Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Transportation Committee

Friday, November 16, 2012
9:30 a.m.
Cook County Conference Room
233 S. Wacker Drive, Suite 800, Willis Tower
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 - September 13, 2012
ACTION REQUESTED: Approval

4.0 Coordination Committee Reports
The Regional Coordinating Committee and Local Coordinating Committee met on October 10, 2012. Reports will be given from the Transportation Committees representatives.

5.0 FY 10-15 Transportation Improvement Program (LeRoy Kos)

5.1 FY10-15 TIP Amendments and Administration Modifications
TIP revisions that exceed financial amendment thresholds have been requested. Revisions include line items that have been awarded, moved or deleted. The TIP amendments and modifications are attached.
ACTION REQUESTED: Approval of TIP amendments

5.2 Federal Fiscal Year 2013-2017 State/Regional Resource Table (Holly Ostdick)
The State/Regional resources table has been developed for FFY 2013-2017. The State/Regional Resources table reflects the funding levels for the TIP and is used to determine fiscal constraint.
ACTION REQUESTED: Acceptance

5.3 Proposed Meeting Dates for Calendar Year 2013 (LeRoy Kos)
The meeting schedule proposed at the September meeting will be considered for approval. The dates are: January 18, March 8, April 26, June 7, August 2, September 20 and November 15.
ACTION REQUESTED: Approval
ACTION REQUESTED: Approval of meeting dates

5.4 CMAQ Improvement Program/Call for Projects (Doug Ferguson)
An update on the CMAQ Program will be given. The upcoming call for proposals for FFY 14-18 and development schedule for CMAQ program will be discussed.
ACTION REQUESTED: Information

6.0 Congestion Pricing (Jesse Elam)
CMAP staff will provide an overview of a congestion pricing technical report and an interactive web microsite with an emphasis on how it is working elsewhere and how it will work on the new expressway construction projects recommended by GO TO 2040. The intention is to gain feedback on launching a campaign to support the widespread implementation of congestion pricing.
ACTION REQUESTED: Information

7.0 FY 2014 UWP Process (Dolores Dowdle)
Staff will update the committee on the FY 2014 UWP schedule and process.
ACTION REQUESTED: Information

8.0 LTA Program (Bob Dean)
Recommendations for new projects to be pursued through the Local Technical Assistance (LTA) and Community Planning programs have been approved by the CMAP Board and MPO Policy Committee. The committee will receive an update of the existing project and a synopsis of the new projects.
ACTION REQUESTED: Information

9.0 Performance Based Evaluation Criteria and Transportation Funding (Matt Maloney)
Staff will provide a brief update on this issue and the action taken at the joint meeting of the CMAP Board and MPO Policy Committee in October. This initiative proposes potential new approaches for programming State highway and funds.
ACTION REQUESTED: Information

10.0 Metropolitan Planning Area Update (Patricia Berry)
A report on the progress and schedule for updating CMAP's metropolitan planning area to comply with regulations related to the 2010 census will be provided.
ACTION REQUESTED: Information

11.0 State Legislative Update (Gordon Smith)
CMAP staff will provide an update on CMAP's state legislative agenda.
ACTION REQUESTED: Information

12.0 RTA Program Development (Beth McCluskey, RTA)
RTA will present its program development process for 2013 -2017. Discussion will focus on the RTA Business Plan, the correlating capital program development process from marks approval to service board program submittal, and next steps relative to integrating MAP 21 components.
ACTION REQUESTED: Information

13.0 ADA Transition Plans (Tom Murtha)

Staff will present a community briefing paper on ADA transition plans.

ACTION REQUESTED: Information

14.0 Major Capital Projects

The quarterly report on the status of Major Capital Projects from GO TO 2040 are attached. Additional input, comments and questions are welcome.

ACTION REQUESTED: Discussion

15.0 Other Business

16.0 Public Comment

17.0 Next Meeting

The next meeting is scheduled for January 18, 2013.

18.0 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**	_____	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

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Chicago Metropolitan Agency for Planning
Transportation Committee Minutes
DRAFT MINUTES
September 14, 2012

Cook County Conference Room
233 S. Wacker Drive, Suite 800, Willis Tower
Chicago, Illinois

Members Present: Vice-Chair Michael Connelly – CTA, Charles Abraham – IDOT DPIT, Patricia Berry – CMAP, Bruce Carmitchel – IDOT OP&P, Bruce Christensen – Lake County, Chalen Daigle – McHenry County, John Donovan – FHWA, Heidi Files - Kane County, Alicia Hanlon – Will County, Sis Killen – Cook County, Mark Pitstick – RTA, Ryan Richter – Metra, Chad Riddle – IDOT District 1, Leon Rockingham – Council of Mayors, David Seglin – CDOT, Steve Schlickman - UIC, Peter Skosey – MPC, Kyle Smith – CNT (via phone), Lorraine Snorden – Pace, Chris Snyder – DuPage County (via phone), Steve Strains – NIRPC, Mike Sullivan – Kendall County, Rocco Zucchero – ISTHA

Members Absent: Reggie Arkell – FTA, Robert Hann – Private Providers, Wes Lujan– Class 1 Railroads, Randy Neufeld – Bicycle and Pedestrian Task Force, Mike Rogers – IEPA, Joe Schofer – Northwestern University, Ken Yunker – SEWRPC

Others Present: Mike Albin, Allison Bos, Christina Kupkowski, Joshua McClusky, Brian Plum, Chris Staron, Emily Tapia-Lopez, Mike Walczak, ,Tammy Wierciak, Don Wittmer

Staff Present: Hala Ahmed, Erin Aleman, Ylda Capriccioso, Steve Chan, Bob Dean, Teri Dixon, Kama Dobbs, Jesse Elam, Doug Ferguson, Leroy Kos, Tom Murtha, Holly Ostdick, Ross Patronsky, Gordon Smith

1.0 Call to Order and Introductions

Committee Vice-Chair Michael Connelly called the meeting to order at 9:30 a.m.

2.0 Agenda Changes and Announcements

Mr. Connelly announced the Performance Measures and Capital Program Development Regional Peer Exchange being held at CMAP on September 17 and 18. He also announced that RTA would present information on the regional transit funding levels available through MAP-21 at the November transportation committee meeting. Mr. Donovan announced that states are required to submit interim designations of the Enhanced

National Highway System (NHS) by September 19, and that Illinois will include all current NHS routes and all principal arterials. Mr. Schlickman noted that at a recent Transportation for America meeting, there was concern that under MAP-21 off-system bridges would be funded using local STP funds.

