA, Tara Fifer – Cook County, Henry Guerriero – ISTHA, Scott Gryder – Kendall County, Alicia Hanlon – Will County, Robert Hann – Private Providers, Emily Karry – Lake County, Don Kopec – CMAP, John Loper – DuPage County, Randy Neufeld – Bicycle and Pedestrian Task Force, Ryan Richter – Metra, David Seglin – CDOT, Peter Skosey – MPC, Kyle Smith – CNT, P.S. Sriraj - UIC, Mike Sullivan - Kane County.

Members Absent: Charles Abraham – IDOT DPIT, John Fortmann – IDOT District 1, Wes Lujan – Class 1 Railroads, Arlene Mulder – Council of Mayors, Mike Rogers – IEPA, Joe Schofer – Northwestern University, Steve Strains – NIRPC, Ken Yunker – SEWRPC.

Others Present: Mike Albin, Garland Armstrong, Heather Armstrong, Jennifer Becker, Len Cannata, Jacky Grimshaw, Mike Klemens, Valbona Kokoshi, Christina Kupkowski, Aimee Lee, Emily Moser, Marissa Novara, Mark Pitstick, Brian Plum, Christopher Schmidt, Ron Shimizu, Herbert Smith, Chris Staron, Emily Tapia-Lopez, Thomas Vander Woude, Mike Walczak, Tammy Wierciak.

Staff Present: Lindsay Bayley, Alex Beata, Ylda Capriccioso, Teri Dixon, Kama Dobbs, Dolores Dowdle, Jesse Elam, Doug Ferguson, Leroy Kos, Jill Leary, Holly Ostdick, Ross Patronsky, Kermit Wies.

1.0 Call to Order and Introductions

Committee Chair Leanne Redden called the meeting to order at 9:33 a.m.

2.0 Agenda Changes and Announcements

None.

3.0 Approval of Minutes – March 8, 2013

On a motion by Mr. Carmitchel and a second by Mr. Connelly, the minutes of March 8, 2013 were approved as presented.

4.0 Coordinating Committee Reports

Ms. Redden reported that the Regional Coordinating Committee met on March 14 and recommended approval of the GO TO 2040 Amendment and modifications to the Metropolitan Planning Area boundary to the CMAP Board. The committee also received updates on the Green Infrastructure Vision and freight policy. Mr. Connelly noted that the Local Coordinating Committee has not met since the last Transportation Committee meeting; it is scheduled to meet on May 8.

5.0 FFY 10-15 Transportation Improvement Program (TIP)

5.1 FFY10-15 TIP Amendments and Administration Modifications

Mr. Kos reported that TIP revisions that exceed financial amendment thresholds have been requested and the state/regional resources table has been updated. Mr. Connelly made a motion, seconded by Mr. Seglin, to approve the FY10-15 TIP Amendments and accept the updated state/regional resources table. The motion carried.

5.2 Congestion Mitigation and Air Quality (CMAQ) Improvement Program

Mr. Ferguson reported that the agenda contained a new CMAQ Obligation Report and that report illustrates progress for FFY 2013, $58 million has been obligated through March of the $123 million obligation goal.

6.0 Plan Amendment Process

Mr. Wies provided an overview of the process and timeline staff will use to evaluate requests for GO TO 2040 amendments outside of the quadrennial update cycle. He also summarized IDOT's request for consideration of amending GO TO 2040 to include the Illiana Expressway and explained how the process and timeline related to that request. He noted that staff expected to present the status of the evaluation to the Transportation Committee at their June 2013 meeting. In response to questions from Mr. Skosey, Mr. Wies noted that proposed amendments would be compared to projects included in the plan and to unconstrained projects of similar scope or in a similar state of readiness. In response to questions from Ms. Redden and Mr. Carmitchel, Mr. Wies explained that the intent of the process memo was to clarify expectations from both staff and applicants and includes review by the Transportation Committee prior to the release of the evaluation for public comment. Mr. Kopec added, in response to concerns expressed by Mr. Neufeld, that likely requests are not entirely unexpected and that in addition to the quadrennial full scale update, CMAP continuously monitors progress on all Major Capital Projects and fiscally unconstrained projects, participates in the planning activities for those projects and provides that information to the committee regularly on the CMAP web site.

7.0 Self-Certification

Ms. Ostdick reported that as described in the agenda, at least every four years the MPO must self-certify that it is implementing the metropolitan planning process defined in MAP-21, the Clean Air Act, the Civil Rights Act, and the American with Disabilities Act. She stated CMAP would be requesting approval of their self-certification at the next meeting. She also reported that the quadrennial certification review by USDOT will occur later this year.

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8.0 Proposed SFY 2014 Unified Work Program (UWP)

Ms. Dowdle reported that the UWP Committee is recommending a proposed FY 2014 program totaling $21,810,019 of which $16,837,254 is federal funding. The proposed program includes eight core projects and seven competitive projects. Mr. Connelly made a motion, seconded by Ms. Hanlon to recommend the proposed program for approval to the Regional Coordinating Committee and the MPO Policy Committee.

9.0 State Legislative Activities

Ms. Capriccioso distributed a summary of fifteen transportation-related bills that are being monitored by CMAP, of which five are currently active.

10.0 Priority Development Areas

Mr. Smith of the Center for Neighborhood Technology (CNT) presented an overview of CNT's proposal to establish Priority Development Areas (PDAs) to align investments in transportation, housing, and jobs across agencies. The presentation included similar best practices from other regions around the country, a voluntary process for establishing them in northeastern Illinois, and resources in transportation, housing, and jobs that could be targeted.

11.0 Green Infrastructure Vision

Mr. Elam provided an overview of CMAP's continuing collaboration with Chicago Wilderness to identify a regional green infrastructure network. He described potential avenues for consideration of this open space network in transportation and other decision-making processes, including impact evaluations during environmental review at the project level and consideration of green infrastructure indicators during transportation programming.

12.0 Parking Management Studies

Ms. Bayley presented background information on parking management strategies that can have a significant impact on the livability and design of communities in this region and described the status of two Local Technical Assistance program parking management projects that are in the data collection phase in the Village of Hinsdale and in the Wicker Park/Bucktown Special Service Area (SSA) in Chicago.

13.0 Status of Local Technical Assistance (LTA) Program

An updated status report on the LTA program was included in the agenda packet.

14.0 Other Business

None.

15.0 Public Comment

Mr. Armstrong asked if CTA, Metra and Pace were preparing for future flooding impacts on the transit system. Ms. Redden responded that CTA and Pace effectively reroute buses based on road closures. Mr. Richter responded that Metra cannot

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reroute trains but that they utilize social media and their website to notify the public of impacts.

16.0 Next Meeting

The next meeting is scheduled for June 7, 2013.

17.0 Adjournment

On a motion by Mr. Carmitchel and a second by Ms. Hanlon, the meeting adjourned at 11:23 am.

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**	_____	Arlene J. Mulder	_____	Chris Snyder
_____	John Donovan***	_____	Randy Neufeld	_____	Steve Strains
_____	John Fortmann	_____	Jason Osborn	_____	Paula Trigg
_____	Luann Hamilton	_____	Leanne Redden*	_____	Ken Yunker
_____	Alicia Hanlon	_____	Tom Rickert	_____	Rocco Zucchero

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

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Chicago Metropolitan Agency for Planning

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

Draft on 6/7/13

		FFY 2013			FFY 2014			FFY 2015			FFY 2016			FFY 2017			Summary FFY 2013 - 2017		
FHWA State Resources[1]	**TIP Code**	Federal	Match (20%)	Total	Federal	Match (20%)	Total	Federal	Match (20%)	Total	Federal	Match (20%)	Total	Federal	Match (20%)	Total	Federal	Match (20%)	Total
National Highway Performance Plan	NHPP	759.368	189.842	949.210	759.368	189.842	949.210	759.368	189.842	949.210	759.368	189.842	949.210	759.368	189.842	949.210	3,796.840	949.210	4,746.050
Surface Transportation Program	STP-U	184.488	46.122	230.610	182.569	45.642	228.211	182.569	45.642	228.211	182.569	45.642	228.211	182.569	45.642	228.211	914.764	228.691	1,143.455
Highway Safety Improvement Program	HSIP	73.648	18.412	92.060	73.648	18.412	92.060	73.648	18.412	92.060	73.648	18.412	92.060	73.648	18.412	92.060	368.240	92.060	460.300
Bridge[2]	BRR	34.699	8.675	43.374	35.235	8.809	44.044	35.235	8.809	44.044	35.235	8.809	44.044	35.235	8.809	44.044	175.639	43.910	219.549
Recreational Trails	RECTP	1.507	0.377	1.884	1.511	0.378	1.889	1.511	0.378	1.889	1.511	0.378	1.889	1.511	0.378	1.889	7.551	1.888	9.439
Rail-Highway Grade Crossings	RHGC	10.345	2.586	12.931	10.345	2.586	12.931	10.345	2.586	12.931	10.345	2.586	12.931	10.345	2.586	12.931	51.725	12.931	64.656
Transportation Alternatives Program	TAP	18.111	4.528	22.639	18.111	4.528	22.639	18.111	4.528	22.639	18.111	4.528	22.639	18.111	4.528	22.639	90.555	22.639	113.194
Statewide subtotal[3]		1,082.166	270.542	1,352.708	1,080.787	270.197	1,350.984	1,080.787	270.197	1,350.984	1,080.787	270.197	1,350.984	1,080.787	270.197	1,350.984	5,405.314	1,351.329	6,756.643
State Matching Funds[4]			1,039.000			331.000			331.000			331.000			331.000			2,363.000	
FHWA (Regional/Urban) Resources[5]																			
STP Local	STP-L	125.831	31.458	157.289	127.135	31.784	169.513	127.135	31.784	169.513	127.135	31.784	169.513	127.135	31.784	169.513	634.371	158.593	835.342
STP Counties	STP-C	4.783	1.196	5.979	4.833	1.208	6.041	4.833	1.208	6.041	4.833	1.208	6.041	4.833	1.208	6.041	24.115	6.029	30.144
CMAQ	CMAQ	105.414	26.354	131.768	105.414	26.354	131.768	106.711	26.678	133.389	106.711	26.678	133.389	106.711	26.678	133.389	530.961	132.740	663.701
TAP Local	TAP-L	8.651	2.163	10.814	8.651	2.163	10.814	8.651	2.163	10.814	8.651	2.163	10.814	8.651	2.163	10.814	43.255	10.814	54.069
Regional Subtotal		244.679	61.170	305.849	246.033	61.508	318.136	247.330	61.833	319.757	247.330	61.833	319.757	247.330	61.833	319.757	1232.702	308.176	1,583.256
Local Government Match Funds[6]			344.871			344.871			344.871			344.871			344.871			1,724.355	1,724.355
Total Resources for Roads		**1,326.845**	**1,383.871**	**2,710.716**	**1,326.820**	**675.871**	**2,002.691**	**1,328.117**	**675.871**	**2,003.988**	**1,328.117**	**675.871**	**2,003.988**	**1,328.117**	**675.871**	**2,003.988**	**6,638.016**	**4,087.355**	**10,725.371**
Transit (FTA region-wide)[7,8] (as of 3/20/13)																			
Sect. 5309(m)(2)(a)/New Start	5309B	1.500	0.000	1.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.500	0.000	1.500
Sect. 5309(m)(2)c/5307	5309C	33.000	0.000	33.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	33.000	0.000	33.000
5307/5340	5307/5340	240.880	0.000	240.880	244.210	0.000	244.210	247.630	0.000	247.630	251.090	0.000	251.090	254.620	0.000	254.620	1,238.430	0.000	1,238.430
5337 State of Good Repair	5337	200.290	0.000	200.290	203.060	1.000	204.060	205.900	0.000	205.900	208.780	0.000	208.780	211.700	0.000	211.700	1,029.730	0.000	1,029.730
Sect. 5339 Bus and Bus Facilities	5339	13.120	0.000	13.120	13.300	0.000	13.300	13.490	0.000	13.490	13.680	0.000	13.680	13.870	0.000	13.870	67.460	0.000	67.460
TIGER	TIGER	20.000	0.000	20.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	20.000	0.000	20.000
Transit subtotals by FFY		508.790	0.000	508.790	460.570	0.000	460.570	467.020	0.000	467.020	473.550	0.000	473.550	480.190	0.000	480.190	2,390.120	0.000	2,390.120
State/RTA/Local Transit Funds[9]			607.893			872.642			486.719			15.000			12.000			1,994.254	
Total Available Resources for Transit				**1,116.683**			**1,333.212**			**953.739**			**488.550**			**492.190**			**4,384.374**
Total (All Resources)				**3,827.399**			**3,335.903**			**2,957.727**			**2492.538**			**2496.178**			**15,109.745**

TIP Code = fund source designation in the TIP

Notes:

1. FHWA State Resources are derived from FHWA's Fiscal Management Information System (FMIS) W10A report dated 5/23/13 and IDOT (Office of Planning and Programing)
2. Bridge funds are Off-System STP Bridge funds and funds identified for bridges by IDOT for the seven counties in the CMAP region, in IDOT circulars 2012-01 (Revision #3), 2013-02 (Revision #1) and 2013-06.
3. Federal resources do not include Metropolitan Planning or State Planning and Research (SPR) funds. These funds are 16.180 and 20.203 in FFY13 and 16.728 and 27.219 in FFY14. SPR funds are deducted from NHPP, STP, HSIP, and CMAQ per MAP-21 http://www.fhwa.dot.gov/map21/apportionment.cfm
4. State matching funds for FY 2013 - 2017 are from the IDOT Proposed Multi-Modal Transportation Improvement Program for 2013-2018. http://www.dot.state.il.us/hip1318/hwyimprov.htm
5. Regional resources are based on FHWA suballocation of apportionment guidance (http://www.fhwa.dot.gov/map21/qandas/qasuballocation.cfm) and IDOT memorandums and circulars pertaining to regional resource allocations.
6. Local match resources are derived from distributions to local units of government by IDOT. Motor Fuel Tax (MFT) along with other grant programs comprise these funds. The SFY 2012 IDOT For the Record report documents these funds. http://www.dot.state.il.us/ftr2012/hwyimprov.htm
7. Transit resources are provided to CMAP by the RTA and are current as of 03/20/13. Federal transit resources are primarily FTA formula funds and do not include competitive grants such as CMAQ that the service boards are eligible to apply for.
8. FTA grants require a 20% match. To fulfill the match requirement CTA, Metra, Pace, and RTA may provide a cash match, but routinely use Transportation Development Credits in lieu of a cash match. It is anticipated that Transportation Development Credits will continue to be used as a match for the foreseeable future.
9. These funds are comprised of bonds, sales tax, local funds, etc. for use on capital projects, as reported by the RTA.

Selected Year(s)	
FY 13 is the selected year of the FY 10-15 TIP	
Fund Source	Fund Source Title
5307	FTA Urban Formula
5309A	FTA New Starts
5309B	FTA Section 5309 (M) (1) (A) (Rail)
5309C	FTA Bus Discretionary Funds
5310	FTA Elderly/Handicapped
5337	State Of Good Repair
5339	Alternatives Analysis
BRD	Bridge Discretionary Program
BRD-AC	AC-Bridge Discretionary Program
BRR	Highway/Bridge Replacement/Rehabilitation Program
BRR-AC	AC-Highway/Bridge Replacement/Rehabilitation
CMAQ	Congestion Mitigation/Air Quality
CMAQ-AC	AC-Congestion Mitigation/Air Quality
CSB	Clean School Bus
CSB-AC	AC-Clean School Bus
CSTP	Surface Transportation Priorities (Congressional)
CSTP-AC	AC-Surface Transportation Priorities (Congress)
CTEF	Enpowerment Funds
DEM	Section 149 Demonstration Funds
DEM-AC	AC-Section 149 Demonstration Funds
EDA	Economic Development Administration
EDA-AC	AC-Economic Development Administration
EnRA	American Recovery And Reinvestment - Enhancement
EQB	Equity Bonus
EQB-AC	AC-Equity Bonus
FED-GEN	Multitude Of Federal Sponsored Programs
FEDGEN-AC	AC-Multitude Of Federal Sponsored Programs
FTA-LIV	FTA Livable Communities
GEN-OP	General Revenues
HLS	Homeland Security
HPP	High Priority Projects
HPP21	High Priority Projects In TEA-21
HPP21-AC	AC-High Priority Projects In TEA-21
HPP-AC	AC-High Priority Projects
HPPLU	High Priority Project In SAFETEA-LU
HPPLU-AC	AC-High Priority Project In SAFETEA-LU
HRA	American Recovery And Reinvestment - State/Highway
HSIP	Safety Funds

Selected Year(s)	
FY 13 is the selected year of the FY 10-15 TIP	
Fund Source	Fund Source Title
HSIP-AC	AC-Safety Funds
HSR	High Speed Rail
HSR-AC	AC-High Speed Rail
HSR-HHS	High Speed Rail Hazard Elimination
HSR-HHS-AC	AC-High Speed Rail Hazard Elimination
ICC	Illinois Commerce Commission
I-D	Interstate Discretionary Funding
I-D-AC	AC-Interstate Discretionary Funding
ILL	Illinois
ILLT	Illinois Funds For Transit
I-M	Interstate Maintenance
I-M-AC	AC-Interstate Maintenance
I-MD	Interstate - Maintenance Discretionary
I-MD-AC	AC-Interstate - Maintenance Discretionary
IST	Interstate Transfer/Transit
IST-AC	AC-Interstate Transfer/Transit
ITS	Intelligent Transportation Systems
ITS-AC	AC-Intelligent Transportation Systems
JARC	Job Access And Reverse Commute Grants
LRA	American Recovery And Reinvestment - Local
MFT-ALL	Allocated Motor Fuel Taxes
MFT-LOC	Locally Imposed Motor Fuel Taxes
NCP	National Corridor Infrastructure Improvement
NCP-AC	AC-National Corridor Infrastructure Improvement
NEWF	New Freedom
NHPP	National Highway Performance Program
NHPP-AC	AC-National Highway Performance Program
NHS	National Highway System
NHS-AC	AC-National Highway System
NRS	National And Regional Significant Projects
OGL	Operation Greenlight Transit
OTH	Other
PLH	Public Lands Highways
PLH-AC	AC-Public Lands Highways
PRV	Private
RECTP	Recreational Trail Program
RECTP-AC	AC-Recreational Trail Program
RLRIP	Rail Line Relocation & Imp Program

Selected Year(s)	
FY 13 is the selected year of the FY 10-15 TIP	
Fund Source	Fund Source Title
RTA	Regional Transportation Authority
SB	Service Board
SCIP	100% SCIP
SEC112	Earmarked Surface Transportation Projects
SEC112-AC	AC-Earmarked Surface Transportation Projects
SEC115	Earmarked Surface Transportation Projects
SEC115-AC	AC-Earmarked Surface Transportation Projects
SEC117	Earmarked Surface Transportation Projects
SEC117-AC	AC-Earmarked Surface Transportation Projects
SEC125	Earmarked Surface Transportation Projects
SEC125-AC	AC-Earmarked Surface Transportation Projects
SEC129	Earmarked Surface Transportation Projects
SEC129-AC	AC-Earmarked Surface Transportation Projects
SEC330	Earmarked Surface Transportation Projects
SPEC	Other Special Assessment Or Taxing District
SR2S	Safe Routes To School
SR2S-AC	AC-Safe Routes To School
STP-C	STP - County Programmed
STP-C-AC	AC-STP - County Programmed
STP-E	STP - Enhancement Funds
STP-E-AC	AC-STP - Enhancement Funds
STP-L	STP - Urban Funds - Locally Programmed
STP-L-AC	AC-STP - Urban Funds - Locally Programmed
STP-R	STP - Rural Funds
STP-R-AC	AC-STP - Rural Funds
STP-S	STP - Safety Funds
STP-S-AC	AC-STP - Safety Funds
STP-U	STP - Urban Funds - State Programmed
STP-U-AC	AC-STP - Urban Funds - State Programmed
TBD	To Be Determined
TBD-LOC	To Be Determined - Local Funds
TCSP	Transportation & Community & System Preservation
TCSP-AC	AC-Transportation Community & System Preservation
TCSP-AC	AC-Transportation Community & System Preservation
TIFIA	Transportation Infrastructure Finance Innovation A
Tiger	Transportation Investment Generating Econ Recovery
Tiger-AC	AC-Transportation Investment Generating Econ Recover
Tigger	Transit Investment In Greenhouse Gas&Energy Reduc.