Mr. Connelly announced that the Federal Fiscal Year 2011 Obligations and Awards Report has been distributed and is available on the CMAP web site.

Ms. Aleman announced that the deadline for submitting applications for CMAP's Future Leaders in Planning (FLIP) program had been extended to September 24. She requested that members encourage interested high school students to apply.

Mr. Riddle announced that a series of public open houses to provide information on the IDOT Multi-Modal Multi-Year Program development and Long Range State Transportation Plan Update have been scheduled in October throughout the region.

3.0 Approval of Minutes – August 3, 2012

Mr. Connelly noted that the attendance had been corrected. Mr. Schlickman requested a correction to item 7.0 to show that RITA has increased research funding, not IDOT. On a motion by Mr. Seglin, seconded by Mr. Carmitchel, the minutes were approved as corrected.

4.0 Coordinating Committee Reports

Mr. Connelly reported that the next Local Coordinating Committee and Regional Coordinating Committee meetings are both scheduled to meet on October 10.

5.0 FY 10-15 Transportation Improvement Program

5.1 FY 10-15 TIP Amendments and Administrative Modifications and Updated TIP Change and Project Grouping Procedures for selected year

On a motion by Mr. Schlickman and a second by Mr. Christensen, TIP amendments and the updated Attachment A of the TIP Change and Project Grouping Procedures were approved.

5.2 Semi-annual GO TO 2040/TIP Conformity Analysis & TIP Amendments

On a motion by Mr. Riddle and a second by Mr. Pitstick, the semi-annual GO TO 2040/TIP Conformity Analysis & TIP Amendments were recommended to the MPO Policy Committee and Regional Coordinating Committee for approval.

5.3 Proposed Dates for 2013 meetings

Mr. Kos reported that the committee will be asked to approve the proposed meeting dates presented at the November 16 Transportation Committee meeting. He encouraged members to contact staff if they had any concerns.

6.0 Congestion Mitigation and Air Quality Improvement Program

Mr. Ferguson reported that the CMAQ Project Selection Committee (PSC) set an obligation goal of $123 million for 2013. He stated that this includes the estimated apportionment of $100 million plus 15% of the $148 million unobligated balance. 25% of the unobligated balance will be targeted in 2014 and 30% in 2015 and 2016. He reported that the region has obligated roughly $217 million in 2012 and that $168 million of that amount was for transit projects. He further stated that the PSC has been discussing MAP-21 as it relates to the CMAQ program. He reminded the committee that with the end of the fiscal year approaching, staff has been working with the planning liaisons and other programmers to be aware of project phases with 2012 sunset years that have not met accomplishment goals and will face deferral in October. A project is deferred regardless of the reason that a particular phase did not meet its goal. The project can be brought back into the program when it gets back on track if there are sufficient funds available.

7.0 Public Participation Plan

Ms. Aleman reported that the Public Participation Plan had been updated to remove outdated references, reflect updated committee structure and membership, include principles and strategies from GO TO 2040, and to address requirements for federal 5307 funding allocated to transit agencies. Mr. Pitstick added that as part of the updated procedures for 5307 funding, the RTA will be including appropriate CMAP committees in the review process for the development of the RTA Capital Program. On a motion by Mr. Pitstick and a second by Mr. Carmitchel the committee recommended approval of the updated Public Participation Plan to the MPO Policy Committee.

8.0 Community Planning Program

On a motion by Mayor Rockingham and a second by Ms. Snorden the committee recommended approval of the Community Planning Program to the MPO Policy Committee.

9.0 Congestion Pricing Study

Mr. Elam reported that a study to test the effects of implementing congestion pricing on new expressway capacity was completed in northeastern Illinois. He stated that the results of the study would be presented at the joint meeting of the MPO Policy Committee and CMAP Board in October and a new micro site will be published next week.

10.0 Legislative Update

Mr. Smith reported that a state legislative update was included in the meeting materials and that internal strategy sessions for the next legislative session have begun. He reported that CMAP partners will be receiving invitations to participate in the legislative working group.

11.0 Status of Local Technical Assistance Program and Major Capital Projects

Mr. Connelly announced that an updated status report on the LTA program was included in the meeting materials and that the status of GO TO 2040 Major Capital Projects will be updated quarterly, with the next update to be included in the committee's November meeting packet.

12.0 Other Business

Mr. Seglin announced that the Chicago Department of Transportation currently has two job openings and encouraged the members to direct potential applicants to the city's web page: www.cityofchicago.org/careers.

13.0 Public Comment

There was no public comment.

14.0 Next Meeting

The next meeting is scheduled for November 16, 2012.

15.0 Adjournment

On a motion by Mr. Riddle and a second by Ms. Berry, the meeting adjourned at 9:59 a.m.

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

Chicago Metropolitan Agency for Planning

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

Draft as of 10/29/12

		FFY 2012			FFY 2013			FFY 2014			FFY 2015			FFY 2016			Summary FFY 2012 - 2016		
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)[a]	NHPP	0.00	0.00	0.00	762.013	190.503	952.516	769.853	192.463	962.316	769.853	192.463	962.316	769.853	192.463	962.316	3,841.425	960.356	4,801.781
Surface Transportation Program (STP)	STP-U	0.00	0.00	0.00	218.499	54.625	273.124	225.261	56.315	281.576	225.261	56.315	281.576	225.261	56.315	281.576	1,119.543	279.886	1,399.429
Highway Safety Improvement Program (HSIP)	HSIP	0.00	0.00	0.00	73.795	18.449	92.244	74.658	18.665	93.323	74.658	18.665	93.323	74.658	18.665	93.323	372.427	93.107	465.534
Bridge (Off System)	BRR	0.00	0.00	0.00	21.892	5.473	27.365	21.892	5.473	27.365	21.892	5.473	27.365	21.892	5.473	27.365	109.460	27.365	136.825
Recreational Trails	RECTP	0.00	0.00	0.00	1.511	0.378	1.889	1.511	0.378	1.889	1.511	0.378	1.889	1.511	0.378	1.889	7.555	1.889	9.444
Rail-Highway Grade Crossings	RHGC	0.00	0.00	0.00	10.366	2.592	12.958	10.366	2.592	12.958	10.366	2.592	12.958	10.366	2.592	12.958	51.830	12.958	64.788
Transportation Alternatives Program (TAP)	TAP	0.00	0.00	0.00	26.831	6.708	33.539	27.221	6.805	34.026	27.221	6.805	34.026	27.221	6.805	34.026	135.715	33.929	169.644
Statewide subtotal[2]		0.00	0.00	0.00	1,114.907	278.727	1,393.634	1,130.762	282.691	1,413.453	1,130.762	282.691	1,413.453	1,130.762	282.691	1,413.453	5,637.955	1,409.489	7,047.444
State Matching Funds[3]						1,039.000			331.000			331.000			331.000			2,363.000	
FHWA (Regional/Urban) Resources[4]																			
STP Local	STP-L	0.00	0.00	0.00	106.079	26.520	132.599	102.923	25.731	137.231	105.827	26.457	141.103	106.079	26.520	141.439	526.987	131.747	693.809
STP Counties	STP-C	0.00	0.00	0.00	4.032	1.008	5.040	4.032	1.008	5.040	4.032	1.008	5.040	4.032	1.008	5.040	20.160	5.040	25.200
CMAQ	CMAQ	0.00	0.00	0.00	105.625	26.406	132.031	106.711	26.678	133.389	106.711	26.678	133.389	106.711	26.678	133.389	532.469	133.117	665.586
Regional Subtotal		0.00	0.00	0.00	215.736	53.934	269.670	213.666	53.417	275.659	216.570	54.143	279.531	216.822	54.206	279.867	1079.616	269.904	1,384.596
Local Government Match Funds[5]						358.453			358.453			358.453			358.453			1,792.265	1,792.265
Total Resources for Roads					**1,330.643**	**1,397.453**	**2,728.096**	**1,344.428**	**689.453**	**2,033.881**	**1,347.332**	**689.453**	**2,036.785**	**1,347.584**	**689.453**	**2,037.037**	**6,717.571**	**4,155.265**	**10,872.836**
Transit (FTA region-wide)[6] (as of 4/12/12)																			
Sect. 5309(m)(2)(A)	5309A	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Sect. 5309(m)(2)(B)[7]	5309B	165.110	41.278	206.388	168.240	42.060	210.300	171.440	42.860	214.300	174.690	43.673	218.363	174.690	43.673	218.363	854.170	213.543	1067.713
Sect. 5309(m)(2)(C)	5309C	41.075	10.269	51.344	2.816	0.704	3.520	9.958	2.490	12.448	12.334	3.084	15.418	12.334	3.084	15.418	78.517	19.630	98.147
Sect. 5307/ 5340[8]	5307	235.790	58.948	294.738	240.270	60.068	300.338	244.830	61.208	306.038	249.480	62.370	311.850	249.480	62.370	311.850	1219.850	304.963	1524.813
Sect. 5307/5309 (Deobl/Reobl)	5307	13.961	3.490	17.451	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	13.961	3.490	17.451
Sect. 5339 (Alternatives Analysis)	5339	2.000	0.500	2.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	2.000	0.500	2.500
TIGGER Funds	TIGGER	20.000	5.000	25.000	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	5.000	25.000
Transit subtotals by FFY		477.936	119.485	597.420	411.326	102.832	514.158	426.228	106.557	532.785	436.504	109.126	545.630	453.504	113.376	566.880	2188.498	547.126	2735.624
Match Resources / RTA[9]			467.394			376.189			238.989			16.968			16.968			1,116.508	
Total Available Resources for Transit				**945.330**			**787.515**			**665.217**			**453.472**			**470.472**			**3,305.006**
Total (All Resources)							**3,515.611**			**2,699.098**			**2,490.257**			**2507.509**			**14,177.842**

TIP Code = fund source designation in the TIP

Notes:

1. FHWA State Resources are derived from FHWA (notice 4510.759), US DOT, Washington DC. and IDOT (Office of Planning and Programing)
2. Federal resources do not include Metropolitan Planning or State Planning and Research (SPR) funds. These funds are 16.213 and 26.938 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
3. State matching funds for FY 2013 - 2016 are from the IDOT Proposed Multi-Modal Transportation Improvement Program for 2013-2018. http://www.dot.state.il.us/hip1318/hwyimprov.htm
4. Regional resources are based on FHWA suballocation of apportionment guidance (http://www.fhwa.dot.gov/map21/qandas/qasuballocation.cfm) and IDOT memorandums.
5. Local match resources are derived from distributions to local units of government by IDOT. Motor Fuel Tax, MFT along with other grant programs comprise there funds. The SFY 2011 IDOT for the Record report documents these funds. http://www.dot.state.il.us/ftr2011/hwyimprov.htm
6. Transit resources are provided to CMAP by the RTA and are current as of 4/12/12. The RTA has forecast resources through FFY 2015, thus the 2016 resources shown in the table are the same as 2015. Federal
7. In FFY 2012 5307 funds were used for non-capital in the following manner; $57.835M was transferred to operating (Preventive maintenance) and $115.484M was used by the CTA for debt service. Further transfers are anticipated in FY 2012, 2013, 2014, and 2015 and are detailed in table 3-7.
8. In FY 2012 $189.844M was used by the CTA for debt service. Further debt service payments are anticipated in FY 2013, 2014, 2015, and 2016 and are detailed in table 3-7.
9. RTA match sources are from regional / State taxes, operating funds and bonding authority.

CMAP

Congestion Pricing

EXPRESS LANES TO THE REGION'S FUTURE

October 2012

Congestion in the Chicago region costs drivers time, money, and patience. Building expressway capacity is critical to handle our traffic, but construction alone cannot completely relieve congestion, especially with growth in traffic over time. A new strategy is needed, one that gives drivers the option to avoid congestion. As recommended by the GO TO 2040 comprehensive regional plan, **it is time for our region to implement congestion pricing**, which creates express toll lanes that help manage traffic and give drivers better choices for getting around.

CMAP is working with its partners to define the challenges, opportunities, and anticipated outcomes of implementing congestion pricing on the new expressway construction projects recommended by GO TO 2040. These include two new facilities — the Illinois Route 53 north extension and Illinois Route 120 bypass and the Elgin-O'Hare West Bypass — plus new lanes on the I-90 Addams Tollway, the I-290 Eisenhower Expressway, and the I-55 Stevenson Expressway. As summarized in a new technical report, *Congestion Pricing: An Analysis of the* GO TO 2040 *Major Capital Projects*, CMAP staff conducted detailed computer modeling and analysis of the factors and projected results from pricing these new projects.