Selected Year(s)	
FY 13 is the selected year of the FY 10-15 TIP	
Fund Source	Fund Source Title
Tigger-AC	AC-Transit Investment In GHG & Energy Reduc.
TOLL	Illinois State Toll Highway Authority
TRA	American Recovery and Reinvestment - Transit
TRA5309	American Recovery and Reinvestment - 5309
VPC	Value Pricing Congestion
VPC-AC	AC-Value Pricing Congestion

Advanced Construction (AC) is a cash flow technique used by IDOT to maximize the use of federal funds. When a project is placed in AC status, the FHWA has authorized the project to move forward with state appropriation (or other non-federal means) with the option to seek reimbursement of federal funds at a later point. These projects must be accurately represented in the TIP, therefore a '-AC' has been added to fund sources that are eligible for advanced construction.

Chicago Metropolitan
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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 Image courtesy of Luke Seeman.

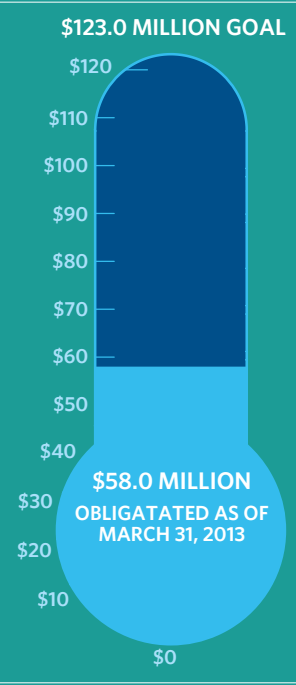
CMAP

Congestion Mitigation and Air Quality Improvement Program Obligation Report

April 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.

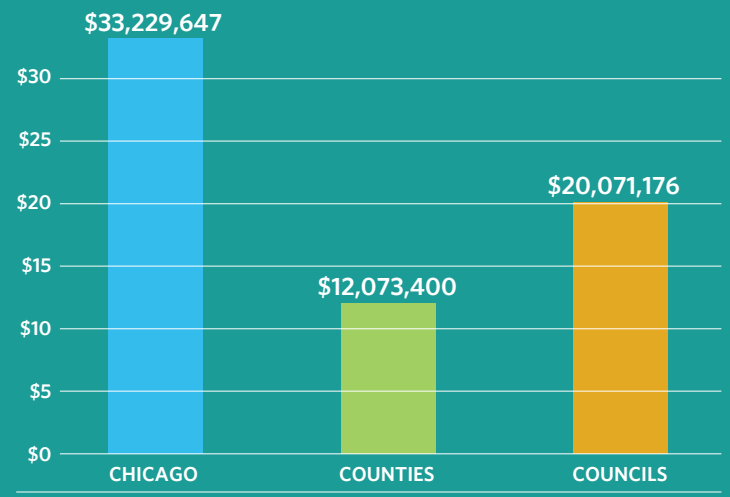
FFY 2013 obligations, in millions of dollars



Source: Chicago Metropolitan Agency for Planning.

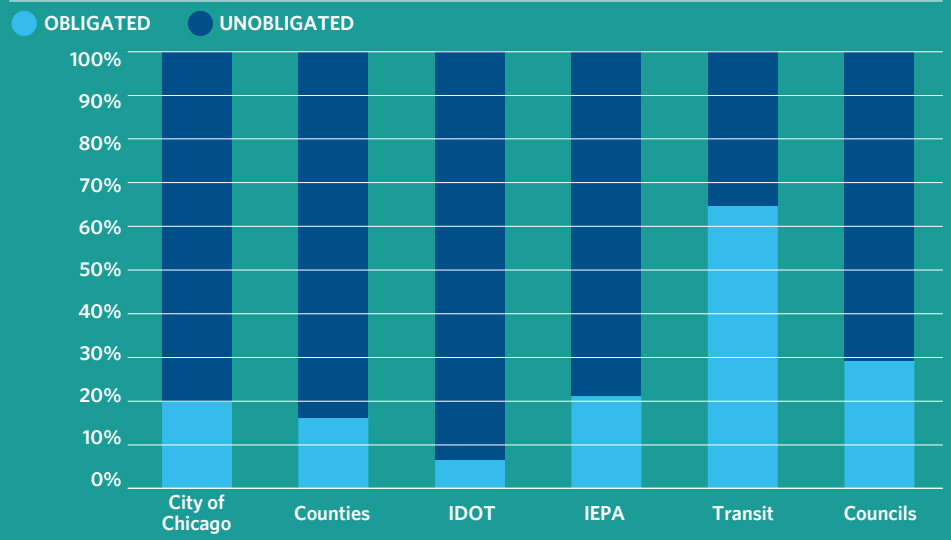
If a project phase is not accomplished by its sunset year — the year it was originally programmed plus two years — all remaining funding that is not federally obligated will be removed from the active CMAQ program and the project will be considered "deferred." Pending the availability of CMAQ funds, 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 April 11, 2013. Source: Chicago Metropolitan Agency for Planning.

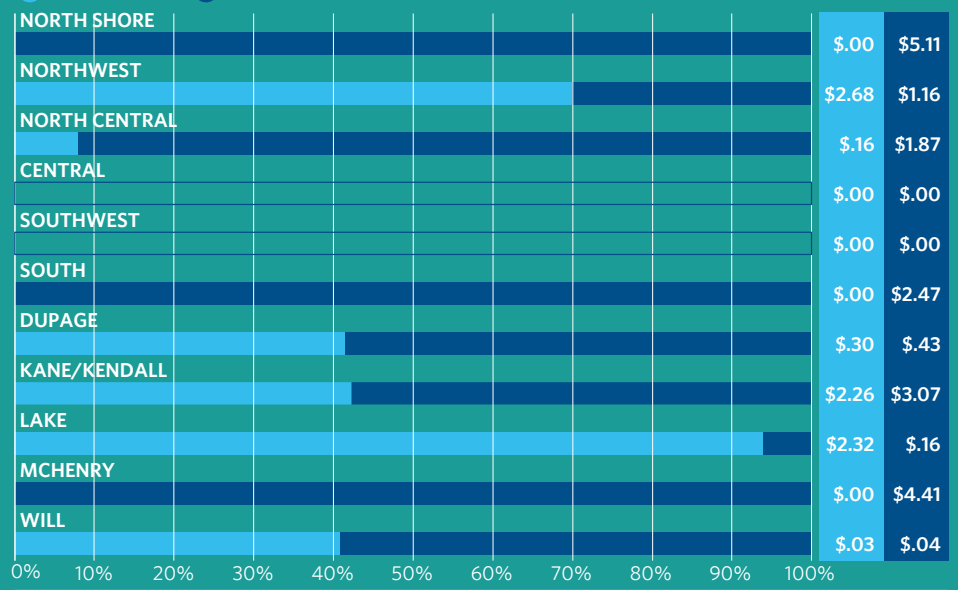
FFY 2013 obligations by sponsor group



	City of Chicago	Counties	IDOT	IEPA	Transit	Councils
UNOBLIGATED	$95.4	$44.8	$6.1	$18.7	$6.8	$18.7
OBLIGATED	$23.8	$8.7	$0.4	$5.0	$12.4	$7.8

Program (including increases and withdrawals) as of April 11, 2013. Obligations through March 31, 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 April 11, 2013. Obligations through March 31, 2013, in millions of dollars.
Source: Chicago Metropolitan Agency for Planning.

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.

ILLIANA CORRIDOR
REQUEST FOR INCLUSION IN THE FISCALLY CONSTRAINED CMAP GO TO 2040 COMPREHENSIVE REGIONAL PLAN
Supporting Documentation
May 10, 2013

Introduction

The Chicago Metropolitan Agency for Planning (CMAP) GO TO 2040 Comprehensive Regional Plan was adopted in October 2010, and represents an unprecedented vision for the region over the next 30 years. The GO TO 2040 Plan represents a major departure from past regional plans, with an expanded discussion of social, economic, and transportation goals that are supported by an overall policy vision, as compared to past Plans, which provided more traditional (and specific) land use and transportation goals. The GO TO 2040 goals include creating livable communities, developing human capital, increasing the efficiency of governance and improving regional mobility. The GO TO 2040 plan lays out the regional vision, with the expectation that these policies will be adopted at more local levels during the lifetime of the Plan.

The Regional Mobility portion of the Plan calls for strategic investments, increased commitment to public transit, and creating a more efficient freight network. Historically, much of the region's prosperity can be linked to the movement of freight, and the establishment of the Chicago region as a freight hub. The GO TO 2040 Plan calls for a more efficient freight network due to the high levels of existing and forecasted future freight congestion.

The GO TO 204O Plan also notes the trends of the past, including the trends in Will County, which was one of the fastest growing Counties in the U.S. during the past 20 years. The drivers of that growth include the availability of land and the emergence of Will County as one of the largest inland ports in the US.

The Illiana Corridor, which is currently a fiscally unconstrained project in the GO TO 2040 Plan, responds to the critical issue of freight mobility, and supports the ongoing land use changes that are occurring in Will County, as well as Lake County in Indiana.

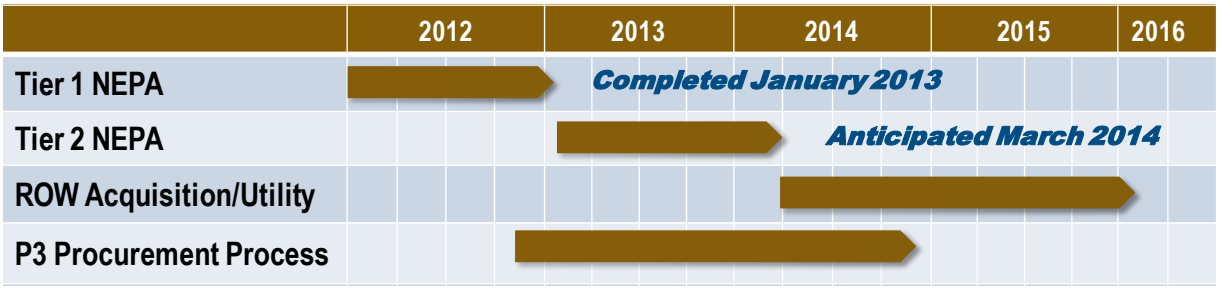
Purpose

This document provides supporting information for the Illinois Department of Transportation's (IDOT) April 8, 2013 request to amend the region's fiscally constrained long-range transportation plan, the CMAP GO TO 2040 Comprehensive Regional Plan, to include the Illiana Corridor. Currently, The GO TO 2040 Plan references and supports funding for the Phase I engineering in the fiscally constrained project list, which demonstrates the region's support for

its continued development. However, the construction cost for the Illiana Corridor is in the fiscally unconstrained project list in the GO TO 2040 Plan. The plan states that it "supports initiating Phase 1 engineering for the project in order to narrow the scope to a few feasible alternatives, and recommends that these activities begin as a high priority."

Due to the accelerated project schedule, IDOT is requesting this plan amendment in the near term, rather than waiting for the quadrennial update of the plan, scheduled for October 2014. As seen in the Illiana Corridor project schedule below, the Tier Two National Environmental Policy Act (NEPA) process is scheduled to conclude in early 2014. In order to receive a federal Record of Decision (ROD) for the Illiana Corridor Tier Two Environmental Impact Statement, the project must be included in the region's fiscally constrained long-range transportation plan. For this reason, IDOT has requested amending the long-range transportation plan at the October 2013 MPO Policy Committee meeting. In addition, IDOT and the Indiana Department of Transportation (INDOT) have already initiated the supporting analyses and planning activities for a public-private partnership (P3) procurement for the Illiana Corridor. The inclusion of the project in the fiscally constrained long-range transportation plan will also benefit the P3 procurement process by minimizing project risk related to completion of the NEPA process, which is a key component in pricing of a concessionaire's bid.

Illiana Corridor Project Schedule



Under a best case scenario, which includes a successful P3 procurement, construction of the Illiana facility would begin in 2015 and conclude by 2018, when a new Illiana facility would be open for operation.

IDOT has been coordinating with CMAP staff and has prepared this document to summarize the many ways in which the Illiana Corridor project is consistent with and supports the goals and objectives of the CMAP GO TO 2040 Plan and the CMAP Sustainable Prosperity Needs. The data, coordination, and analysis conducted thus far indicates that the projected market forces, the economic dynamics of the intermodal facilities in Will County, and the national east-west truck freight corridor requires this key investment in a new east-west limited access highway corridor connecting I-55, I-57 and I-65.

ILLIANA CORRIDOR STUDY DESCRIPTION

The concept of an Illiana Corridor dates back to Daniel Burnham's 1909 Plan of Chicago. Over many decades, there has been a strong local consensus amongst leaders in Will County that a major transportation facility is needed. Previous versions of the Illiana Corridor have been examined in a variety of studies, including its inclusion in prior Chicago Area Transportation Study (CATS) long-range transportation plans (CATS is the predecessor to CMAP). These prior studies have indicated possible benefits from the development of an east-west limited access highway corridor. These benefits have included providing an alternate route for motorists travelling the I-90/94 corridor; relieving traffic on the I-80 Borman/Kingery Expressway and US-30; serving as a bypass for trucks around the congested metropolitan area highways; improving access to one of the largest intermodal freight areas in the U.S.; improving access to the proposed South Suburban Airport (SSA); supporting area economic development; and increased potential for substantial job creation. As traffic volumes on other highways in the region have increased, the associated congestion has resulted in travel delays with substantial economic impacts to commuters and industries that depend on the ability to efficiently move freight within and through the region.

In late 2006, the states of Indiana and Illinois, through their respective Departments of Transportation, initiated further development of the Illiana Corridor, including the preparation of a Freight Corridor proposal for the U.S. Department of Transportation's Corridor of the Future program (co-sponsored by CMAP), and conduct of the *Illiana Expressway Feasibility Study* (study participation by CMAP). *The Illiana Expressway Feasibility Study* concluded that a new transportation facility between I-57 and I-65 would provide congestion relief in the I-80 corridor, improved traffic operations, regional economic benefits, improved freight mobility and improved safety. *The Illiana Expressway Economic Opportunities Analysis* concluded that a new east-west facility between I-55 and I-65 would provide substantial regional benefits.

Both states have passed legislation (the Illinois Expressway Act - Public Act 096-0913 and the Indiana Senate Enrolled Act No. 382) enabling public-private partnerships (P3s) for the Illiana Corridor, allowing a collaborative planning effort for a "new fully access controlled interstate highway connecting Interstate Highway 55 in northeastern Illinois to Interstate Highway 65 in northwestern Indiana, which may be operated as a toll or non-toll facility."[1]

On June 9, 2010, Governors Pat Quinn of Illinois and Mitch Daniels of Indiana signed a Memorandum of Agreement (MOA) for a mutual commitment to the project by both states. In April, 2011, IDOT and INDOT initiated the Illiana Corridor Study as a tiered environmental impact statement (EIS).

[1] Illinois Public Act 096-913, Public Private Agreements for the Illiana Expressway Act.