See **www.cmap.illinois.gov/congestion-pricing/** for an interactive web microsite with an emphasis on how it is working elsewhere and how it will work on the new expressway construction projects recommended by GO TO 2040. The microsite describes congestion's benefits and potential challenges, along with the CMAP technical report's computer modeling and analysis.

CMAP seeks to engage elected officials, transportation implementing agencies, and all other affected parties in a **campaign to support widespread implementation of congestion pricing**. The CMAP computer modeling, technical report, and microsite demonstrate the following anticipated benefits:

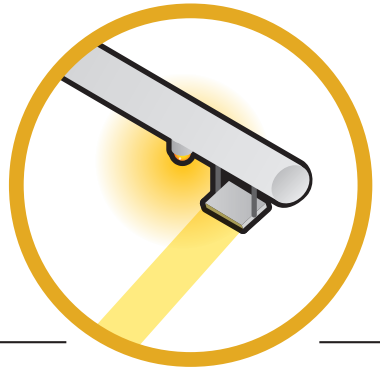
- Dramatically faster, more reliable travel times.
- Better options for travelers.
- No projected spill-over effect to adjacent arterials.
- Enhanced revenue for the transportation system.

Express toll lanes give travelers choices

With congestion pricing, toll rates in express lanes rise at times when more drivers want to use the highway, then tolls fall when demand is low.

The simple logic of supply and demand can help to manage highway resources more effectively: Drivers will choose to enter or leave the express toll lanes based on the variable cost. The toll rate can be finely calibrated to manage demand at a level that leads to faster, more-reliable travel times. Higher prices during peak periods may also reduce congestion by encouraging travelers to carpool, take transit, or consider alternative routes and times for their trips.

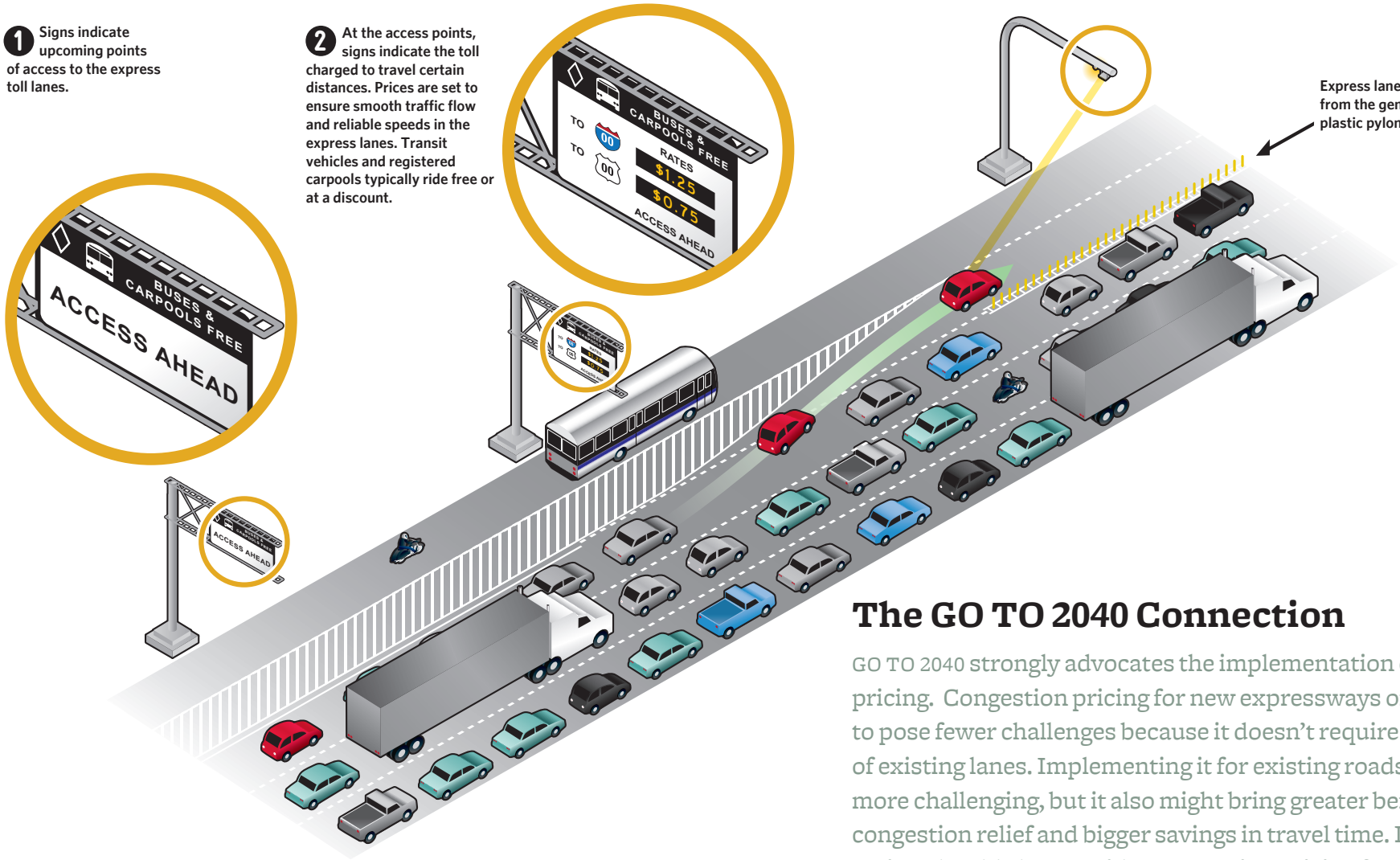
How congestion pricing works on an express toll lane



3 After a driver enters the express toll lanes, an overhead device reads the vehicle's electronic transponder and automatically charges the toll — similar to the Illinois Tollway's open road tolling system.

1 Signs indicate upcoming points of access to the express toll lanes.

2 At the access points, signs indicate the toll charged to travel certain distances. Prices are set to ensure smooth traffic flow and reliable speeds in the express lanes. Transit vehicles and registered carpools typically ride free or at a discount.



Express lanes are typically separated from the general purpose lanes with plastic pylons or double-striping.

The GO TO 2040 Connection

GO TO 2040 strongly advocates the implementation of congestion pricing. Congestion pricing for new expressways or lanes tends to pose fewer challenges because it doesn't require conversion of existing lanes. Implementing it for existing roads would be more challenging, but it also might bring greater benefits — more congestion relief and bigger savings in travel time. In the future, our region should also consider congestion pricing for existing roads.

Benefits

Congestion pricing offers many benefits to both individuals and the general public. Individuals choosing to use the express lanes benefit from reliable travel times, and all drivers have the choice to avoid congestion when needed. The general public actually saves money due to more-efficient use of expressways. Congestion pricing can also allow for enhanced transit service.

Providing a Choice

Congestion pricing gives all motorists a choice they would not otherwise have, and it charges only drivers who opt to use the congestion-priced lanes. Surveys from other cities have shown that, rather than use the express toll lanes every day, drivers generally use the lanes only for two or three trips per week as needed.

Fast, Reliable Travel Times

When priced appropriately, another appeal of congestion pricing is that traffic in one or two lanes always flows freely, even during rush hour. Drivers will not need to leave early as "buffer time" to avoid arriving late, freeing up that time for more worthwhile purposes. CMAP's modeling analysis shows that, on average, express lanes' travel times would be 31 to 66 percent faster than current travel times.

Better Efficiency

Roads with express toll lanes that are priced appropriately can actually carry more traffic than roads without congestion pricing. Up to a point, any expressway can carry more and more cars and still flow freely. However, each extra driver slows traffic down a little bit more, and as traffic slows, the volume of traffic that the expressway can carry falls. If congestion pricing can maintain free-flow speeds, an express toll lane can carry more traffic than a regular lane, which promotes the most efficient use of the road and saves everyone money over the long term.

Benefits of Reduced Congestion

Express toll lanes can help reduce congestion's broader negative impacts on the environment, safety, and the economy. Vehicle emissions are lower when traffic is moving freely than during congested conditions. Since congestion pricing helps maintain consistent travel speeds, it also tends to improve air quality. Because crashes occur more frequently in congested conditions, congestion pricing also promotes lower accident rates. Reducing congestion helps to improve economic productivity, because commuters and commercial vehicles waste less time in traffic.

Enhanced Transit

Congestion pricing provides opportunities to enhance transit service. Transit vehicles can have free access to express toll lanes, which ensure reliable travel times and fast speeds. This sort of express bus service is cheaper to provide than rail transit. With the right institutional arrangements, surplus tolling revenues could help pay for transit service.

Challenges

Concerns about congestion pricing include potential equity issues and traffic spillover. However, the experience of other cities shows that these challenges are manageable and usually less significant than they first seem.

Equity Concerns

One concern is that low-income drivers would be unable to afford congestion-priced lanes. However, CMAP's modeling analysis indicates that drivers from all income groups would use congestion-priced facilities. The median income of express lane users would be 13 to 19 percent higher than users of the general purpose lanes -- somewhat higher, but not dramatically so.

Surveys in other regions show similar results. For example, surveys about I-394 in Minnesota found that 55 percent of low-income respondents used the express toll lanes at least once, as did 70 percent of middle-income respondents and 79 percent of upper-income respondents. In total, 64 percent of lower-income respondents approved of the I-394 express lanes. On Southern California's SR 91, about one-fifth of rush-hour drivers make less than $40,000 a year, and over half of commuters with incomes less than $25,000 approved of the toll lanes.

Policies should be adopted to address equity concerns. For example, transit vehicles could use express lanes for free, and with the right institutional arrangements, surplus revenues from congestion pricing could be used to fund transit service. In another approach, drivers in the region could be given a base number of "lifeline" travel credits for free travel, then they would only pay for travel above that level. Another possible alternative is that lower-income drivers could be charged a discounted toll rate or be allowed to deduct tolls from congestion pricing on their state income taxes.

Traffic Spillover

Another concern about congestion pricing is that the regular lanes will become more congested as they absorb the drivers who are not willing to pay the premium. Some drivers would use local roads instead of the expressway, shifting congestion onto those streets. However, CMAP's modeling analysis indicates that implementing congestion pricing on new capacity would lessen delays on local roads by 6 to 10 percent. Still, this issue requires more study on specific highways. Locations of access points should be chosen to minimize spillover, and if needed, surface streets could be improved to handle increased traffic.

Engineering Feasibility

Accommodating congestion pricing can be a significant engineering challenge, particularly for existing highways. Available right-of-way, safety, traffic operations, enforcement, technology, and environmental concerns all need to be considered. However, CMAP expects that congestion pricing will be feasible on many roads in the Chicago region, as it has been found feasible elsewhere.

CMAP Regional Findings

To help understand how it would work here in metropolitan Chicago, CMAP conducted in-depth computer modeling analysis to estimate results of implementing congestion pricing on GO TO 2040's recommended new expressways and lanes. The CMAP technical report explores the effects of congestion pricing on the new highway facilities recommended in GO TO 2040.

What are typical travel time savings with congestion pricing?

A driver using an express lane during the morning peak would have his or her trip shortened 31 to 66 percent, depending on the road, relative to current travel times. Travel times would also be more reliable.

To what extent would congestion change on expressways and on corridor arterials?

With the construction of new capacity and the implementation of pricing, congestion delay on the existing lanes would drop by 24 to 33 percent, depending on the road. Delay related to congestion on arterial roads in the corridor would decrease by 6 to 10 percent because of the added capacity on the expressways. Users of the express lanes, general purpose lanes, and arterials in the corridor would all benefit. If buses run on the express lanes, transit users will also benefit from high travel speeds.

What charge would be required to achieve free flow speeds in the express lanes?

The charge would vary by facility, but an amount $0.05 to $0.31 per mile above the base toll (or above zero on existing free roads) during the morning peak would be required. The projected prices are well within the range observed on other congestion-priced facilities in the U.S.

Would congestion-priced facilities exclude lower income users?

People at any income level choose to use congestion-priced facilities based on how important the travel time savings are to them. This study found that the median household income of express toll lane users would be 13 to 19 percent higher than the income of general purpose lane users, but the results show some users from all incomes choosing to pay the premium.

How often would the typical driver choose to use the express lane?