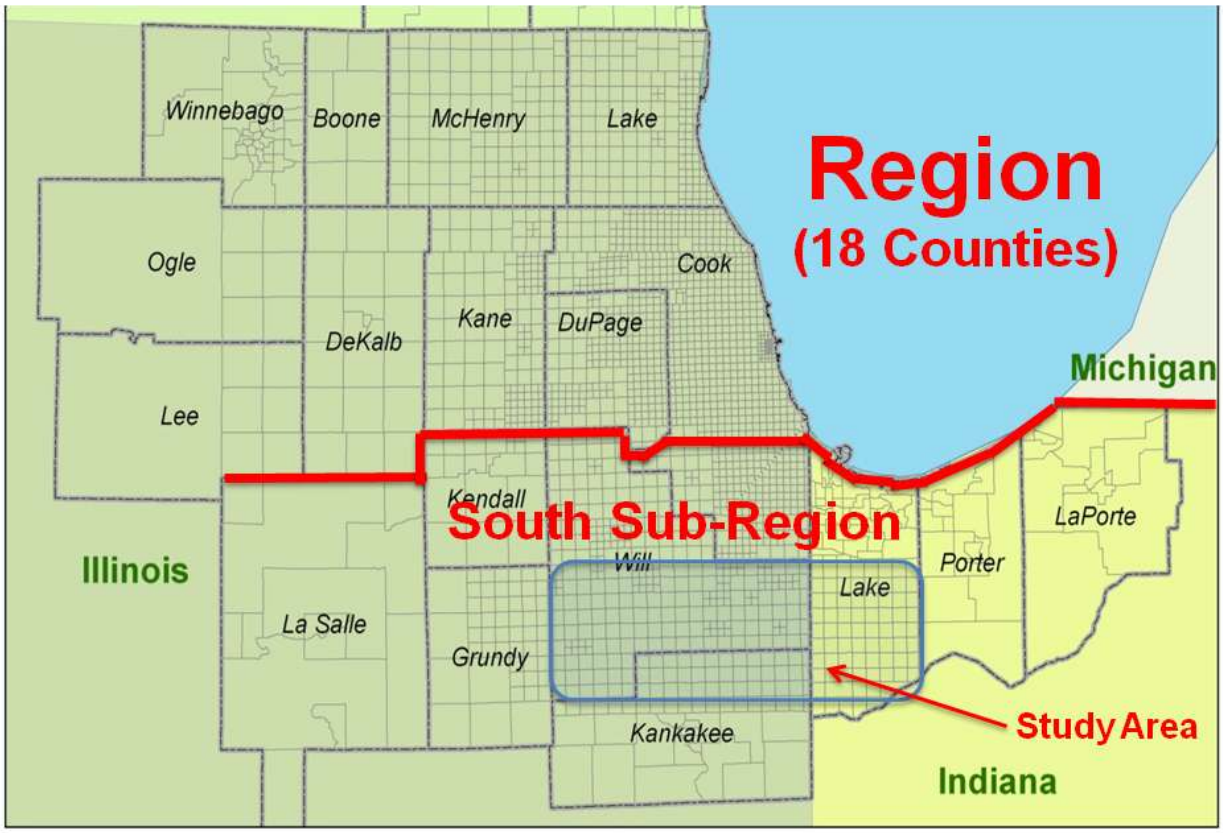
Illiana Corridor Study Tiered EIS Process

The Illiana Study Area was established in Tier One and includes approximately 950 square miles encompassing portions in Will and Kankakee Counties in Illinois and Lake County in Indiana. The study area is projected to see an increase of approximately 400,000 in population and 200,000 in employment between 2010 and 2040 based on the forecasts prepared for the Illiana Corridor Study. The study area has a roadway network lacking an east-west interstate or continuous multi-lane arterials to handle the growth demands it will confront over the next 30 years.

The area south of Lake Michigan (South Sub-Region), including the Illiana Study Area is also experiencing severe adverse effects resulting from the growing national east-west truck freight corridor that funnels traffic through this area. Based upon the Tier One EIS, much of this traffic travels along I-80 and is merely bypassing the Chicago region between other states and locations. The Illiana Corridor will contribute to relieving these conditions and provide positive effects for the congested South Sub-Region, improve national freight flows, and reduce the physical strain on the Illiana Study Area's local highway network.

In addition, the region has emerged as a prominent national freight intermodal and logistics center. Within the Illiana Study Area, new intermodal freight terminals have recently opened in Will County. Truck traffic originating from or destined to intermodal terminals in Elwood, Joliet, and other large intermodal and truck terminal facilities is weaving across the Illiana study area on state and county roads due to the lack of a quality east-west connections that are designed to serve them. Stakeholder input received during Tier One highlighted the amount of truck

Study Area and South Sub-Region Location Map



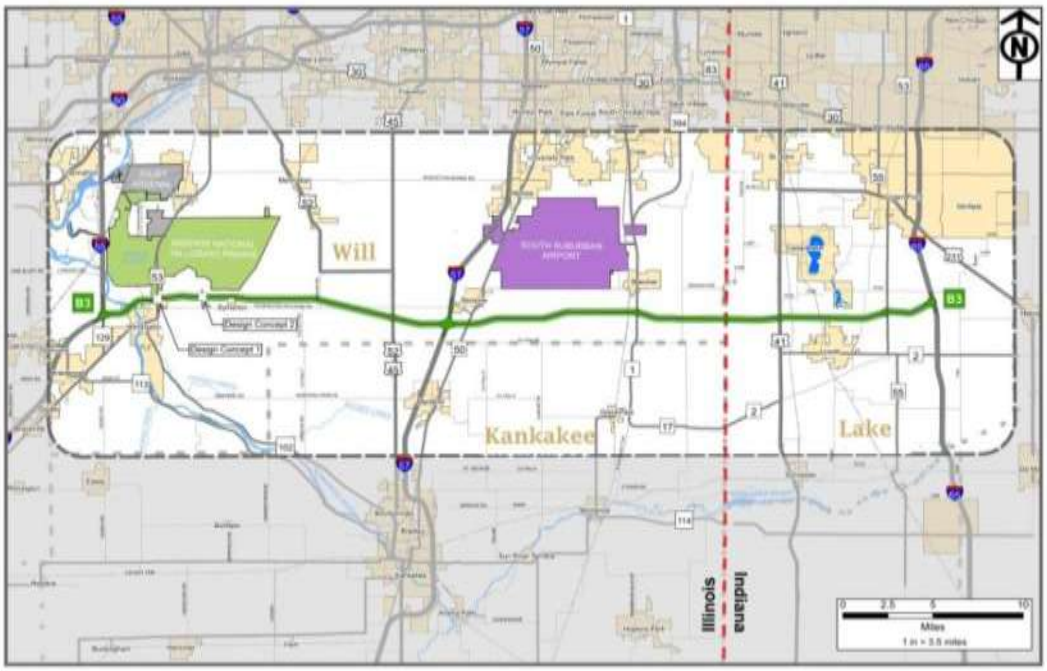
traffic on local roads in the study area. With additional intermodal terminals in construction or planned, this additional truck traffic will further exacerbate traffic conditions on local roads that are not designed to serve longer distance traffic.

A comprehensive public outreach program is being conducted for the project using a Context Sensitive Solutions approach. Tier One included nine Corridor Planning Group meetings, well over 100 one-on-one stakeholder meetings, three rounds of public meetings, formal public hearings, as well as a project website (IllianaCorridor.org) that included an interactive corridor map and a library of all documents and meeting presentation material. Through this outreach, stakeholders were involved in every aspect of the decision making process, including the definition of transportation needs, the project Purpose and Need, alternatives development, and alternatives evaluation, and selection of a preferred alternative.

In January 2013, the Tier One Single Document Final EIS and Record of Decision was issued identifying B3 Corridor as the selected corridor for Tier One. This single document combined Final EIS and ROD was the first to be issued in the country under the new Moving Ahead for Progress in the 21st Century (MAP-21) act environmental streamlining provisions. The B3 Corridor and the No Action Alternative were both advanced into Tier Two of the study. The

selected B3 Corridor is an approximately 2,000 foot wide, 47-mile long east-west oriented corridor with a western terminus of I-55 just north of the City of Wilmington in Illinois and a eastern terminus at I-65 approximately 3 miles north of State Route 2 in Indiana. Corridor B3 is depicted in the figure below.

Tier One B3 Selected Corridor



The B3 Corridor provides a high speed connection across Indiana and Illinois in the Study Area where no higher-capacity, multi-lane facility exists. The B3 Corridor attracts greater traffic and greater portion of long distance truck trips, due in part to its more direct east-west alignment, which can efficiently serve more long distance traffic. The B3 Corridor also minimizes environmental impacts and is the most financially feasible based upon relatively higher traffic levels and lower construction costs. Since the corridor is farther from I-80/US-30, the diversion from I-80 is mostly long distance through trips taking an alternative route, so there is less of a shift of population and employment from the South Sub-Region as traffic shifts to utilize the capacity that is opened up on I-80 and US-30.

In summary, the Corridor B3 offers many benefits, including:

- Reducing the strain of truck traffic on local roads, improving safety, cutting commuting times and reducing congestion.
- Improving accessibility to one of the largest intermodal freight areas in America and the proposed South Suburban Airport.

- Value of travel time savings in the region up to $5 billion over a 75 year life.
- Reducing vehicle miles of travel on arterial roads in study area by up to 26 million miles annually.
- Environmentally, it will help by reducing the number of miles traveled and hours and fuel wasted due to cars and trucks caught in traffic.
- Serving as a backbone for local planning of many other land use needs in this area of dynamic growth by connecting communities.
- Stimulating and supporting sustainable features such as open spaces, transit, greenways, recreation, water quality, wildlife, farmland preservation, utilities, etc.
- Providing over $4 billion of long term, far-reaching economic output.
- Creating almost 9,000 local construction jobs immediately. The creation of almost 25,000 local jobs is projected for the long term.

QUANTITATIVE AND QUALITATIVE EVALUATION OF THE ILLIANA CORRIDOR

According to the *CMAP Evaluation of IDOT Request to Amend the GO TO 2040 Memorandum* (April 19, 2013), CMAP staff has requested data and information regarding: socioeconomic or land use forecasts, travel demand modeling, environmental evaluation, and financial evaluation from IDOT. This data and information is being provided to CMAP staff. A summary of this data and information, and in some cases differences from what CMAP has used in their GO TO 2040 Plan development is provided below.

Socioeconomic Forecasts

The Illiana Corridor Study has developed independent market-based population and employment forecasts. The market-based forecasts are required for use in the Illiana Corridor EIS to satisfy the requirements of the National Environmental Policy Act (NEPA) and for project level engineering design and financial analysis.

The Illiana Corridor market-based forecasts were developed consistent with FHWA guidance[2], and the methodology used for the development of the Illiana Corridor Study market-based population and employment forecasts were approved by CMAP staff in accordance with the CMAP *Forecasting Principles* (April 2011). These market-based forecasts were developed by a subconsultant (The al Chalabi Group) who has 40 years of experience in the development of socioeconomic forecasts for this region for major transportation infrastructure projects, including previous positions at CATS and the Northeastern Illinois Planning Commission (NIPC).

The Illiana Corridor market-based forecasts were developed based on: 2010 Census data, 90 years of historic population and employment data for the region, current and previous CMAP/CATS socioeconomic forecasts, land availability for development, population holding capacity, demographic data and trends (household size, migration patterns, etc.), local land use policies, and independent Woods & Poole economic forecasts for the region. Documentation of the Illiana Corridor Study socioeconomic forecasts can be found in Appendix E of the Tier One Single Document FEIS/ROD.

The Illiana Corridor Study team coordinated with CMAP staff during Tier One, which included the development of the market-based forecasts. The regional population totals for CMAP and the Illiana Corridor study are consistent. More recently, at a February 14, 2013 Illiana Corridor Study coordination meeting between CMAP staff and IDOT, it was agreed that what was needed was to understand the differences between the CMAP GO TO 2040 and the Illiana Corridor Study forecasts, and that the Illiana project did not have to use the CMAP GO TO 2040

[2] Interim Guidance on the Application of Travel and Land Use Forecasting in NEPA, FHWA, March 2010

forecasts. IDOT has since provided CMAP staff with the detailed 2040 No Build and Build socioeconomic forecasts used in the Illiana Corridor Study, as well as geographic information system (GIS) correspondence files for the Illiana zone system. IDOT again briefed CMAP staff on the Illiana Corridor Study socioeconomic forecasts at a March 15, 2013 coordination meeting on the project.

In contrast, the CMAP GO TO 2040 socioeconomic forecasts were developed as part of the "Preferred Scenario" for the plan. These socioeconomic forecasts assume that policies will be in place and investments will be directed toward existing communities and finding opportunities to encourage new development and redevelopment in communities that are denser and designed for mixed use and transit oriented development.

The CMAP GO TO 2040 socioeconomic forecasts reflect a "policy-based plan (dealing with the investments and high-level choices that shape our region) as opposed to a land use plan (dealing with specific types of development in specific locations)."[3] Policy-based forecasts are designed to re-direct growth to achieve the desired outcome. Thus, these forecasts do not change even with new or improved transportation facilities.

Previous long range transportation plan efforts included meeting with each of the counties and municipalities in the region to understand their anticipated local development. This resulted in bottom-up forecasts combined with regional control totals. These previous population and employment forecasts were adopted by the region. The detailed CMAP GO TO 2040 policy-based population and employment forecasts were not provided to the counties and municipalities for review or endorsement, as they reflect high-level choices consistent with the Preferred Scenario.

The CMAP GO TO 2040 policy-based population and employment forecasts and the Illiana Corridor Study market-based population and employment forecasts were developed for different purposes. IDOT and CMAP have a long history of collaborating on major transportation projects. This includes numerous examples of the use of independent forecasts by IDOT and the Illinois State Toll Highway Authority for major project development. The GO TO 2040 Plan forecasts were not intended for project level use, as they are not a land use plan and are based on policies, rather than a market-based approach. As noted earlier, market-based forecasts are needed to satisfy NEPA requirements, such as a detailed review of direct, secondary and cumulative impacts, as well as supporting engineering design and financial planning

[3] CMAP GoTo2040 Comprehensive Regional Plan, October 2010, page 26.

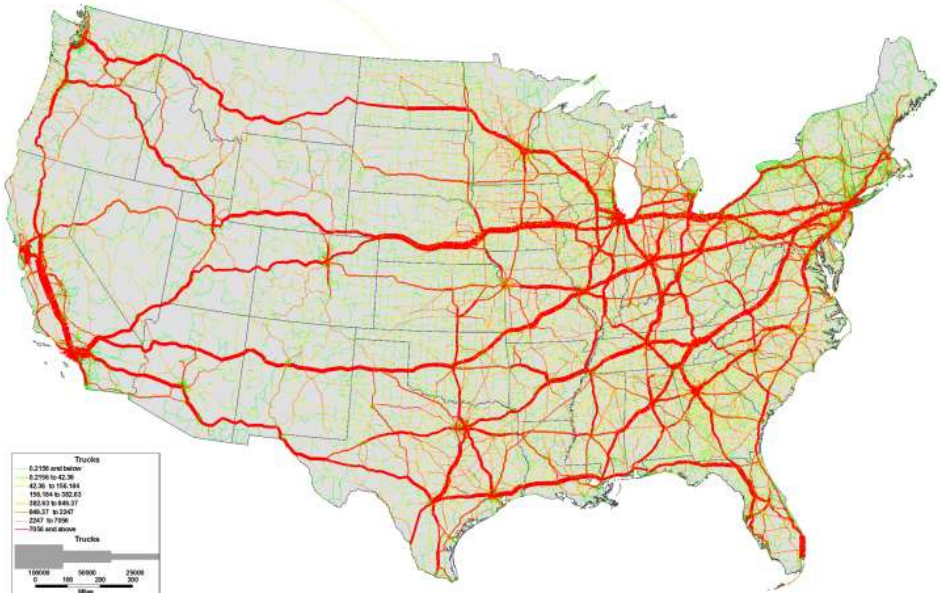
Travel Demand Modeling

The Illiana Corridor Study spent considerable effort in developing a travel demand model for this project, as the forecasted traffic for this facility will be key measuring benefits, disclosing impacts and determining the viability of the project as a public-private partnership. The starting point for this effort was the CMAP regional travel demand model. The CMAP regional travel demand model was used to develop the internal (within the CMAP modeling area) auto trip forecasts. It should be emphasized that the socioeconomic inputs to the CMAP travel model were the Illiana Corridor Study market-based forecasts described above, rather than the CMAP GO TO 2040 forecasts.

The majority of the effort was placed in the development of new truck freight models and external auto trips (auto trips with either one or both trip ends outside the CMAP modeling area). The CMAP truck and external auto models available at the time of the development of the Illiana Corridor Study travel demand model were based on older survey data, and were static, which means the truck and external trip patterns were not sensitive to transportation network accessibility changes.

As documented in Appendix D of the Tier One Single Document FEIS/ROD, a national truck model was developed for this study based on FHWA's Freight Analysis Framework (FAF3) 2040 forecasts of national freight movement. An internal truck trip model (for truck trips less than 50 miles in length) was also developed for this project based on the FHWA's Quick Response Freight Model (QRFM) fit to the Chicago region. A model estimating external (long-distance) auto trips was also developed for the project based on the National Household Travel Survey.

National Truck Freight Model (Assigned at a County Level)



These new truck and external auto trip models provide improved estimation of truck freight trips, which is an important component of the traffic using the Illiana Corridor. The Illiana Corridor project team has provided the new truck models to CMAP staff. CMAP staff has also been very supportive of the project team as related to the development of these truck freight models.

In addition, the Illiana Corridor Study implemented revised tolling procedures in the traffic assignment that are more sensitive to the tolling policies being considered for the Illiana Corridor Study.

Environmental Evaluation

The Illiana Corridor Study is following the federal NEPA process in the development of a Tiered EIS. The NEPA process requires the:

- Assessment of the social, economic, and environmental impacts of a proposed action or project
- Analysis of a range of reasonable alternatives to the proposed project, based on the applicants defined purpose and need for the project
- Consideration of appropriate impact mitigation: avoidance, minimization and compensation
- Interagency participation: coordination and consultation
- Public involvement including opportunities to participate and comment
- Documentation and disclosure

The Illiana Corridor Tier One Single Document FEIS/ROD documents the above as related to the selection of the 2000' wide B3 Corridor. It includes the evaluation, at a conceptual level of detail, of:

- Social and economic impacts (population and housing characteristics, economic impacts, neighborhood and community, environmental justice, public facilities, relocations, businesses to remain, local planning, transportation facilities)
- Agricultural (impacts and measures to minimize impacts)
- Cultural resources (Section 106, cultural features, archaeological resources, historic resources, area of potential effect)
- Air quality (relevant air pollutants for analysis, standards, compliance with standards, monitored air quality levels, potential project impacts and analysis to be conducted)
- Noise (criteria, methodology, potential sensitive land uses, construction noise, traffic

noise and abatement measures)

- Energy
- Natural resources (upland communities, wildlife resources, threatened and endangered species)
- Water resources and aquatic habitats (existing conditions, methodology, impacts, mitigation)
- Groundwater Resources (existing conditions, methodology, well head protection zones, groundwater quality, seeps, karst topography, mitigation)
- Floodplains (existing conditions, methodology, impacts, mitigation)
- Wetlands (existing conditions, methodology, impacts, mitigation)
- Special/Hazardous Waste (affected environment, methodology, site involvement, mitigation)
- Section 4(f) properties/parks and recreation (applicability, Section 4(f) properties, methodology, potential impacts)
- Special lands (existing conditions, methodology, impacts, mitigation)
- Permits and Certifications
- Mineral and geologic resources (existing conditions, methodology, impacts, mitigation)
- Visual resources (existing conditions, methodology, impacts mitigation)
- Indirect and cumulative impacts (methodology, scoping, geographic limits, temporal limits, environmental protection and land use control laws, ordinances, programs, study area trends, impact assessment, cumulative impacts, cause and effect relationships, mitigation)
- Construction impacts (transportation, water resources, air quality, construction noise, solid waste, utility services, energy)
- Relationship between local short-term uses of man's environment and the maintenance and enhancement of long-term productivity
- Irreversible and irretrievable commitment of resources

The environmental resource GIS databases used in Tier One (those not restricted by project confidentiality agreements) were provided to CMAP staff.