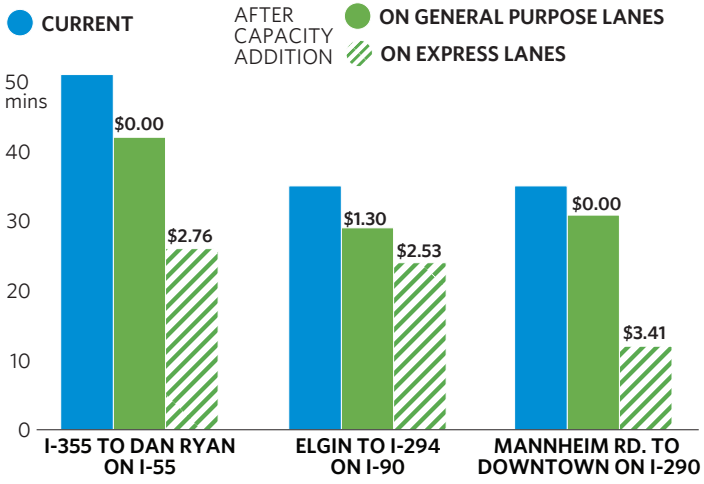
Surveys in other areas suggest that drivers who use the express lanes at all take them for two to three one-way trips per week on average. Drivers do not choose to take those facilities every day, but only when they need to.

How much additional toll revenue would be generated by congestion pricing?

CMAP studied only new facilities, for which gross annual revenue from congestion pricing is calculated to be approximately $74 million. The costs of toll collection have not been subtracted from this figure.

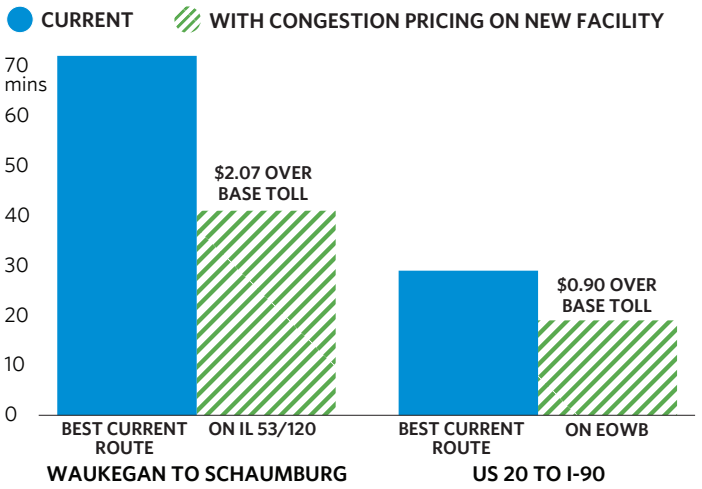
For new congestion-priced express toll lanes on existing expressways, travel time savings run from 11 minutes on the I-90 Addams to 25 minutes on the I-55 Stevenson. On new expressways, compared to current travel times, the express lanes would improve by 10 minutes on the Elgin-O'Hare West Bypass and 31 minutes on the Illinois Route 53 north extension and Illinois Route 120 bypass.

Travel time savings from the addition of new lanes with congestion pricing, travel times in minutes



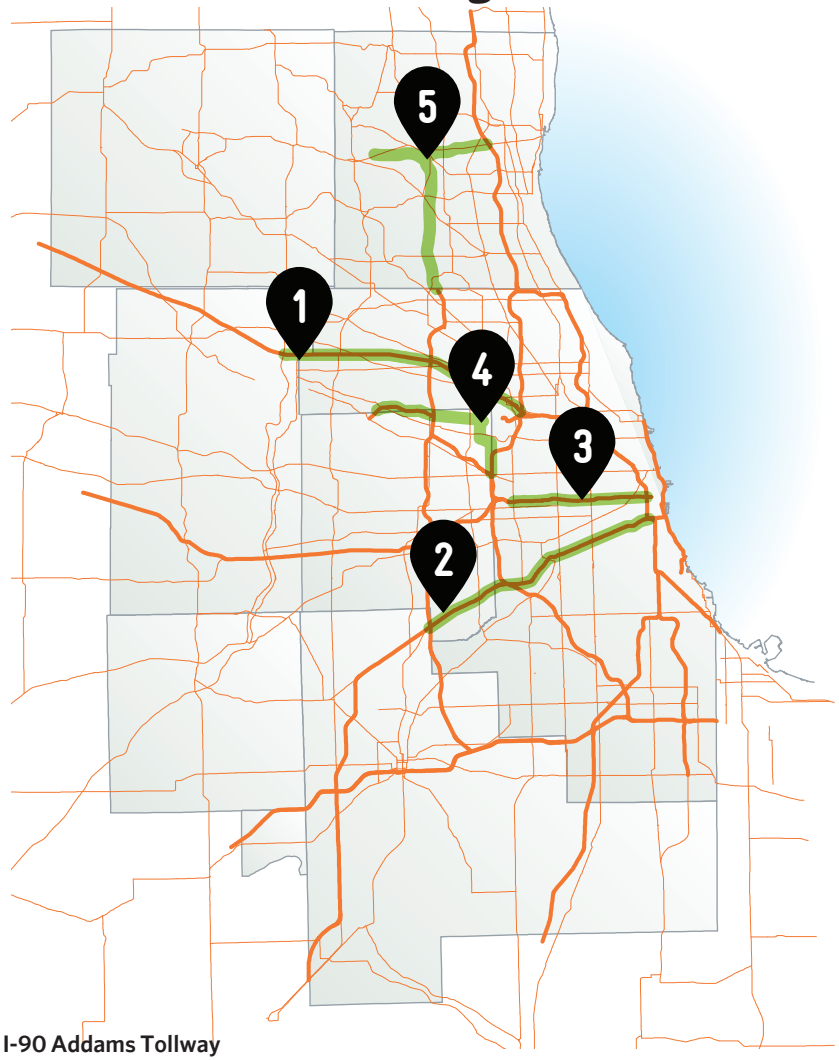
Source: CMAP analysis.

Travel time savings from new expressways with congestion pricing, travel times in minutes



Note: EOWB = Elgin O'Hare West Bypass. Source: CMAP analysis.

CMAP Corridor Findings



1 I-90 Addams Tollway

The Illinois Tollway's current capital program, Move Illinois, includes funding to add a new lane in each direction on the Addams Tollway from I-294 to Rockford. Construction is expected to begin in 2013. The new lanes will include new infrastructure to support congestion pricing. The I-90 Corridor Planning Council, a group of elected officials and local business leaders, recommends congestion pricing on the added lanes. The Tollway is currently conducting a more detailed study of the Addams, but CMAP's high-level findings suggest benefits to congestion pricing on that road. One issue that must be resolved: Adding a lane on the Addams — congestion-priced or not — will create a bottleneck at the Kennedy.

Trip Modeled: Express lane between Elgin and I-294 at morning peak (23 miles)

Target Speed: 55 mph

Average Express Lane Toll: $2.53 (general-purpose toll lane is currently $1.30)

Express Lane Time Savings: 11 minutes faster than current travel

General-Purpose Lane Time Savings: 6 minutes faster than current travel

Arterial Benefit: 7 percent less congestion

2 I-55 Stevenson Expressway

In November 2011, Pace began a two-year demonstration of express bus operations on the I-55 shoulder between the southwest suburbs and downtown Chicago. Early results indicate improved ridership and reduced travel times for transit commuters. If a new lane were added, it could be congestion-priced for automobiles and could allow buses to ride for free. The Illinois Department of Transportation is studying construction of a new lane on I-55.

Trip Modeled: Express lane between I-355 and Dan Ryan at morning peak (23 miles)

Target Speed: 55 mph

Average Express Toll: $2.76 (no tolling currently)

Express Lane Time Savings: 25 minutes faster than current travel

General-Purpose Lane Time Savings: 9 minutes faster than current travel

Arterial Benefit: 6 percent less congestion

3 I-290 Eisenhower Expressway

IDOT is now conducting a study of options to improve travel conditions in the I-290 corridor. Among the possible alternatives is an additional new managed lane in which certain strategies, such as pricing or vehicle eligibility requirements, are applied to meet performance objectives.

Trip Modeled: Express lane between Mannheim Road and Damen Avenue in morning peak (11 miles)

Target Speed: 55 mph

Average Express Toll: $3.41 (no tolling currently)

Express Lane Time Savings: 23 minutes faster than current travel

General-Purpose Lane Time Savings: 4 minutes faster than current travel

Arterial Benefit: 7 percent less congestion

4 Elgin-O'Hare West Bypass

The Illinois Department of Transportation (IDOT) and the Illinois Tollway are studying travel conditions around O'Hare International Airport. They propose to widen the existing Elgin-O'Hare Expressway, extending it east approximately as far as York Road, and to build a north-south expressway at the western edge of O'Hare to connect I-90 and I-294. This project could readily include congestion pricing. CMAP's modeling of the Elgin-O'Hare West Bypass assumes all lanes would be congestion-priced.

Trip Modeled: Elgin-O'Hare Expressway and Western O'Hare Bypass extension from US 20 to the Addams Tollway at morning peak (18 miles)

Target Speed: 55 mph

Average Express Toll: $4.50 (anticipated general-purpose lane toll would be $3.60)

Time Savings: 10 minutes faster than current travel

Arterial Benefit: 8 percent less congestion

5 Illinois Route 53 North Extension and Illinois Route 120 Bypass

An Illinois Tollway Blue Ribbon Advisory Council completed a report in spring 2012 that recommends an extension of Illinois Route 53 north into Lake County to join Illinois Route 120, which would have a bypass to the south of Grayslake. This diverse group of stakeholders recommended that the new highway be built as a four-lane parkway, with all lanes congestion-priced and a speed limit of 45 mph.

Trip Modeled: IL 53/120 extension from Schaumburg to Waukegan at morning peak (23 miles)

Target Speed: 45 mph

Average Express Toll: $6.67 (anticipated general-purpose toll lane would be $4.60)

Time Savings: 31 minutes faster than current travel times

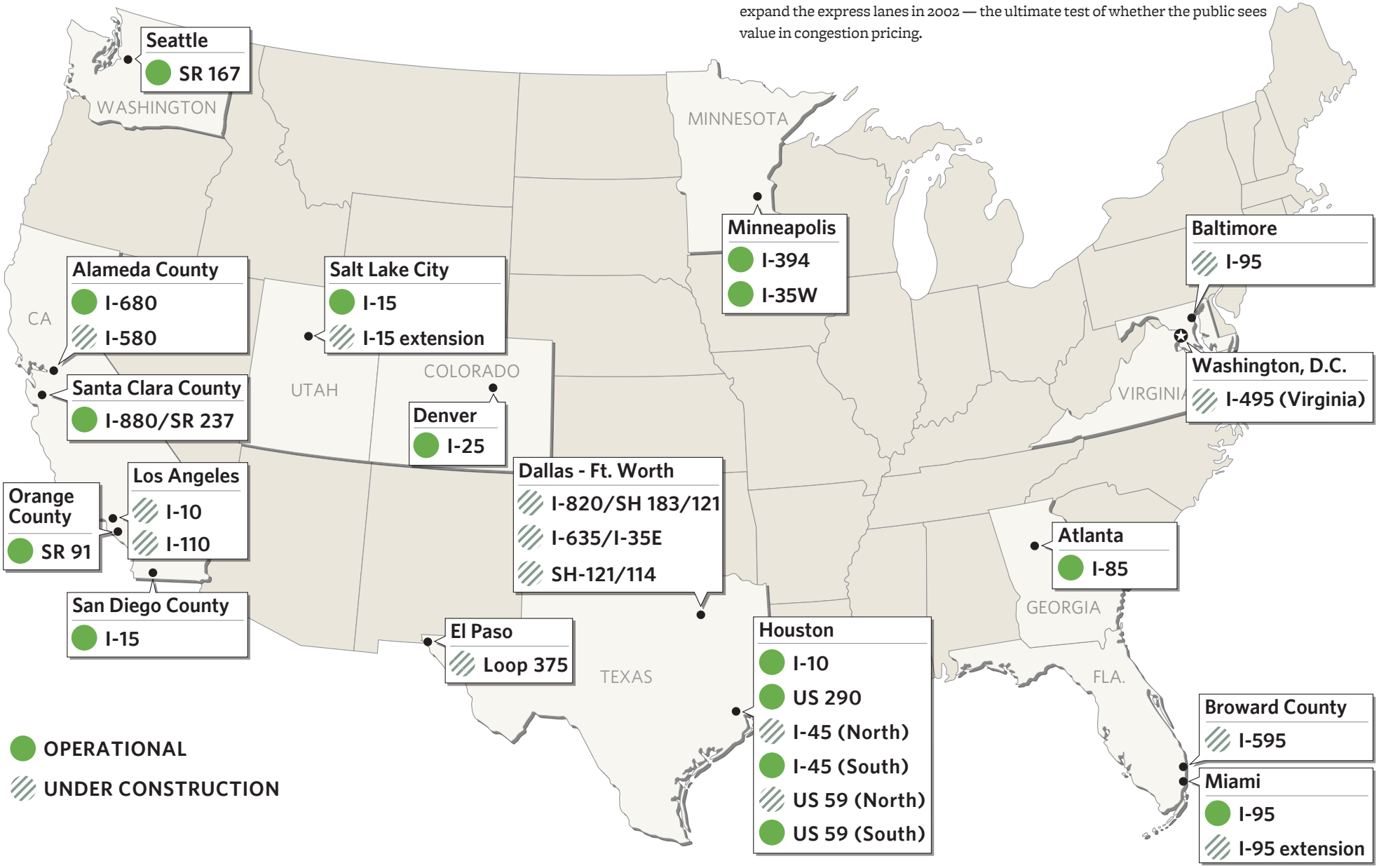
Arterial Benefit: 10 percent less congestion

Public Acceptance

Previous surveys in the Chicago region suggest that the public would accept congestion pricing.