For the Tier Two EIS, more detailed environmental analysis will be performed based on field surveys currently being conducted.

It should also be mentioned that the Illiana Corridor Tiered EIS is being closely coordinated with federal and state resource agencies, including the U.S. Army Corps of Engineers, U.S. Environmental Protection Agency, U.S. Fish & Wildlife, U.S. Coast Guard, U.S. Department of Agriculture, U.S. Forest Service, U.S. Energy Information Administration, U.S. Geological Survey,

Illinois Environmental Protection Agency, Illinois Historic Preservation Agency, Illinois Department of Natural Resources, Illinois Department of Agriculture, Illinois Natural History Survey, Illinois State Archaeological Survey, and other local agencies.

Financial Evaluation

IDOT and INDOT are currently evaluating potential funding and financing strategies for implementing the Illiana Corridor. As part of this financial analysis, public-private partnerships (P3s) are being studied as a potential mechanism for use in this project given the passage of legislation in both states authorizing the use of P3 for the Illiana Corridor. One form of P3 being examined is design-build-finance-operate-maintain (DBFOM), where responsibilities for designing, building, financing, operating, and maintaining are bundled together and transferred to private sector partners.

There are a wide a variety of DBFOM agreements, especially in the degree to which financial responsibilities and risks are actually transferred to the private sector. However, all DBFOM projects are partly financed by debt leveraging revenue streams (usually tolls) dedicated to the project. Future revenues are leveraged to issue bonds or other debt that provide funds for capital and project development costs. Toll revenues are often supplemented by public sector subsidies in the form of upfront construction payments, right-of-way acquisition, or through payments made to the concessionaire during the operating period based on availability and overall performance of the facility (availability payments).

In addition, other financing strategies, such as the federal Transportation Infrastructure Finance and Innovation Act (TIFIA) program are being evaluated. The TIFIA program was created because state and local governments that were trying to finance large-scale transportation projects with tolls and other forms of user-backed revenue often had difficulty obtaining financing at reasonable rates due to the uncertainties associated with these revenue streams.

TIFIA provides Federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance surface transportation projects of national and regional significance. TIFIA credit assistance provides improved access to capital markets, flexible repayment terms, and potentially more favorable interest rates than can be found in private capital markets for similar instruments. TIFIA can help advance qualified, large-scale projects that otherwise might be delayed or deferred because of size, complexity, or uncertainty over the timing of revenues. With the passage of MAP-21 in July 2012, the TIFIA program was greatly increased the lending capacity from approximately $1 billion per year to $10 billion per year, and increased the TIFIA participation from 33% of project costs to 49% of project costs. The Illiana Corridor Study intends to submit a TIFIA program Letter of Interest (LOI) in the upcoming months.

The Illiana Corridor Tier One EIS estimated the total construction cost (including land

acquisition, and engineering costs) at $1.3 billion in year of expenditure (YOE) dollars assuming a 2018 completion. Given the bi-state nature of the project, the State of Illinois share of the construction cost would be three-quarters of that amount. A financial plan is being prepared that will include refinement of the Illiana Corridor's cost estimate and a recommended funding strategy that will show how there will be sufficient financial resources available to implement and complete the project.

IDOT intends on providing more financial information to CMAP as the financial plan analysis progresses. It should be noted that due to the potential for a P3 procurement for the project, some financial information will need to remain confidential in order not to jeopardize a P3 procurement and to ensure competition and innovation among the potential concessionaires.

2040 SUSTAINABLE PROSPERITY GOAL

The CMAP GO TO 2040 Comprehensive Regional Plan seeks to maintain and strengthen the region's position as one of the nation's few global economic centers. The 2040 Plan outlines prosperity as being driven largely by a combination of infrastructure, overall business environment, workforce, and amenities. To remain an attractive place for workers and businesses, CMAP set out six regional needs:

- Global connections that link northeast Illinois to international trade and information networks, providing economic opportunities and a broad range of jobs.

  Freight movement is one of the region's key industries. Freight hubs are essential to the region's position in the business logistics system. The region is a national freight crossroads, bearing goods traffic from all directions. Over half of the truck miles traveled in Illinois begin and end somewhere else (i.e. through traffic). Our position as a transportation hub provides value-added service.

  The virtue of a transportation hub is that it consolidates fragmented activity to achieve volume economies. Once this is done, the number of markets that can be connected efficiently and the quality of the service to them rises dramatically. Through traffic is one key element for a successful hub. Businesses surrounding the hub have far better freight options and performance than would otherwise be possible because of the through traffic. This greater freight service also attracts businesses, as well as aiding them to compete. Facilitated by its status as a huge metropolitan market, Chicago became one of the three main centers of inland distribution for the United States because of its excellent and robust transportation network. These factors have helped make Illinois and Indiana industry integral to global systems of trade despite being in the interior of the continent.

  The Illiana Corridor adds to our region's robust freight network, providing a new east-west 47-mile long connecting three interstates (I-55, I-57, and I-65) and serving one of the largest inland intermodal facility concentrations in the country. The improved mobility and accessibility will enhance the region's standing as the nation's crossroads, rather than a bottleneck.

- A robust, diverse business community, skilled labor force, and excellent higher education system.

  IDOT strongly supports a diverse, skilled labor force. It is a cornerstone of IDOT's interest in human capital development that opportunity is extended to all. The Illiana Corridor will support the region's labor force and economic development during and after its construction. Based on the economic analysis performed in the Tier One EIS,

the short-term (2013 – 2018) economic benefits of a tolled B3 Corridor include an additional 9,124 short-term jobs (in job years). In the long-term (2018 – 2048), 28,200 jobs (in job years) are expected to be generated due to the additional travel time savings provided by Corridor B3. Of these totals, Illinois can expect the creation of 6,840 short-term jobs and 21,160 long-term jobs.

In terms of improved job access, Corridor B3 will result in an increase of 18,000 more jobs that would be accessible within 30 minutes from the study area in 2040 when compared to the No Action Alternative.

In addition, IDOT has implemented the Highway Construction Career Training Program (HCCTP) which is open to women, minorities, and the disadvantaged. This program provides classroom and hands-on training in highway construction-related fields, so trainees are prepared to enter into union construction apprenticeships or to go to work for prime contractors. This program may provide increased opportunity for its graduates in the construction of the Illiana.

- Modern, well-maintained infrastructure, including transportation, energy, telecommunications, and water.

  The region's competitive advantage is closely tied to the historic roles played as commercial and transportation hubs in the development of the nation. The State highway system is the backbone network that enables the quick and efficient movement of goods and products to and from markets. The Illiana Corridor will improve the region's infrastructure by providing improved a new regional east-west highway facility in the growing southern portion of the region. The Illiana Corridor will result in national and regional truck freight benefits. The Tier One EIS found that the B3 Corridor would reduce truck hours of travel by up to 12,000 hours per day in 2040 in the area south of Lake Michigan (South Sub-Region). Truck freight operational efficiencies and reduced energy inefficiencies will be gained due to saved time and quicker turn-around of truck shipments.

  The Illiana Corridor also offers multi-use corridor opportunities. This includes the potential for new utilities, trails, and green connections.

- A healthy environment with ample open space and parks for recreation.

  The Illiana Corridor Study is utilizing context sensitive design concepts, which include native plantings, wildlife crossings, open lands and waterway crossings, potential multimodal trails and green connections, and aesthetic local view sheds. To attain these design benefits, the Illiana design team met and consulted with the Corridor Planning Group (CPG) and Technical Task Force (TTF), which consists of counties, municipalities,

the metropolitan planning organizations (CMAP, the Kankakee Area Transportation Study, and the Northwestern Indiana Regional Planning Commission), resource agencies, and groups such as the Midewin National Tallgrass Prairie, members of the Route 66 National Byway, the Will County Forest Preserve, and the Lake County Planning Commission, among others. These discussions have resulted in feedback for a well designed, context sensitive highway that will provide both natural and aesthetic benefits when constructed.

In addition, IDOT and INDOT have committed to using sustainable design practices in development of the Illiana Corridor. This will include roadway alignments that mimic existing grades where possible, cuts and fills shaped to match slopes of existing landscape, and best management practices for stormwater, including the use of bio-swales and detention area that have a natural shape and cross section along the perimeter to promote vegetation establishment. The project has also committed to using FHWA's INVEST sustainability tool through the various phases of the project to promote sustainable design and construction practices.

As part of Tier Two, the Land Use TTF has begun establishing a multi-jurisdictional plan to coordinate land use and community plans both along the B3 Corridor and within the corridor's communities. Based on feedback to date, environmental protection and opportunities, economic development, and smart growth are recurring themes for land use planning for the area. Stimulating and supporting sustainable features such as open spaces, transit, greenways, recreation, water quality, wildlife crossings, farmland preservation, utilities, etc. are being discussed.

- Active institutions for arts and culture, along with other amenities for a high overall quality of life.

  The Illiana Corridor will result in both short and long-term increases in state and local tax revenues. A nearly $40 million increase in short-term (2013 - 2018 cumulative) state and local tax revenues, and a $270 million increase in long-term (2018 - 2048 cumulative) state and local tax revenues are projected. These increased tax revenues can be used in improve the communities' overall quality of life.

  The Illiana Land Use TTF is also serving as an initial backbone for local planning of land use needs in this area of dynamic growth to ensure the overall quality of life is maintained and enhanced.

- Government that is transparent and highly accountable.

  For the two-tiered EIS, IDOT and INDOT have established a transparent, professional, and comprehensive process that includes early and ongoing outreach to stakeholders, including federal, state and local agencies and officials, organizations, land owners,

businesses, trucking associations, farm bureaus, and the general public. Stakeholders have participated in every major aspect of the study, needs, alternatives development and alternatives evaluation.

During Tier One, the CSS process included 9 Corridor Planning Group meetings, over 100 one-on-one stakeholder meetings, 3 rounds of public meetings, and formal public hearings, as well as a project website (IllianaCorridor.org) that included an interactive corridor map and a library of all documents and meeting presentation material. Tier Two, begun in January 2013, has included 5 landowner meetings (850 persons attending), a first round of public meetings, a CPG meeting, a Land Use TTF meeting, and 45 one-on-one stakeholder meetings to date, and stakeholders will continue to participate in every aspect of Tier Two.

CMAP KEY PRINCIPLES AND GOALS: THE ROLE OF THE ILLIANA CORRIDOR

The GO TO 2040 Plan has four key principles and twelve high-priority recommendations to guide planning over the next 30 years. Each recommendation is linked to one of the key principles and represents a critically important strategy for achieving clear and measurable outcomes. The four principles and their related recommendations are:

Regional Mobility – Address vitality of our region's transportation system, which is crucial for economic prosperity and overall quality of life.

Livable Communities – Address diverse factors that together shape the qualities of life that attract people to particular communities.

Human Capital – Address factors that determine whether our region's economy will thrive due to the availability of skilled workers and a climate in which business creativity can flourish.

Efficient Governance – Address the need for increased effectiveness of governments in the region and beyond, which is important to meet residents' needs regarding accountability and transparency.

As a major transportation infrastructure improvement, the Illiana Corridor will primarily support the Goals, Principles and Recommendations of the CMAP Plan by providing improved regional (and local) mobility, more efficient truck freight movement, and enhancing the region's quality of life. In less direct ways, the construction of the Illiana Corridor will support human capital development and will be a product of efficient governance. The consistency and support for these four key principles by the Illiana Corridor are summarized below.

- ## Regional Mobility

  - ❖ **Invest Strategically in Transportation**

The concept of an Illiana Corridor providing a major east-west connector in the far south portions of the northeast Illinois/northwest Indiana region goes back to the early 1900s. It has since been studied in a number of forms over the last 40 years. These studies have shown benefits that include:

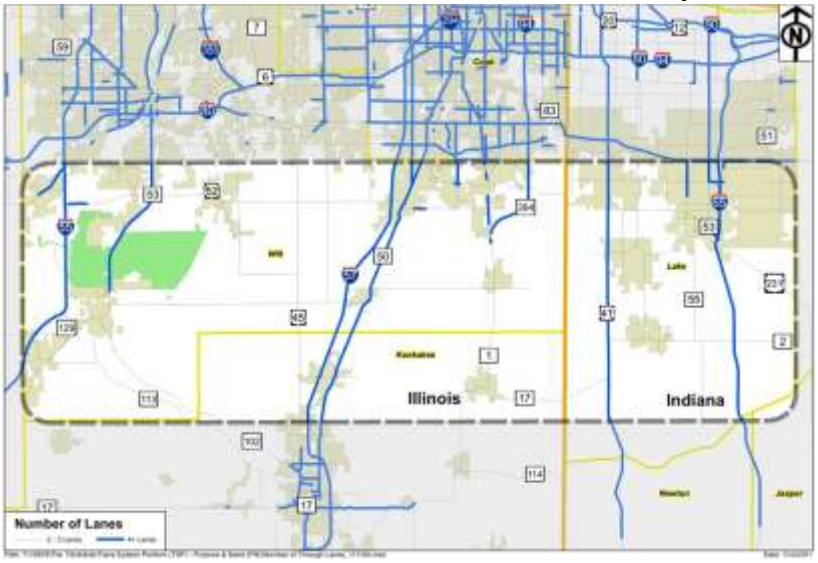
- Providing an alternate route for motorists travelling on the heavily trafficked I-80 Borman Corridor;
- Serving as a bypass for trucks around the congested metropolitan area highways;

- Improving access to one of the largest intermodal freight areas in the US;
- Improving access to the proposed South Suburban Airport;
- Supporting economic development in the area south of Lake Michigan (South Sub-Region); and
- Aiding substantial job creation.

As traffic volumes on other highways in the area south of Lake Michigan (South Sub-Region) have increased, the associated congestion has resulted in travel delays as documented in the Illiana Corridor Study *Transportation System Performance Report*. These congestion delays result in economic impacts to industries that depend on the ability to efficiently move freight within and through the region, and to commuters who spend more time in traffic as they drive to their jobs in the region.

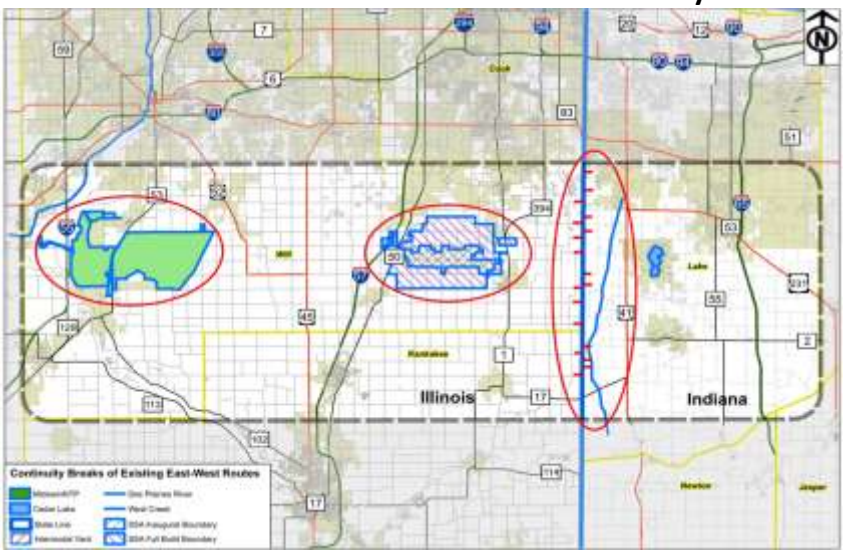
The existing roadway network in the Study Area does not include any east-west multi-lane roads, as shown in the figure below. This lack of higher roadway functional classification, multi-lane east-west roads in the Study Area result in longer distance trips using the two-lane roads that are designed primarily to provide local access.

Lack of Multi-Lane East-West Roads in the Study Area



The existing roadway network in the Study Area lacks continuous east-west roads, due to the Midewin National Tallgrass Prairie, the proposed South Suburban Airport footprint, and the lack of continuous roads at the border between Illinois and Indiana and across West Creek, as shown in the figure below. This results in limited east-west travel options across the Study Area.

Lack of Continuous East-West Roads in the Study Area



Even if the Illiana Corridor is never built, the three counties that would be directly served by the Illiana Corridor are expected to grow by 66% in population between 2010 and 2040 based on Illiana Corridor Study forecasts, as shown in the table below.

2010 – 2040 No Build Population Growth

County	2010	2040	2010-2040 Change
Will County, IL	677,560	1,366,000	+102.0%
Kankakee County, IL	113,449	150,000	+32%
Lake County, IN	496,005	625,000	+26%
Total	**1,287,014**	**2,141,000**	**+66%**

Source: U.S. Census Bureau, Illiana Corridor Study

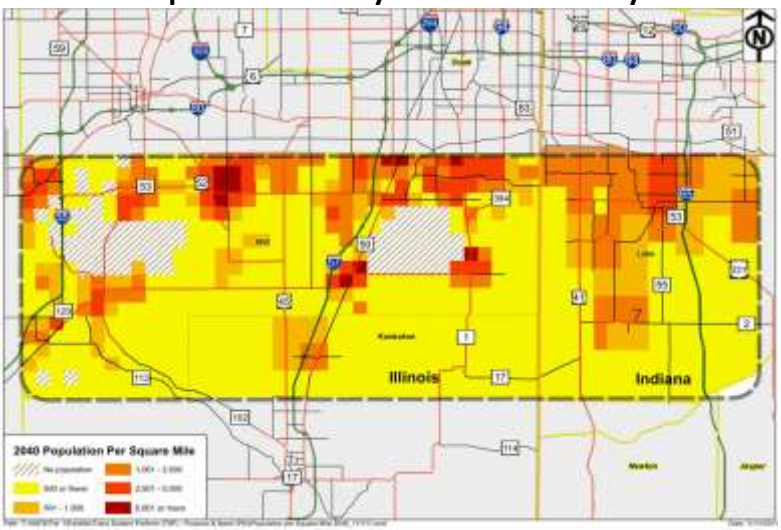
The Illiana Study Area population is expected to grow by 176% between 2010 and 2040 based on Illiana Corridor Study forecasts, as shown in the table below. The projected 2040 population density in the Study Area is shown in the figure below.

2010 – 2040 Illiana Study Area No Build Population Growth

Area	2010	2040	2010-2040 Change
Illiana Study Area	233,400	644,600	+176%

Source: U.S. Census Bureau, Illiana Corridor Study

2040 Population Density in the Illiana Study Area



The Illiana Corridor is improving mobility by serving the longer distance trips that previously used the Study Area arterial roadway network and congested regional east-west facilities, such as I-80. The net result is reduced congestion and improved travel times.

For the area south of Lake Michigan (South Sub-Region), an estimated 7 million vehicle hours of travel would be saved annually in 2040 by implementing the Illiana Corridor under a no toll scenario, with an estimated 3 to 6 million vehicle hours of travel saved under a tolled scenario.

The Illiana Corridor would also result in increased accessibility to jobs, because of the improved regional and local mobility provided by the facility. The Tier One EIS found that 18,000 more jobs (jobs expected in 2040) would be accessible with 30 minutes of the study area in 2040.

At the local level, congestion would be reduced with vehicle miles of travel on arterial streets in the Study Area reduced by over 38 million vehicle miles annually in 2040 by implementing the Illiana Corridor under a no toll scenario, with an estimated 26 million reduction in vehicle miles of travel on arterials under a tolled scenario.

The GO TO 2040 Plans says that "infrastructure investment yields economic returns via short-term job creation, but also via long-term economic productivity, largely by reducing the costs of congestion and making the region more attractive to businesses and residents." The implementation of the Illiana Corridor would have both short and long-term economic benefits. Short-term economic benefits of implementing the Illiana Corridor include an additional 9,000 construction jobs (in job years) and an additional $1.4 billion in short-term construction economic output. Economic output represents the productivity of the region measured by the value of goods and services produced.

In the long-term, between 34,000 and 28,000 jobs (in job years under no toll and tolled

scenarios) are expected to be generated due to the additional travel time savings provided by the Illiana Corridor. The additional long-term economic output resulting from implementation of the Illiana Corridor is estimated to be between $4.7 and $3.9 billion (under no toll and tolled scenarios). The long-term is defined as a 30-year period between 2018 and 2048.

In addition, other economic benefits would result from implementing the Illiana Corridor, including state and local tax revenues, and auto operating cost savings.

The GO TO 2040 Plan states that "a safe and adequate system are of paramount importance to all transportation implementers." The Illiana Corridor is expected to improve safety by shifting longer distance traffic currently using the arterial system to the Illiana Corridor, which is a limited access facility. Arterial roads typically have approximately four times higher crash rates than limited access roadways.

The Illiana Corridor is expected to improve regional air quality by reducing congestion and improving travel speeds. As overall regional travel speeds increase, volatile organic compounds (VOC), which are the pre-cursors for ozone, decrease.

The proposed use of tolling and public-private partnerships (P3s) as a funding mechanism for the Illiana project. This is consistent with the GO TO 2040 Plan in that "making users assume more of the costs of their infrastructure use," and that innovative financing strategies, including P3s should be pursued, noting that "in many cases P3s have demonstrated significant cost savings and enabling them would add needed flexibility to the way transportation projects are designed, constructed, financed, operated, and maintained."

- **Increase Commitment to Public Transit**

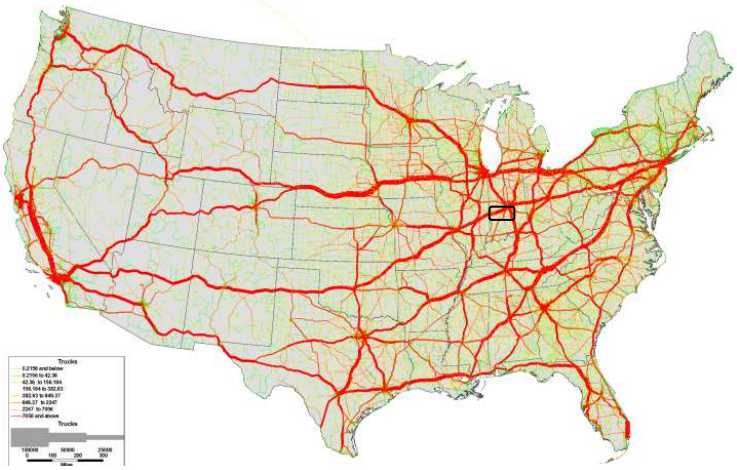
The development of the Illiana B3 Corridor has taken into consideration possible multi-use purposes for the right of way. This could include trails, utilities, and green connections. Current and future densities in the Illiana Corridor are not expected to support fixed guideway transit (rail transit). However, the Illiana Corridor would provide opportunities for use by public transit buses and intercity buses. These possibilities would include the use of the corridor to provide direct transit linkages between home and work sites located in Beecher, Peotone, Symerton and Wilmington. In addition, the corridor can be used to provide access to existing radial commuter rail lines located to the north of the corridor, as well as to potential extensions, such as the proposed rail service to the proposed South Suburban Airport and on to the Kankakee area.

- **Create a More Efficient Freight Network**

The Chicago region's competitive advantages are closely tied to its historic roles as commercial and transportation hubs in the development of the nation. The GO TO 2040 Plan says that the

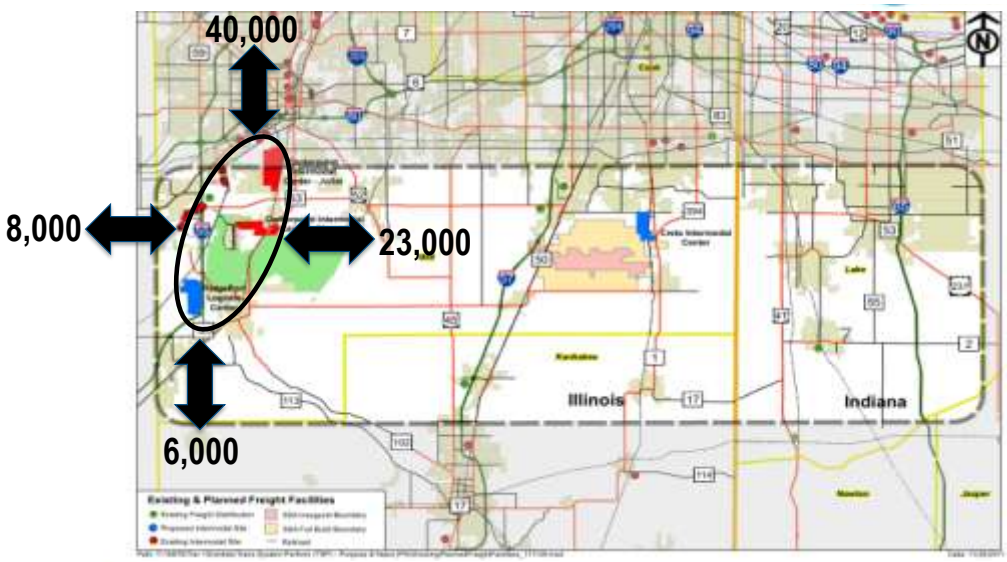
"biggest challenge to trucking is highway congestion" and that "economic efficiencies in trucking is challenged by severe congestion on interstates, arterial roads, and many collector streets." Due to Lake Michigan, all national east-west truck freight traffic traveling in the northern portion of the country must be funneled to the I-80 corridor, as shown in the figure below.

National Truck Flows



The Study Area is also home to one of the largest container ports in the U.S., including two existing intermodal centers, CenterPoint (Elwood) and CenterPoint (Joliet), and two planned intermodal centers (RidgePort Logistics in Wilmington and CenterPoint in Crete). Estimated 2040 truck trips from the intermodal and distribution centers located in the western portion of the Study Area are shown in the figure below.

2040 Intermodal Truck Distribution



One of the major benefits of the Illiana Corridor is significant use for truck freight. The 2040 traffic projections for the Illiana Corridor show over 40,000 vehicles per day using the Illiana Corridor (assuming a free facility with no toll charge), of which over half of the vehicles would be trucks. Approximately three-quarters of the truck trips are expected to have at least one trip end outside of the Region. The GO TO 2040 Plan supports dedicated and managed truckways or truck lanes, and cites the proposed Illiana project as an example. Although the Illiana project is not expected to have dedicated truck lanes, this multimodal facility is expected to have half of its use by trucks.

If the Illiana Corridor were a tolled facility, there would be a reduction in forecasted traffic depending on the toll rates and policies used. However, it is expected that between 30% and 60% of the forecasted traffic would continue to use the Illiana Corridor if it is tolled.

As a result, the Illiana Corridor provides savings of up to 12,000 daily truck hours of travel in 2040 for a no toll scenario (or between 5,000 and 11,000 daily truck hours of travel for a range of tolled scenarios) for the area located south of Lake Michigan (South Sub-Region). This results from higher average speeds for truck trips and diversion of longer distance truck trips from local roads to higher type facilities, such as the Illiana Corridor. From an economic perspective, with truck travel time valued at $29 per vehicle hour over a 75 year life results in up to $9 billion in travel time savings.

The GO TO 2040 Plan states that "to keep metropolitan commerce moving and to ensure regional prosperity, the freight system might need to work under any number of future scenarios and a proactive approach to reducing congestion." "By proactively planning for resiliency in the freight sytem, the region can substantially benefit by making the region "ready-to-go" for economic development opportunities that require global access or a central location for Midwest and national markets."

- ## LIVABABLE COMMUNITIES

  - **Achieve Greater Livability through Land Use and Housing**

The Illiana Corridor will prove to be a strong foundation for community livability along the B3 Corridor. The municipalities along and near the corridor are long established communities that were incorporated in the late 1800s. It will provide a long needed east-west limited access facility that will improve mobility for all residents along the corridor as well as ease regional congestion and improve regional mobility. In particular, it will reduce truck traffic on local roads in the area, which has been a resounding complaint of residents in the area. The B3 Corridor also provides improved access to open natural areas like the Midewin National Tall Grass Prairie and recreational amenities, such as Cedar Lake in Indiana. Potential multi-use

benefits of the corridor will include connecting existing trails to improve trail system connectivity.

Beyond these benefits, IDOT and INDOT have made strong commitments to design and implement the project following sustainability practices to ensure a vibrant environmental and thoughtfully planned corridor. To this end, the engineering approach to the corridor has utilized context sensitive design practices, while county and community officials have initiated steps to establish a multi-jurisdictional plan to coordinate land use and community plans both along the corridor and within the corridor's communities.

As part of Tier Two, the Land Use TTF has initiated the development of a multi-jurisdictional plan to coordinate land use and community plans both along the B3 Corridor and within the corridor's communities. Based on feedback to date, environmental protection and opportunities, economic development, and smart growth are recurring themes for land use planning for the area. The GO TO 2040 Plan "strongly supports coordination between communities" as the often the best way to address planning issues. The plan also encourages counties to take a strong and significant role to lead and create collaborative groups. The Illiana project is ensuring collaborative land use planning through its Land Use TTF.

- **Manage and Conserve Water and Energy Resources**
- **Expand and Improve Parks and Open Space**

An instrumental guide to development of the Illiana Corridor has been the utilization of context sensitive design concepts that mar
ries engineering needs with the physical environment. Design concepts that avoid disruption to natural areas or blend the silhouette of the highway into the landscape to reduce visual discontinuity are being incorporated, where possible, to make the expressway less intrusive to both nature and the traveler experience. Opportunities for context sensitive design concepts at points of connection between the roadway and natural areas, such as waterways, forest preserves and natural open spaces, including the Midewin National Tallgrass Prairie, are also being identified. In addition, the corridor plan looks at the linkage of human activities that intersect with the corridor on trails and at recreational areas.

The Illiana Corridor Study also commits to developing a sustainable transportation solution, as documented in the Purpose Statement in the Purpose and Need Statement in the EIS. In addition, IDOT and INDOT have committed to using sustainable design practices in development of the Illiana Corridor. This will include roadway alignments that mimic existing grades where possible, cuts and fills shaped to match slopes of existing landscape, and best management practices for stormwater, including the use of bio-swales and detention areas that have a natural shape and cross section along the perimeter to promote vegetation establishment. This is consistent with the GO TO 2040 Plan that recommends that "all governmental bodies that undertake construction activities should implement policies that

require the use of site-appropriate green infrastructure practices for stormwater management. The project has also committed to using FHWA's INVEST sustainability tool through the various phases of the project to promote sustainable design and construction practices.

The Illiana Land Use TTF is also serving as an initial backbone for local planning of land use needs in this area of dynamic growth to ensure the overall quality of life is maintained and enhanced. Stimulating and supporting sustainable features such as open spaces, transit, greenways, recreation, water quality, wildlife crossings, farmland preservation, utilities, etc. are being discussed.

- **Promote Sustainable Local Food**

The Illiana B3 Corridor can improve farm-to-market access for Will County farmers by providing a high-speed east-west route through Will County, and reducing traffic congestion on local roads.

• HUMAN CAPITAL

- **Improve Education and Workforce Development**
- **Support Economic Innovation**

The benefits to the Human Capital goals of the region are broad. The construction of the Illiana will help spur growth within the region along the I-80 Corridor and in northern Will County. These benefits can be summarized as:

- Expanding employment opportunities outlined in CMAP's Sustainable Prosperity goal,
- Increasing short-term and long-term employment opportunities in the region,
- Increasing the number of jobs accessible to home locations.

A key component of all these benefits is the strategic nature of the investment to support logistic operations in the region. Logistics is identified as a core "cluster" industry for northeast Illinois in the GO TO 2040 Plan. As one of the driving economic forces in the metropolitan area, both historically and in the future, logistics activities centered at the crossroads of I-55 and I-80 will provide a powerful job creating force for all residents.

The Illiana study area also includes Governors State University in University Park, which is becoming a four-year university beginning with the freshmen class of 2014-2015. The Illiana Corridor will increase accessibility to this and other educational institutions in the area.

In addition, IDOT has a number of human capital program initiatives, including a Highway Construction Careers Training program, an Engineerin Technician Training Program, and the Diversity in Engineering Scholarship Program, along with collaboration with educational institutions, workforce boards, and industry and labor representatives that may provide new opportunities for training and developing skills when the construction of the Illiana begins. The GO TO 2040 Plan supports these types of workforce development programs

- **EFFICIENT GOVERNANCE**

  - **Reform State and Local Tax Policy – No Impact**
  - **Improve Access to Information – No Impact**
  - **Pursue Coordinated Investments**

In the CMAP region, Will County has initiated a partnering with Beecher, Manhattan, Peotone, Symerton, and Wilmington to establish a corridor planning team to coordinate land use and community planning activities in the corridor. In April 2013, a series of land use coordination meetings began. These meetings included outreach to all members of the Illiana Corridor Planning Group (CPG) as well as focused contacts with all communities responsible for land use planning within the Illiana B3 corridor. The purpose of these meetings is to identify a wide variety of land development concepts and to identify potential best practice strategies that the land use authorities can utilize to develop, protect and improve the corridor and their individual communities.

As part of this coordination with impacted communities and interest groups, various interchange options at IL 53 are being studied. Local officials and Route 53 Study participants have expressed concern about visual impacts of the Illiana Corridor on the historic qualities of the US 66 National Byway. Industrial development potential is also being considered in the IL 53 interchange assessment. The options range from no interchange, an interchange at IL 53, and an off-set IL 53 interchange options located to the east of IL 53.

As noted in the CMAP GO TO 2040 Plan, one size does not fit all. Along this corridor, there is interest in economic development, natural resource protection, sustainability tactics and smart growth concepts for community development. The corridor is not homogeneous in their aspirations and their settings. From East to West, Illinois communities include:

- Beecher
- Peotone
- Manhattan
- Symerton
- Wilmington

The Illiana Corridor is generally located at the edge of development in the region. The Tier One EIS documented the extreme difficulty in locating such a facility closer in, because much of the land is already developed and the displacements and environmental impacts would be substantial.

With the location of the Illiana Corridor at the edge of development in the region, it could be used in part as an easily understood boundary for development for the region. Within the Illiana Corridor, CMAP and NIRPC together with the local jurisdictions could help synchronize development so that it is contiguous and is supported by the necessary roads, sewers, and other infrastructure. The Illiana Corridor can be used to develop a balanced approach that encourages and directs development to areas that promote efficiency and accessibility to jobs and other destinations, and at the same time provide opportunities for green infrastructure.

The Tier Two portion of the Illiana EIS has been built on the concepts of coordinated, cooperative and comprehensive planning that were established in Tier One. IDOT and INDOT have directed a massive planning and coordination effort that has outreached and nurtured coordinated planning with federal, state and local government agencies, with special interest groups representing environmental and economic issues, with landowners and with the general public.

Existing regional, county and local community plans have been assembled and are being considered when selecting the best corridor alignment during Tier Two work. A series of land use and context sensitive design meetings have been undertaken to ensure all development and corridor design alternatives are put forward for consideration. Specific, context sensitive design discussions have occurred with the Midewin National Tallgrass Prairie staff as well as supporters of the Route 66 Historic Byway.

GO TO 2040 PROJECT EVALUATION ANALYSIS

In the GO TO 2040 Plan, the Illiana Expressway was described as "ranging from 4 to 6 lanes, from I-55 south of Joliet extending east into Indiana to I-65. The corridor length was estimated at 56 miles. Intermediate interchanges were planned at: IL 53, US 52, US 45, I-57, South Suburban Airport, IL 1/IL 394, and US 41."[4]

More recently, the Illiana Corridor Study Tier One FEIS identified the selected B3 corridor as a four-lane expressway facility running west from I-55 near Wilmington and extending east to I-65 in Indiana. The total corridor length is 47 miles, of which 35 miles is in the State of Illinois. Intermediate interchanges are proposed at IL 53, US 45/52, I-57, IL 1, US 41, and SR 55. Potential future interchanges at South Cedar Road, IL 50 and South Ashland Avenue/IL 394 extended are also being considered.

The CMAP GO TO 2040 project evaluation is shown below.

CMAP GO TO 2040 Major Capital Projects: Illiana Expressway Project Evaluation[2]

Evaluation measure	Specific calculation	Baseline	Project outcome (change from baseline)
Long-term economic development	Jobs in region	5,924,196	3,900
	Total income in region	$412,724,000,000	$199,000,000
	Gross Regional Product	$626,828,000,000	$291,000,000
Congestion	Average Speed	n/a	50
	Hours of congestion systemwide	3,536,881	4,000
Work Trip Commute Time	Average travel time in minutes, auto	33.84	0.00
	Average travel time in minutes, transit	58.36	-0.08
Mode share	Total trips, auto	29,222,026	11,000
	Total trips, transit	3,306,482	-9,000
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	831,680	2,300
	Average number of jobs accessible within 75 minutes by transit	1,268,062	0
Air quality	Daily emissions of VOC, tons	63.554	-0.080
	Daily emissions of NOX, tons	50.937	0.150
	Annual emissions of direct PM, tons	1,020.4	3.0
	Annual emissions of NOX, tons	20,187	69
Energy use	Annual emissions of CO2 equivalents, metric tons	40,710,832	14,000
Natural resource preservation	Number of impacted subzones in unprotected natural areas	n/a	467
	…as % of total impacted subzones	n/a	19%
Infill and reinvestment	Number of impacted subzones within municipal boundaries	n/a	1,050
	…as % of total impacted subzones	n/a	44%
Peak period utilization	One-Way Traffic Volumes	n/a	4,300
	Peak Period One-Way Capacity	n/a	8,000
Facility condition	CRS score (applies to highways only)	n/a	n/a

** Results in cells that are shaded are very small changes in relation to the baseline, and are essentially not distinguishable from zero. We cannot be sure that these results are caused by the project rather than modeling "noise" that occurs whenever the modeling network is modified. In other words, these results are not significant.

[4] CMAP GO TO 2040 Major Capital Projects, Originally drafted February 2010; updated October 2010, page 94.

The following sections summarize the Illiana B3 Corridor performance for these evaluation measures based on the results of the Illiana Corridor Study regional travel model and economic analysis from the Tier One EIS. The Tier One FEIS Appendix D documents the Illiana Corridor Study travel forecasting model, and Appendix E documents the market-based population and employment forecasts used as input to the travel forecasting model. The methodology used for the development of the Illiana Corridor Study market-based population and employment forecasts were approved by CMAP. The market-based forecasts were required for use in Illiana Corridor EIS to be consistent with FHWA guidance, and to provide the basis for both engineering design and financial analyses that require forecasts that reflect trends and market realities, are comparable to independent forecasts, and appear reasonable and achievable.

The CMAP GO TO 2040 population and employment forecasts were not used for the Illiana Corridor Study, as they reflect a "policy-based plan (dealing with the investments and high-level choices that shape our region) as opposed to a land use plan (dealing with specific types of development in specific locations)."[5]

- **Long Term Economic Development**

Based on the economic analysis performed for the Illiana Corridor Tier One FEIS[6], the short-term (2013 – 2018) economic benefits of a tolled B3 Corridor include an additional 9,100 short-term jobs (in job years). In the long-term (2018 – 2048), 28,218 jobs (in job years) are expected to be generated due to the additional travel time savings provided by Corridor B3. Of these totals, Illinois can expect the creation of 6,840 short-term jobs and 21,200 long-term jobs (based on a 75-25 percent split between Illinois and Indiana).

Based on the Tier One FEIS, economic output, as represented by the productivity of the region measured by the value of goods and services produced, will experience a $1.4 billion gain in short-term (2013-2018) output with the construction of the Illiana. In the long-term (2018 – 2048), the additional economic output resulting from implementation of the B3 Corridor is estimated to be $3.9 billion.

In terms of state and local tax impacts, the Illiana Corridor Tier One FEIS estimates an additional $49 million in short-term (2013 – 2018) construction economic output. In the long-term (2018 – 2048), the additional economic output resulting from implementation of the B3 Corridor is estimated to be $271 million.

[5] CMAP GoTo2040 Comprehensive Regional Plan, October 2010, page 26.
[6] Illiana Corridor Tier One Final Environmental Impact Statement and Record of Decision, January 17, 2013, pages 3-33 to 3-47.

- **Congestion**

In terms of total travel time, the Tier Two Illiana Corridor Study regional travel model output for a tolled B3 Corridor show a savings of 9,100 vehicle hours of travel per day in 2040 (or over 3 million annually) versus a No Build outcome.

In terms of delay experienced, Corridor B3 showed a decrease of 5,900 vehicle hours of delay per day in 2040 (or 2 million annually), and a decrease of 642,000 congested vehicle miles of travel per day in 2040 (or 234 million annually) versus the No Build option.

- **Work Trip Commute Time**

The Tier Two Illiana Corridor Study regional travel model findings for a tolled B3 Corridor show a decrease of 6,800 auto vehicle hours of travel per day in 2040 versus the No Build. Work trips typically comprise 15% to 20% of total person trips.

- **Mode Share**

Minor impacts to regional mode share are expected with a tolled B3 Corridor. With improvements to highway travel times in the South of the Lake region, some improvement to bus speeds and auto access to transit may result.

- **Jobs-Housing Access**

Corridor B3 will result in an increase of 18,000 more jobs that would be accessible within 30 minutes from the study area in 2040 as compared to the No Build option. This finding is based on the Illiana Corridor 2040 employment forecast used in the Illiana Corridor Tier One FEIS[7].

- **Air Quality**

An air quality analysis was not performed during Tier One due to the conceptual level of detail utilized for the EIS. It is anticipated that Volatile Organic Compound (VOCs) emissions, which are ozone precursors, would decrease as a result of the B3 Corridor, and Nitrogen Oxides (NOx) emissions would increase based on typical regional emissions curves for these pollutants. . A project level air quality emissions analysis will be performed for the Tier Two EIS using the MOVES model.

[7] Illiana Corridor Tier One Final Environmental Impact Statement and Record of Decision, January 17, 2013, pages 2-44 to 2-49.

- **Energy Use**

Construction of the B3 Corridor will result in transportation system efficiencies; thereby reducing vehicle stopping and slowing conditions based on the findings in the Illiana Corridor Tier One FEIS[8]. This would result in less direct and indirect vehicle operational energy consumption versus the No Build option.

- **Natural Resource Preservation**

Tier Two of the Illiana Corridor Study is quantifying the environmental impacts based on field surveys and more detailed analyses. In addition, the project team is refining the alignment to avoid, minimize, and mitigate impacts. Potential Tier Two impact and minimization measures are described in the Record of Decision[9]. For example, wetland compensatory mitigation strategies will be developed during Tier Two that would apply established ratios for compensation commensurate with required impacted wetlands.

- **Infill and Re-Investment**

The area south of Lake Michigan (South Sub-Region) includes regional transportation facilities such as I-80, the Indiana Toll Road, and portions of I-55, I-57, and I-65. The northern portion of the South Sub-Region that includes I-80 is developing and is expected to reach holding capacity before 2040 based on the Illiana Corridor Study forecasts.

In support of infill and redevelopment, the Tier Two of the Illiana Corridor Study is facilitating land use planning for the B3 corridor with affected local jurisdictions and agencies. Three land use planning workshops are being conducted during Tier Two to facilitate planning for future corridor development. In Illinois, support for local planning reviews is targeted at Beecher, Peotone, Symerton, and Wilmington. Based on feedback to date, environmental protection and opportunities, economic development, and smart growth are recurring themes for land use planning for the area.

- **Peak Period Utilization**

The Tier Two Illiana Corridor Study regional travel model findings for a tolled B3 Corridor show year 2040 traffic ranging between 28,500 and 13,300 vehicles per day. Peak hour traffic is typically 8% to 10% of daily traffic and two-hour peak period traffic would be approximately double that.

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[8] Illiana Corridor Tier One Final Environmental Impact Statement and Record of Decision, January 17, 2013, page 3-164.

[9] Illiana Corridor Tier One Final Environmental Impact Statement and Record of Decision, January 17, 2013, pages 25 to 36.

- **Cost Consideration**

The CMAP GO TO 2040 Plan states that for the Illiana project "total construction cost (2009$) is estimated at $2,870,000,000 for a three lane roadway, broken out by section as follow: $1,750,000,000 from I-55 to I-57 (25 miles); $700,000,000 from I-57 to IL 394 (10 miles); and $420,000,000 from IL 394 to US 41 (6 miles)."[10]

The Illiana Corridor Study estimates that the 47-mile long, four-lane limited access B3 Corridor total construction cost (including land acquisition, and engineering costs) will be $1.2 billion in (2012$) or $1.3 billion in year of expenditure (YOE) dollars assuming a 2018 completion. Due to the bi-state nature of the project, the Illinois portion of the construction cost would be approximately $900 million in 2012$ or $975 million (YOE).

- **Connectivity**

Corridor B3 will connect I-55 and I-57 in Illinois, and I-65 in Indiana, as well as IL 53, US 45/52, and IL 1 in Illinois, and US 41 and SR 55 in Indiana. In addition, B3 would enhance access to proposed Metra commuter rail stations, including the South Suburban Airport (Metra Electric) and Midewin stations. The potential also exists for future east-west transit service along the corridor as future demand grows.

- **Safety and Security**

The B3 Corridor will enhance safety by providing additional east-west limited access highway capacity, which have lower crash rates, and reducing traffic on the arterial system, which exhibits higher crash rates. It is estimated that the number of crashes would be reduced by 920 annually in 2040 under a no toll scenario and 640 crashes under a tolled scenario. Security will be enhanced by providing additional capacity to facilitate travel for evacuation, and improved travel speeds for response to incidents.

- **Bicycle and Pedestrian Accommodation**

Tier Two of the Illiana Corridor Study is facilitating land use planning for the B3 corridor with affected local jurisdictions and agencies. As part of this effort, the potential for multi-use corridor will be explored, including a multi-use trail. The multi-use trail could be along portions of the Illiana Corridor and could also connect existing and planned north-south trails.

[10] CMAP GO TO 2040 Major Capital Projects, Originally drafted February 2010; updated October 2010, page 94.

- **Consistency with Sub-Regional Plans**

The Illiana project is currently in Will County's existing long range transportation and land use plans. Will County supports the Illiana Corridor (evidenced by a resolution of support for the B3 Corridor during Tier One) and is updating their land use plan to reflect the B3 Corridor.

SUMMARY

The Illiana Corridor has been studied for decades and versions of this project have been included in previous long-range transportation plans for the region. The Illiana Corridor was also carefully examined as part of the original CMAP GO TO 2040 plan development process. The GO TO 2040 Plan references and supports funding for the Phase I engineering in the fiscally constrained project list, which demonstrates the region's support for its continued development. However, the Illiana Corridor's construction costs were on the fiscally unconstrained list, with an acknowledgement that the project could be included in the fiscally constrained list if a funding source is identified. The GO TO 2040 Plan recommended that the Phase I engineering activities begin as a high priority.

Since the adoption of the GO TO 2040 Plan, IDOT and INDOT have initiated the Phase I engineering and tiered EIS for the Illiana Corridor. The reason that IDOT is requesting a plan amendment for inclusion in the fiscally constrained long-range transportation plan in the near term, rather than waiting for the quadrennial update of the plan, scheduled for October 2014, is due to the project schedule. The Tier Two National Environmental Policy Act (NEPA) process is scheduled to conclude in early 2014. In order to receive a federal Record of Decision (ROD) for the Illiana Corridor Tier Two EIS, the project must be included in the region's fiscally constrained long-range transportation plan. In addition, IDOT and INDOT have already initiated planning for a P3 procurement for the Illiana Corridor. The inclusion of the project in the fiscally constrained long-range transportation plan will also benefit the P3 procurement process by minimizing project risk associated with completion of the NEPA process, which is a key component in pricing of a concessionaire's bid. Under a best case scenario, which includes a successful P3 procurement, construction of the Illiana Corridor would begin in 2015 and conclude by 2018, when a new Illiana Corridor facility would be open for operation.

The implementation of the Illiana Corridor will result in a number of regional and local benefits. First, will be the creation of jobs, including 9,000 short-term construction related jobs and 21,000 long-term jobs. Associated with the creation of jobs is the increased economic output resulting from implementation of the Illiana Corridor, as represented by the increased productivity of the region (measured by the value of goods and services produced). It is estimated that the Illiana Corridor will result in a $1.4 billion gain in short-term (2013-2018) output with the construction of the Illiana. In the long-term (2018 – 2048), the additional economic output resulting from implementation of the B3 Corridor is estimated to be $3.9 billion. In addition, the Illiana Corridor will also result in increased state and local tax revenues as a result of the increased economic output.

The Illiana Corridor project also supports the region's global connections that link northeast Illinois to national and international trade, and supports the freight movement industry, which is one of the region's key industries. The Illiana Corridor adds to our region's robust freight

network, providing a new east-west 47-mile long connecting three interstates (I-55, I-57, and I-65), providing an alternative to one of the nation's busiest east-west freight corridors, and serving one of the largest inland intermodal facility concentrations in the country. The improved mobility and accessibility will enhance the region's standing as the nation's crossroads, rather than a bottleneck.

Regardless of which regional socioeconomic forecasts are used, the region is expected to grow from 8.4 million in 2010 to just over 11 million by 2040, and Will County is expected to grow by over 500 million in population during that same time period. This will result in roughly a doubling of the number of vehicle trips now made, including more than a doubling of truck trips. The Illiana Corridor is expected to save 9,100 vehicle hours of travel per day in 2040 (or over 3 million regional vehicle hours of travel annually in 2040) versus a No Build outcome. The Illiana Corridor would also result in increased accessibility to jobs, because of the improved regional and local mobility provided by the facility. The Tier One EIS found that 18,000 more jobs (jobs expected in 2040) would be accessible with 30 minutes of the study area in 2040.

Another important output from the Illiana Corridor Study is the development of a more refined cost for the facility. The CMAP GO TO 2040 Plan had estimated construction costs at $2.87 billion for a six-lane roadway (2009$), versus the Illiana Corridor Study estimate of $1.2 billion in (2012$) or $1.3 billion in year of expenditure (YOE) dollars assuming a 2018 completion for the 47-mile long, four-lane limited access facility. Given the bi-state nature of the project, the State of Illinois share of the construction cost would be approximately $900 million in 2012$ or $975 million (YOE).

Safety and Security will also improve, as the Illiana Corridor will have a lower crash rate than arterial roads in the area. It is estimated that the number of crashes would be reduced by 920 annually in 2040 under a no toll scenario and 640 crashes under a tolled scenario. Security will be enhanced by providing additional capacity to facilitate travel for evacuation, and improved travel speeds for response to incidents.

Finally, the Illiana Corridor is consistent with the GO TO 2040 Plan recommendations for use of tolling and P3 financing mechanisms. Both Illinois and Indiana have passed legislation authorizing the use P3s for the Illiana Corridor, and both IDOT and INDOT are currently evaluating project funding mechanisms, which include the use of P3 and other innovative strategies, such as TIFIA credit assistance. IDOT intends on providing more project financial information as the financial analysis progresses. It should be noted that due to the potential for a P3 procurement for the project, some financial information will need to remain confidential in order not to jeopardize a P3 procurement and to ensure competition and innovation among the potential concessionaires.

In summary, approval of the inclusion of the Illiana Corridor in the fiscally constrained CMAP long range transportation plan is driven by project readiness and economic realities. The Illiana

Corridor Study is scheduled to complete its Tier Two EIS early in 2014, and the project needs to be included in the fiscally constrained long-range transportation plan before a ROD can be issued. The current implementation schedule shows completion of the P3 procurement in 2014, with construction starting in 2015 and completed in 2018. The resulting 47-mile long Illiana Corridor facility will provide direct access to regional, national and global markets for logistics firms, manufacturers, wholesalers and retailers. The Illiana Corridor will also serve the doubling of vehicle trips resulting from the expected population growth of 500,000 expected in Will County, regardless of which socioeconomic forecast is assumed. Significant economic benefits, including both short-term construction jobs, and long-term jobs and increased economic output will support the continued economic competitiveness and prosperity in the region.

Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: **Transportation Committee**

From: CMAP Staff

Date: June 7, 2013

Re: Self Certification

The MPO Policy Committee is charged with implementing the metropolitan planning process in accordance with applicable requirements of Moving Ahead for Progress in the 21st Century Act (MAP-21), the Clean Air Act, the Civil Rights Act, and the Americans with Disabilities Act. All agencies involved in the transportation planning process must also be held accountable to these federal requirements. By federal law, agencies providing transportation services and/or receiving federal money must categorically adhere to the requirements as listed in the 'POLICY COMMITTEE: Resolution Number 13-08 – A RESOLUTION CERTIFYING THE PLANNING PROCESS'.

We have ascertained that regulations and policies of the programming agencies are in compliance with applicable federal and state employment opportunity laws and guidelines, affirmative action goals, equal employment opportunity requirements, employment practices, procurement activities and transportation services. The Unified Work Program includes documentation that as an agency and in partnership with members, the MPO Policy Committee adheres to the applicable requirements of MAP-21 and the Clean Air Act. The 2013 Unified Work Program was approved in June of 2012. The 2014 Unified Work Program is currently under development with approval anticipated in June of 2013. The ten requirements for self-certification are listed in italics, with a summary of how CMAP addresses the requirement below.

(1) *23 U.S.C. 134, 49 U.S.C. 5303, and this subpart.* These citations summarize the metropolitan planning requirements.

This region is currently certified and has an approved Transportation Improvement Program, Long Range Metropolitan Transportation Plan - GO TO 2040, Unified Work Program, Congestion Management Process, Public Participation Plan, required interagency agreements, approved metropolitan planning area boundary, and annual listing of obligated projects.

(2) *In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93*.

State and local transportation officials take part in the 3C (continuing, comprehensive and cooperative) planning process to determine which planning elements will be implemented to improve air quality. Section I (Executive Summary) and Appendix H (UWP Development Process) of the Unified Work Program document how the state and local officials participate in the planning process.

(3) *Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d–1) and 49 CFR part 21*. Title VI prohibits exclusion from participation in, denial of benefits, and discrimination under federally assisted programs on grounds of race, color or national origin.

Appendix B (Civil Rights and Environmental Justice Requirements) of the Unified Work Program provides a description of how the affected member agencies meet these requirements.

(4) *49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity*.

Appendix B (Civil Rights and Environmental Justice Requirements) of the Unified Work Program provides a discussion of how the affected member agencies meet these requirements. Additionally, member agencies have documented their adherence to these requirements on their websites.

(5) *Section 1101(b) of the SAFETEA–LU (Pub. L. 109–59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises (DBE) in USDOT funded projects.*

The DBE program ensures equal opportunity in transportation contracting markets and the statute provides that at least 10% of the amounts made available for any federally funded projects be expended with certified DBEs. These policies are included on all of the partner websites and in their policy practices. Appendix B (Civil Rights and Environmental Justice Requirements) of the Unified Work Program provides a description of how the affected member agencies meet these requirements.

(6) *23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts*.

Appendix B (Civil Rights and Environmental Justice Requirements) of the Unified Work Program provides a discussion of how the affected member agencies meet these requirements. Additionally, member agencies have documented their adherence to these requirements on their websites.

CTA
Metra
Pace
IDOT

(7) *The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38.* Programs and activities funded with federal dollars are prohibited from discrimination based on disability.

Appendix B (Civil Rights and Environmental Justice Requirements) of the Unified Work Program provides a description of how the affected member agencies meet these requirements. Additionally, member agencies have documented their adherence to these requirements on their websites.

CTA
Metra
Pace
Illinois

(8) *The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance*.

Appendix B (Civil Rights and Environmental Justice Requirements) of the Unified Work Program provides a discussion of how the affected member agencies meet these requirements. Additionally, some member agencies are subject to triennial reviews by the FTA where this and other requirements are evaluated. There has been no notice of any member agency not satisfying this requirement.

(9) *Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender*.

Appendix B (Civil Rights and Environmental Justice Requirements) of the Unified Work Program provides a discussion of how the affected member agencies meet these requirements. Additionally, some member agencies are subject to triennial reviews by the FTA where this and other requirements are evaluated. There has been no notice of any member agency not satisfying this requirement.

(10) *Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities*.

Appendix B (Civil Rights and Environmental Justice Requirements) of the Unified Work Program provides a discussion of how the affected member agencies meet these requirements. Additionally, some member agencies are subject to triennial reviews by the FTA where this and other requirements are evaluated. There has been no notice of any member agency not satisfying this requirement.

Agenda Item No. 8.0

Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: CMAP Board

From: CMAP Staff

Date: May 1, 2013

Re: CMAP Principles for a New State Capital Program

In recent months, transportation and business leaders across Illinois have begun the conversation about a potential new capital program. Given the lack of stable funding, the continuation of the arbitrary "55/45 split" that directs only 45 percent of State highway funds to the Chicago region, and the lack of transparent project selection, **CMAP believes that any new State capital program must be coupled with reform.**

Necessary Reforms

Specifically, any new program: 1) must be funded through new user-fee generated revenues, 2) must move away from the 55/45 split and toward a performance-based funding system, and 3) must provide additional capital funding for both highways and transit.

- *New user-fee generated revenues*. The State must find a source of revenue that can keep pace with construction costs and end the continuing "boom and bust" cycles of inconsistent funding and uncertainty for residents and businesses. In the near term, the State should raise transportation user fees and index them to inflation or construction cost escalation. While new and innovative sources of dedicated transportation funding should also be explored, Illinois needs a near-term source of adequate, predictable, and stable funding so that projects can be financed. Not all new revenues should be used for debt service— some of the new revenue should have a "pay-as-you-go" element to stabilize the State road fund to pay for ongoing needs.

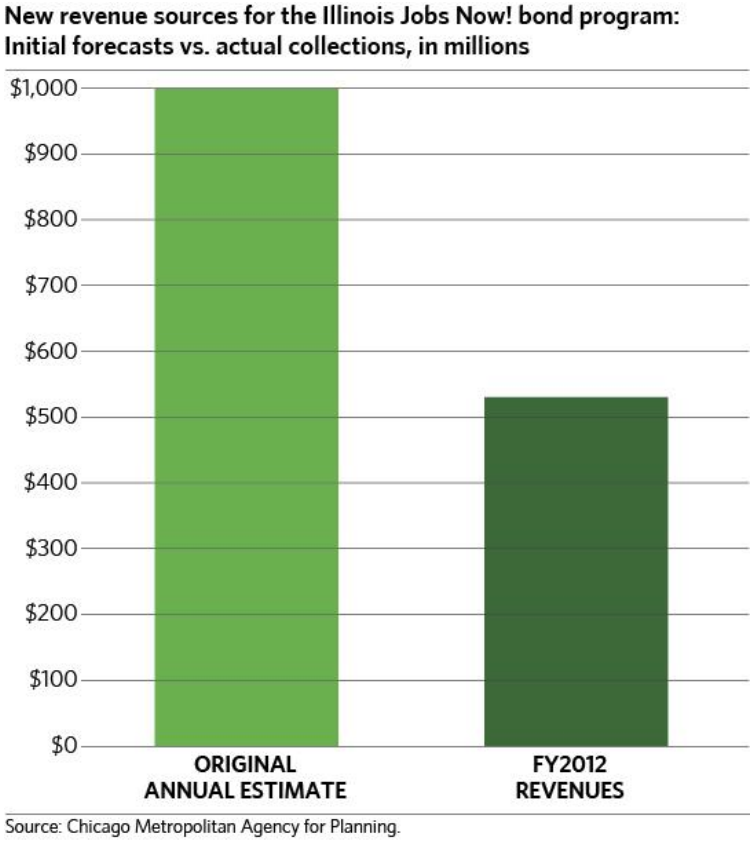
- *End 55/45 and move toward performance-based project selection*. Past State capital programs have lacked a transparent project selection process and dedicated far too little funding toward northeastern Illinois, relative to what the region provides in economic productivity and tax dollars. The State should move toward implementing a performance-driven process for selecting projects, rather than continuing arbitrary allocations. In northeastern Illinois, projects should align with the recommendations of the region's GO TO 2040 comprehensive plan, which prioritizes the maintenance and

modernization of the existing system along with a short list of prioritized major capital projects. Because our region has worked collaboratively to plan for its future, the State should respect this vision through its project selection and also ensure that our residents and businesses understand how their tax dollars are being spent to implement it.

- *Provide additional capital funding for transit.* CMAP supports the maintenance of our roads and bridges as well as strategic highway expansions in line with GO TO 2040's objectives. However, well-functioning public transit remains vital to our region's economic future. Finding a steady, reliable source of capital funding to support the region's transit system must be a top priority, and to date this has not materialized. The importance of achieving modern transit service will only grow as metropolitan Chicago competes with other places around the globe for talent and investment. Our region already taxes itself to fund transit operations, and the State must help deliver the capital resources that are so badly needed to modernize the system.

Prior Shortfalls

Enacted in 2009, the most recent packages — Jump Start and Illinois Jobs Now! — plan for some $9.5 billion in bond-financed transportation improvements. Not only have these programs shortchanged northeastern Illinois taxpayers through the 55/45 split, the State has also struggled to finance them. The enabling legislation for Illinois Jobs Now! established a new Capital Projects Fund to cover debt service for the majority of the new bonds it appropriated, with the revenues for this fund to be provided by new taxes and fees. However, several of the new revenue sources, such as video gaming, yielded revenues substantially below projected levels. Those new revenue sources were expected to generate about $1 billion annually but have only raised a little more than half that amount in recent years, as shown below.



This shortfall in revenues has affected the State's ability to issue bonds in support of Illinois Jobs Now! According to data from the Illinois Office of the Comptroller, as of June 2011 only about **45 percent** of the all Transportation Series B bonds — including those from Jump Start and Illinois Jobs Now! as well as previous capital programs — authorized for transit, aviation, and rail had been issued. And about **only 30 percent** of the Transportation Series D bonds that Illinois Jobs Now! authorized for highways, local governments, and other transportation improvements had been issued. In short, the State has not been able to fully pay for its current program, and we must ensure that this problem does not carry over to any future capital programs.

ACTION REQUESTED: Recommend approval of the Principles for a New State Capital Program.

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Agenda Item No. 4.1

Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: CMAP Board and Committees

From: CMAP Staff

Date: May 1, 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, 102 local projects have been initiated. Of these, 35 projects have been completed, 50 are fully underway, and 17 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

Projects Currently Underway

Project	CMAP lead	Timeline	Assistance type	Status and notes
Antioch greenway plan (see website)	Jason Navota	Apr. 2012 – Aug. 2013	Staff assistance	Underway. Detailed planning and concept development underway for Antioch Lifestyle Corridor, including themes, land use, environmental enhancements, infrastructure, and routing. Draft plan is anticipated in June, and public open house tentatively planned for July.
Bensenville comprehensive plan	Sam Shenbaga	Mar. 2013 - Feb. 2014	Staff assistance	Underway. Community Development Commission established as project's Steering Committee. Project kick-off with Steering Committee held on April 22. CMAP staff presented to Village Board on April 23, providing overview of project and scope of services. MOU and resolution approved by Village Board. Community outreach strategies being formulated by CMAP in coordination with Village staff. Existing conditions analysis to begin in early May.
Berwyn zoning revisions	Kristin Ihnchak	Jan. 2013 - Apr. 2014	Staff and consultant assistance	Underway. Steering committee kick-off meeting and stakeholder interviews took place in March. Team is reviewing existing conditions. Public kick-off meetings are scheduled for May 8 and 11.
Big Rock comprehensive plan (see website)	Trevor Dick	Feb. 2013 - Jan. 2014	Staff assistance	Underway. Staff is currently assisting Kane County/Village Staff with the Existing Conditions Report. The second public meeting, similar to a "speed planning" educational meeting, was held on April 8 with almost 50 people in attendance. The next public meeting, a Visual Preference Survey, will be held May 13.
Bronzeville Alliance Retail corridor study, phase 2 (see website)	Sef Okoth	Phase 2: Nov. 2011 - June 2013	Staff assistance	Underway. Project partners and project steering committee have submitted comments for the draft land use plan. The next opportunity for public review and comment is scheduled to be held in June 22.
Bronzeville national heritage area feasibility study (see website)	Sef Okoth	July 2012 - June 2013	Staff assistance	Underway. On April 2 CMAP consulted with the National Parks Service (NPS) on the project and provided NPS staff with a project update. The Project Advisory Committee is meeting on April 30 to hear from the Gullah Geechee National Heritage Area about the process they undertook to develop a management and financial feasibility plans for the NPS. Staff continue to develop the draft feasibility study and management plan.
Calumet City comprehensive plan	Jack Pfingston	May 2013- Apr. 2014	Consultant assistance	Proposals received and are currently under review by CMAP and the City. Interviews and selection of consultant expected by mid-May.
Centers for New Horizons local food survey	Sef Okoth	Nov. 2012 - June 2013	Staff assistance	Underway. CNH began administering both paper and online surveys. The online survey link was posted on CNH and partner agency websites. Surveys will be available for completion until May 10. Focus groups are tentatively scheduled for June 5 and 6.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Chicago Heights comprehensive plan	Kendra Smith	Apr. 2013-Mar. 2014	Staff assistance	Underway. Project memorandum of understanding and resolution were approved by City Council on April 15. Steering Committee has been established and will hold a kick off meeting in early May. Existing conditions analysis to begin in early May. CMAP is also assisting Chicago Heights, Cook County, and the Cook County Housing Authority on a Choice Neighborhoods Federal Grant Application, due May 28.
Chicago Housing Authority LeClaire Courts redevelopment	Sef Okoth	Aug. 2012-July 2013	Consultant assistance	Underway. A draft of the transportation feasibility assessment and development guidelines are under review by CMAP and CHA.
Chinatown neighborhood plan	Stephen Ostrander	Apr. 2013-Mar. 2014	Staff assistance	Underway. Held public announcement/press conference to officially launch project on April 11, featuring CMAP staff, steering committee co-chairs, and Alderman Daniel Solis, with strong turnout from community stakeholders and media including several Chinese language news outlets. Began implementation of initial community engagement activity, entitled "Postcards from the Future." Staff began finalizing specifics of engagement activities to take place at regular meetings of community organizations in May and June. Staff continued preliminary research for Existing Conditions and Opportunities Report.
Cook County consolidated plan	Jonathan Burch	Apr. 2013 - Mar. 2014	Staff assistance	Underway. Project kickoff meeting held on April 9. Steering committee composition currently being determined by CMAP and the County. Outreach efforts for Phase 2 being discussed.
Cook County Forest Preserve District trail counts and policy report	Trevor Dick	Apr.-Nov. 2013	Staff assistance	Underway. This project involves trail counts on two trails, as well as development of draft policy language concerning connection between the Forest Preserve District and adjacent municipalities. The County adopted the MOU/Resolution and staff is now creating the survey questions. Planning for volunteers and survey administration schedule is also ongoing.
Des Plaines neighborhood plan	Berenice Vallecillos	May 2013-Apr. 2014	Consultant assistance	The RFP was released to consultants on March 6. Proposals were received by CMAP on March 27 and interviews will be conducted on May 6. Consultant selection is expected in May.
Downers Grove bicycle and pedestrian plan	Jack Pfingston	Mar. 2012-May 2013	Grant funds	Underway. Revisions to draft plan submitted to Village. Adoption by Village Board delayed while newly-elected members are given opportunity to review final draft. Adoption is expected at May 21 Board meeting.
DuPage County unincorporated areas plan (see website)	Jack Pfingston	Oct. 2012-Sept. 2013	Consultant assistance	Underway. Revisions to draft corridor reports for Lake Street and Roosevelt Road completed; Steering Committees for both corridors met on April 11. Work is underway on framework plan and recommendations.

Project	CMAP lead	Timeline	Assistance type	Status and notes
DuPage Water Commission water conservation project	Erin Aleman	Feb.-Nov. 2013	Staff and consultant assistance	Underway. A survey was administered to DuPage Water Commission communities in April. The results of this are being used to inform a series of workshops focused on water conservation. Workshops are scheduled for May, June, July, and August.
Elgin Dundee Avenue corridor study	Samantha Robinson	TBD	Staff assistance and small grant	Project scoping is underway. 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-Sept. 2013	Grant funds	Underway. No update. Plan details and implementation action items are still under review by City staff.
Evanston bicycle plan	Jack Pfingston	June 2013-Mar. 2014	Grant funds	Release of RFP expected in May.
Ferson-Otter watershed plan implementation	Nora Beck	Feb.-Dec. 2013	Staff assistance	Underway. Staff review of the comprehensive plans and relevant development codes underway; goal is to share with steering committee by late May.
Franklin Park industrial areas plan	Nicole Woods	Apr. 2013-Mar. 2014	Staff assistance	Underway. Kick-off steering committee meeting will be held on May 9. Staff plans on touring the study area, collecting data, and working with partners in drafting the existing conditions report in May.
Glen Ellyn downtown streetscape and parking study (see website)	Lindsay Bayley	July 2012-June 2013	Grant funds	Underway. Final Steering Committee meeting held on April 10 to discuss draft plan, suggested minor modifications. Final version will be discussed by the Village Board on May 20, with action taken on May 28.
Hinsdale parking study (see website)	Lindsay Bayley	Nov. 2012-Oct. 2013	Staff assistance	Underway. Existing conditions report drafting undergoing final revisions. Business owners' workshop held on April 3, followed by second Steering Committee meeting.
Hoffman Estates workforce development project	Annie Byrne	Feb.-Dec. 2013	Staff assistance	Underway. Third Steering Committee meeting held on May 1, where staff discussed draft existing conditions, the quarterly newsletter, survey to manufacturers, and outreach to high schools. Research on existing communication strategies underway.
IDNR water loss evaluation project	Tim Loftus	Feb.-Dec. 2013	Staff assistance	Underway. The survey of permittee water loss practices officially closed April 19, but will remain available until the end of April given recent weather events. The response rate is fair-good. Analysis of last five years data on water loss is ongoing.
Kane County local food project	Jessica Simoncelli	Nov. 2012-Aug. 2013	Staff assistance	Underway. Project partners have drafted criteria for selecting public lands on which to conduct agricultural production in Kane County. Coordinating with other food-related studies currently occurring in Kane County. Developing next round of criteria, which may include GIS analysis.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Kane County transit plan implementation	Trevor Dick	July 2012-Sept. 2013	Staff assistance	Underway. County staff has reviewed the Existing Conditions Report and has provided feedback. Staff is currently revising the report and will begin to schedule the second Steering Committee meeting for May.
Kane County / Carpentersville Homes for a Changing Region project	Jonathan Burch	Feb.-Dec. 2013	Staff assistance	Underway. Board meetings scheduled for May and public workshops scheduled for June. Staff is currently completing internal community analysis and modeling.
Kane County / Geneva Homes for a Changing Region project	Drew Williams-Clark	May-Dec. 2013	Staff assistance	Kane County is taking the lead on this LTA project with CMAP support. Staff trained the County on forecast modeling in April and will train them on capacity analysis in May. Municipal and County staff agreed on steering committee constitution in April. A project introduction and scoping meeting will take place in early May.
Kedzie Avenue (Garfield Park) corridor plan	TBD	June 2013-May 2014	Consultant assistance	The RFP was released on March 26, as part of the prequalification of consulting firms for next year. Consultant selection is expected in June.
Lake County Route 53/120 land use plan	Jason Navota	TBD	Staff and consultant assistance	Project scoping is underway. Funding has been secured from Tollway and Lake County through UWP process.
Lake County sustainability plan (see website)	Kristin Ihnchak	Mar. 2012 – July 2013	Staff assistance	Underway. The project team is editing the plan based on comments from County staff. Presentation to the Regional Planning Commission is tentatively scheduled for late May.
Lake Zurich water resources project	TBD	TBD	Staff assistance	Scoping is underway. Project will be led by MPC with small-scale assistance from CMAP.
Lansing comprehensive plan (see website)	Sam Shenbaga	Oct. 2012-Sept. 2013	Consultant assistance	Underway. Consultant conducting existing conditions analysis. Stakeholder interviews being conducted by consultant.
Liberty Prairie Conservancy local food system plan (see website)	Jessica Simoncelli	Aug. 2011 – May 2013	Staff assistance	Underway. The Lake County Sustainable Local Food Policy Report is being presented to the Lake County Planning, Building and Zoning Committee on May 7. The Liberty Prairie Reserve Master Plan will go before the Lake County Forest Preserve District Board for approval in June.
Lincolnwood Devon Avenue corridor study	Liz Panella	May-Nov. 2013	Staff assistance and small contract	Project scoping is underway. This project is expected to involve a Technical Assistance Panel (TAP) convened by ULI. Application materials were submitted to ULI and approved in March. Initial meeting between CMAP, ULI, and Lincolnwood staff scheduled for the first week of May.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Lynwood comprehensive plan	Samantha Robinson	Oct. 2012-Sept. 2013	Consultant assistance	Underway. Business workshop was held on April 23. Project website has been updated to include a summary about the community workshop held in March, a mapping tool, and on-line questionnaires. Key person interviews and the demographic and market analyses are projected to be completed in May.
Lyons comprehensive plan	*Lori Heringa*	*TBD*	*Staff assistance*	*Newly added to monthly report. Staff have reached out to Village staff to initiate scoping and passage of resolutions. The agency anticipates passage of a resolution in May. Project work will begin shortly thereafter.*
Markham comprehensive plan	Erin Aleman	TBD	Staff assistance	CMAP assisted in the development of an RFP for Markham's comprehensive plan (funded by DCEO IKE funds). DCEO released the RFP early April. RFPs were received on April 26. CMAP is now assisting in the review and selection of a consultant (end of May).
Morton Grove industrial areas plan (see website)	Nicole Woods	Feb. 2012-July 2013	Staff assistance	Underway. The recommendations memo was presented and approved by the steering committee on April 17. Staff is currently drafting the plan and is scheduled to meet with the Village's new administration on May 15 to introduce the plan's objective, scope, and direction.
New Lenox corridor plan	Jack Pfingston	Aug. 2012-June 2013	Grant funds	Underway. Revised Draft Implementation Plan sent to Village April 12; public Open House held April 29. Public comments will be considered before draft is presented to Plan Commission on May 7.
Niles multimodal transportation plan	Jack Pfingston	Mar. 2013-Feb. 2014	Consultant assistance	Underway. Kickoff meeting held April 3. Steering Committee met for first time on April 25; membership includes representatives from Pace and IDOT. Public Outreach Memorandum sent to Village and CMAP.
Norridge zoning revisions	Jake Seid	Feb.-June 2013	Staff assistance	Underway. CMAP team presented initial recommendations and discussed drafting direction at Zoning Board of Appeals meeting on April 1. Annotated Ordinance with specific recommendations and summary memorandum with general recommendations will be presented to Zoning Board of Appeals on May 20.
Northlake comprehensive plan (see website)	Trevor Dick	Mar. 2012-May 2013	Staff assistance	Underway. The Public Hearing is scheduled for April 30.
Northwest Municipal Conference trail access plan	Jack Pfingston	May 2013-Apr. 2014	Consultant assistance	Proposals were reviewed, with interviews conducted April 24. Contracting will be complete in early May.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Northwest Water Planning Alliance drought preparedness / strategic planning	Tim Loftus	Feb.-Dec. 2013	Staff assistance	Underway. Strategic planning has been productive and a draft plan will go before the Executive Committee in May. Progress has been made by the Illinois State Water Survey to estimate available water supply. A discussion of their approach and results is expected this summer. Water use data has been polled from the Illinois Water Inventory Program (IWIP).
Oak Lawn 95th Street corridor study	Jake Seid	Jan. 2013-Jan. 2014	Consultant assistance	Underway. Teska has received comments from CMAP, IDOT, RTA, Metra, and Pace on Draft Existing Conditions Summary and made revisions as necessary. Completed community survey and reviewed comments; Completed consultant team workshop to discuss preliminary recommendations. Completed Oak Lawn Community High School workshop (April 9). Prepared for public information meeting (April 30).
Olympia Fields zoning ordinance update	Drew Williams-Clark	Apr. 2013-Mar. 2014	Consultant assistance	Underway. Proposals were reviewed, with interviews conducted March 29. Camiros was selected as project consultant to update Olympia Fields' Town Center Concept and Design Guidelines. Kickoff meetings have taken place between CMAP, the Village, and Camiros.
Openlands local food policy	Jason Navota	Feb.-Dec. 2013	Staff assistance	Underway. Discussion draft of a scope of work for the Regional Food System Study is complete and being used as framework for discussing project with funders, academics/researchers, and local "industry representatives" working in the food system space.
Oswego economic development plan	Trevor Dick	Mar. 2013-Jan. 2014	Staff assistance	Underway. CMAP staff presented to the Village Board on April 2 to kick-off the project. Staff worked with the village to create a "shopper survey" that was administered at the Oswego COC Expo and posted on the village's website. The village has selected the steering committee and a meeting will likely occur in May.
Plainfield downtown transportation plan (see website)	Jack Pfingston	Aug. 2012-June 2013	Grant funds	Underway. Draft Plan currently being revised and will be presented to Village Board on May 13.
Prospect Heights comprehensive plan	Jack Pfingston	June 2013-May 2014	Consultant assistance	The RFP was released on March 26, as part of the prequalification of consulting firms for next year. Consultant selection is expected in June.
Regional arts and culture toolkit	Stephen Ostrander	Apr. 2012-May 2013	Staff assistance	Underway. Final edits to text being implemented by CMAP staff and consultants from Camiros. Consultants began identifying images and diagrams to accompany toolkit content. Content of toolkit was showcased at panel at American Planning Association national conference.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Regional climate change adaptation toolkit	Jesse Elam	July 2012-May 2013	Staff assistance	Underway. This toolkit aims to help municipalities understand and adapt to the impacts of climate change in the Chicago region, with a focus on public infrastructure and land. The text of the guidebook will be finalized in late spring.
Regional immigrant integration toolkit	Ricardo Lopez	Jan.-Sept. 2013	Staff assistance	Underway. Staff revised toolkit outline and will present a detailed draft for discussion at the May 2 expert advisory group meeting.
Richton Park comprehensive plan (see website)	Kendra Smith	Aug. 2012-July 2013	Consultant assistance	Underway. Consultant is currently working on the Existing Conditions Analysis and Report (expected mid-May). Planning for a community visioning session is underway.
Rosemont comprehensive plan	*Sam Shenbaga*	*June 2013-May 2014*	*Staff assistance*	*Newly added to monthly report. Scope of services being finalized between CMAP and Village representative. Project start tentatively set for June.*
Round Lake Heights comprehensive plan (see website)	Jonathan Burch	May 2012-June 2013	Staff assistance	Underway. Draft plan completed and submitted to the Village. Draft to be discussed at May 14 Steering Committee meeting.
Silver Creek watershed plan implementation	Nora Beck	Feb.-Dec. 2013	Staff assistance	Underway. Staff review of the comprehensive plans and relevant development codes underway; goal to share with steering committee by late May.
South Elgin bicycle plan	Jack Pfingston	June 2013-May 2014	Consultant assistance	The RFP was released on March 26, as part of the prequalification of consulting firms for next year. Consultant selection is expected in June.
SSMMA interchange land use planning	Jessica Simoncelli	July 2012-Sept. 2013	Consultant and staff assistance	Underway. Stakeholder interviews were conducted by the consultant team, led by Teska Associates, in March. The steering committee met on April 24 to review the consultant team's existing conditions work. An existing conditions report is expected in mid-May.
UIC multimodal transportation plan	Lindsay Bayley	June 2013-Sept. 2014	Staff assistance	Project scoping is underway. Involvement of UIC classes expected.
Waukegan subarea plan (see website)	Stephen Ostrander	Nov. 2012-Oct. 2013	Staff assistance	Underway. Staff began finishing preparation of existing conditions report, which will include section detailing initial findings and themes from extensive community engagement activities conducted thus far. Staff designed scope of work for additional market analysis of commercial corridor, to be completed during May and early June.
Westchester comprehensive plan (see website)	Samantha Robinson	Nov. 2011-June 2013	Staff assistance	Underway. Draft plan sent to Village for review in early April.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Wicker Park-Bucktown parking study	Lindsay Bayley	Jan.-Sept. 2013	Staff assistance	Underway. CMAP and Harris School of Public Policy presented findings from subarea parking survey at First Steering Committee meeting on April 4. Data collection for more areas underway.
Will County brownfield prioritization	*Jake Seid*	*June 2013-Apr. 2014*	*Staff assistance*	*Newly added to monthly report. Project scoping is underway with the County Board expected to adopt the MOU/Resolution in May. CMAP will provide inventory of brownfield sites for renewable energy in partnership with personnel from various agencies throughout Will County.*

Completed Projects

Project	CMAP lead	Completion date	Assistance type	Implementation status
Addison comprehensive plan (see website)	Sam Shenbaga	Jan. 2013	Staff assistance	Plan unanimously adopted by Village Board on January 7. Village received technical assistance to create a Homes for Changing Region study, to begin in summer of 2013.
Algonquin downtown plan (see website)	Jack Pfingston	Mar. 2013	Grant funds	Official approval of the plan by the Village Board occurred at their March 5 meeting.
Alsip comprehensive plan (see website)	*Sam Shenbaga*	*Apr. 2013*	*Staff assistance*	*Newly completed. 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. Consultant leading study is URS. URS will be conducting one-on-one interview with CMAP in May.*
Berwyn comprehensive plan (see website)	Sam Shenbaga	Oct. 2012	Staff assistance	Plan adopted unanimously by City Council on October 23. Year-long zoning ordinance revision project initiated.
Blue Island comprehensive plan (see website)	Sam Shenbaga	June 2012	Staff assistance	Coordination with IDOT on Western Avenue redesign is underway. City engineer and community development director reviewing list of documents required by IDOT as part of Phase 1 analysis.
Bronzeville Alliance retail corridor study, phase 1 (see website)	Sef Okoth	Feb. 2012	Staff assistance	The second phase of this project, focusing on land use change, is ongoing. Also, the Chicago Community Trust provided a grant to The Renaissance Collaborative (TRC) to directly implement the recommendations of this project. The Alliance continues to coordinate with and support local organizations to promote implementation of the project recommendations.
Campton Hills comprehensive plan (see website)	Jason Navota	Aug. 2012	Staff assistance	Final plan approved by Village Board on August 21. Next steps in implementation are being discussed.

Project	CMAP lead	Completion date	Assistance type	Implementation status
Carpentersville "Old Town" Area Action Plan (see website)	Trevor Dick	July 2012	Staff assistance	The Village Board unanimously adopted the Plan at their July 10 meeting. An implementation strategy has been created to assist the village. CMAP staff met with village staff in Old Town on April 23 to talk about what the village is working on and next steps.
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.
Elburn comprehensive plan (see website)	*Jack Pfingston*	*Apr. 2013*	*Grant funds*	*Newly competed. Plan was adopted by Village Board on April 1.*
Elmwood Park comprehensive plan (see website)	*Nicole Woods*	*Apr. 2013*	*Staff assistance*	*Newly competed. The public provided final input at an open house in early March and the steering committee approved the plan on March 11. Plan was unanimously adopted by the Village Board on April 1.*
Evanston water efficiency program (see website)	Amy Talbot	Aug. 2012	Staff assistance	Plan accepted by Council in August. Implementation actions started by City and Utility.
Fairmont neighborhood plan (see website)	Trevor Dick	Apr. 2012	Staff assistance	County staff are working with Openlands and the Park District to create a community garden for use by residents in the spring.
Fox Lake bicycle plan	Jack Pfingston	Mar. 2013	Grant funds	Plan was adopted by Village Board March 26.
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	Final reports were printed in February. Final presentations completed in March. Discussions about implementation with municipal officials scheduled for April.
Homes for a Changing Region in south Cook (see website)	Drew Williams-Clark	Dec. 2011	Staff assistance	Three of the participating communities have follow-up LTA projects. The Park Forest sustainability plan was adopted in May, with a follow-up zoning project beginning in the spring. A comprehensive plan in Lansing and a subarea plan in Olympia Fields are now underway.
Homes for a Changing Region in west Cook (see website)	Drew Williams-Clark	Apr. 2012	Staff assistance	Phase 2 of this project, which involves supporting a Community Challenge grant to the West Cook County Housing Collaborative in the same communities, was completed in December.

Project	CMAP lead	Completion date	Assistance type	Implementation status
Joliet "Old Prison" redevelopment (see website)	Pete Saunders	May 2012	Staff assistance and small grant	CMAP is assisting the City of Joliet and Will County Forest Preserve District in developing an Open Space Task Force agreement between City, Openlands, Joliet Park District and Will County Forest Preserve District to work jointly on future recreational use of site.
Lake Zurich comprehensive water resources project (see website)	Amy Talbot	Apr. 2012	Staff assistance	Lake Zurich is receiving further LTA assistance to implement the recommendations of this project. This project will be led by MPC, with CMAP in a supporting role.
Lakemoor comprehensive plan (see website)	Nora Beck	Feb. 2013	Staff assistance	Hosted a Plan Commissioners training in partnership with Round Lake Heights on April 23.
Maywood economic development strategy	*Nicole Woods*	*Apr. 2013*	*Staff assistance*	*Newly completed. Staff completed a market analysis for Maywood in late April. The report examined retail market dynamics and provided retail and residential recommendations intended to inform the comprehensive plan update that is currently underway by the Village's consultant.*
McHenry County subarea plan	Jack Pfingston	Nov. 2012	Grant funds	The final plan was adopted by the McHenry County Board at their meeting on November 20.
Niles environmental action plan (see website)	Kristin Ihnchak	Feb. 2013	Staff assistance	A public hearing with the Village Board to present the draft took place on February 12, and the plan was adopted on February 26.
Norridge comprehensive plan (see website)	Trevor Dick	Oct. 2012	Staff assistance	A follow-up project to review the Village's zoning ordinance is actively underway.
Oak Park water conservation program (see website)	*Nora Beck*	*Apr. 2013*	*Staff assistance*	*Newly completed. Final draft approved by Village Board on April 1.*
Orland Park water conservation ordinance (see website)	Hala Ahmed	June 2012	Staff assistance	Coordination between Orland Park and its neighbors on regionalizing the results of this project is underway.
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 will be initiated in June; a Smart Growth America workshop to kick-off this zoning project took place April 18-19.
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.

Project	CMAP lead	Completion date	Assistance type	Implementation status
Riverside Central Business District plan (see website)	*Nora Beck*	*Apr. 2013*	*Staff assistance*	*Newly completed. Village Board adopted the plan on April 15.*
Seven Generations Ahead sustainability data	Drew Williams-Clark	Mar. 2013	Staff assistance	Staff delivered final data and documentation to SGA. Staff also reviewed the draft sustainability report card narrative.
SSMMA housing investment prioritization (see website)	Nicole Woods	June 2012	Staff assistance	The Collaborative has used the tool to assess projects in various Southland communities, including CDBG communities, and is communicating the assessment results to inform communities of the strengths and weaknesses of their projects. The Collaborative is also considering refining the tool to tailor it to specific funding sources.
Waukegan planning prioritization report	Stephen Ostrander	July 2012	Staff assistance	A follow-up subarea plan is underway. *Newly completed.*
West Cook Housing Collaborative, phase 2: Challenge Grant support	Drew Williams-Clark	Dec. 2012	Staff assistance	The project has been completed and materials have been transmitted to the West Cook Housing Collaborative for the use of the participating communities.
Wheeling active transportation plan (see final plan)	Lindsay Bayley	Jan. 2013	Grant funds	The Village Board voted unanimously to approve the Active Transportation plan on January 7.

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Major Capital Projects Quarterly Update May 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:
In February, the Tollway accepted a proposal from TranSystems Corporation for additional planning services. The new contract will develop a detailed engineering concept, evaluate cost estimates, refine traffic and revenue analyses and survey customers' willingness to pay tolls on the proposed extension. The contract also includes services to study the environmental and economic impacts of the project. Work is expected to take 18 months to complete.

CMAP's Contribution since Last Quarter (if applicable):
CMAP's Unified Work Program Committee recommended the approval of the Rt 53/120 corridor land use plan for federal planning funds. Staff met with Lake County and Illinois Tollway to discuss next steps on the LTA corridor land use project, including 1) updated scope, timeline, and project administration; 2) finalizing materials for Lake County to present for a Board resolution.

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: Phase I was completed. GO TO 2040 was amended to include the project. IDOT is undertaking an engineering feasibility study on congestion pricing and modeling a priced facility on a much larger section extending from 31st St to I-190.

CMAP's Contribution since Last Quarter: CMAP staff recommended GO TO 2040 be amended to include the Circle Interchange, and this was approved by the CMAP Board and MPO Policy Committee.

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. CTA is currently studying four possible alternatives for the RPM project, and will provide community updates on the progress of those studies in late 2012/2013.

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

Overall Progress since Last Quarter: CTA continues to study the future development potential along the corridor.

CMAP's Contribution since Last Quarter: A draft value capture analysis was prepared by CMAP staff for the CTA. This analysis is being kept for internal use at this point.

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.

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

Overall Progress since Last Quarter:
None.

CMAP's Contribution since Last Quarter:
CMAP's Local Technical Assistance livability report and video are complete.

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.
- $62.7 million in IDOT's FY14 program for land acquisition.
- Advance work will begin this spring on the existing Elgin-O'Hare Expressway.

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

Illiana Expressway

Project Status: In January, 2013, the Federal Highway Administration (FHWA) issued a Record of Decision (ROD) for the Tier 1 Draft EIS. The recommendation is to carry forward into Tier 2 both a no action and the B3 alternatives.

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

Overall Progress since Last Quarter:

IDOT is proceeding with the Tier 2 EIS. IDOT has initiated a community-based land use planning process in the corridor to complement the continued NEPA work. On April 10, 2013, IDOT formally requested that the project be amended into GO TO 2040 at the October 2013 MPO Policy Committee Meeting.

CMAP's Contribution since Last Quarter:
CMAP submitted comments on the Tier 2 Purpose and Need and Scoping memo. CMAP has initiated its evaluation of the project according to our published MCP Evaluation Process and Guidelines. CMAP and IDOT (Wies and Shilke) hold a biweekly telephone meeting to ensure that communications remain open and clear regarding the process for and progress on evaluating IDOT's request to include the project in the fiscally-constrained long-range transportation plan.

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 east of Cicero Avenue. The preferred alternative selection and EIS should be completed in fall of 2013. CTA Blue Line Vision Study project is also scheduled to be completed in Fall 2013.

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

Overall Progress since Last Quarter: IDOT has modeled and evaluated 12 combination mode alternatives, and identified 4 which will move forward in the process. The top performing alternative is the combination general purpose lane + express bus + high capacity transit to Mannheim. This evaluation included modeling 2 alternatives proposed by Oak Park.

CTA began their Vision Study to determine existing conditions, transit markets and ridership trends, develop potential conceptual service patterns, evaluate potential expansion alternatives included in IDOT I-290 EIS, determine station access needs and design modernized station prototypes, emphasis on improving livability in Oak Park, evaluate and refine conceptual service and station access alternatives, and consider funding options. The "recommendations will inform IDOT's Phase 1 Study." The study is not an EIS or part of a federally-mandated project development process.

The next steps are to circulate updated alternatives report and Purpose and Need. There will also be a bike/ped facilities workshop.

IDOT extended the east end of the project study area about 4 miles to Racine, consistent with the west end of the Circle Interchange project limit. They also sent a letter to CMAP describing the revision and why it was necessary. The request was also made to FHWA for the EIS process.

CMAP's Contribution since Last Quarter: None

I-294/57 Interchange

Project Status: Under construction.

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:
The consulting team – led by Teska Associates – has been researching existing conditions, which has included conducting stakeholder interviews, mapping of the study area, and creating a project website to house updates. The steering committee met on April 24 to review this work to date.

I-55 Managed Lane

Other Staff Involvement: None

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

Overall Progress since Last Quarter: None.

CMAP's Contribution since Last Quarter:
Spurred by CMAP's congestion pricing campaign, a resolution supporting the benefits of congestion pricing on the Stevenson was approved by Southwest Conference of Mayors on March 20. This news was forwarded to IDOT.

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:

- Preliminary construction on west end
- $415 million included for this project in the FY13 budget request.
- 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.

CMAP's Contribution Last Quarter:
None

West Loop Transportation Center

Project Status: Phase I of the Union Station Master Plan concluded in May. 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: The project has restarted, with a meeting of the technical advisory committee on March 26th where progress on the models was discussed. Model development in 3 areas is underway: rail operations model, pedestrian flow model, and intersection operations modeling for the area around the station.

CMAP's Contribution since Last Quarter: None