In a survey of existing tollway users, 54 percent said they would pay an extra toll if it would ensure congestion-free travel. In that same survey, 58 percent of individuals given information about express lanes were in favor of the Tollway building them. Support for congestion pricing generally increases as the public becomes familiar with using it.

Elsewhere in the U.S. (see map below), approval rates for the SR-91 Express Lanes in Orange County, California, climbed from about 40-45 percent before the project was completed to 59-72 percent after completion. A recent SR-91 Express Lanes survey found that 90 percent of users were satisfied with the facility, and 97 percent felt safe using the express lanes. The San Diego I-15 Express Lanes exhibited a similar pattern, with public approval climbing from 28 percent before the project opened to 55 percent during the second phase of the project. Two-thirds of respondents approved of a proposal to expand the express lanes in 2002 — the ultimate test of whether the public sees value in congestion pricing.



Regional Campaign for Congestion Pricing

CMAP and its partners are embarking on a sustained campaign to convince implementing agencies and elected officials in Springfield **that congestion pricing is a necessary, near-term tool to manage traffic and pay for infrastructure improvements**.

To express your opinion or to join the effort, contact Jesse Elam, Senior Planner (312-386-8666 or **jelam@cmap.illinois.gov**).

About CMAP

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

Chicago Metropolitan
Agency for Planning

233 South Wacker Drive, Suite 800
Chicago, IL 60606

312 454 0400
info@cmap.illinois.gov

www.cmap.illinois.gov

FY13-0033

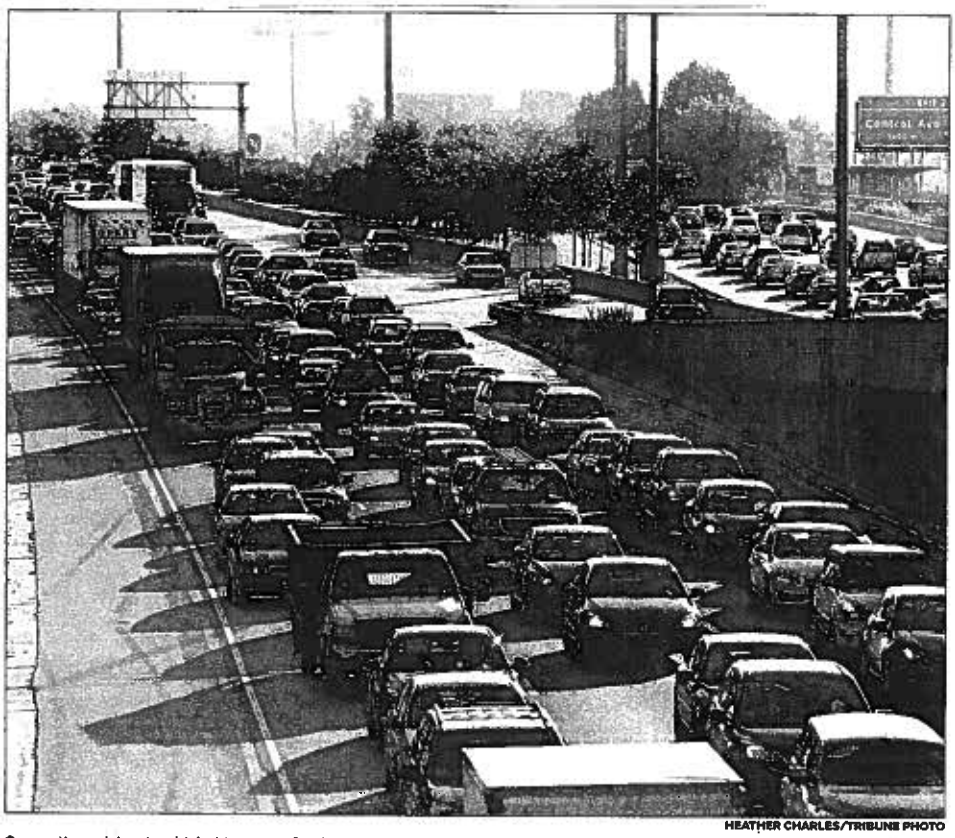
Chicago Tribune

Founded June 10, 1847

TONY W. HUNTER, Publisher ◆ VINCE CASANOVA, President ◆ GEROULD W. KERN, Editor ◆ R. BRUCE DOLD, Editorial Page Editor
@twhunter, gplus.to/twhunter @vince_casanova, gplus.to/vcasanova @gerrykern, gplus.to/gerrykern @brucedold, gplus.to/brucedold

BILL ADEE, Vice President/Digital ◆ JANE HIRT, Managing Editor ◆ JOYCELYN WINNECKE, Associate Editor ◆ PETER KENDALL, Deputy Managing Editor
@bill80, gplus.to/billadee @janehirt, gplus.to/janehirt @jwinnecke, gplus.to/jwinnecke @pkendalltribune, gplus.to/peterkendall

EDITORIALS



HEATHER CHARLES/TRIBUNE PHOTO

Congestion pricing, in which drivers pay for the privilege of avoiding heavy traffic, may be coming to the Chicago area.

Traffic decongestant

Letting drivers pay to avoid delays

If you've ever been mired in a major traffic jam on a Chicago expressway — meaning, if you commuted during rush hour last week — you've probably daydreamed about ways to reach your destination. A helicopter? A jet pack? Teleportation? Then you've returned to the more plausible prospect: that the prevalence of terrible traffic may get worse but will never get better.

That may seem inescapable. As the metropolitan population grows, the volume of cars on the road increases as well. Providing mass transit doesn't seem to make much difference. Advertising the benefits of carpooling rarely works. Telecommuting turns out to be no big help.

Neither is the obvious option of building more highways. Expanded capacity may reduce travel times, but those induce more people to drive, which fills the new capacity until things are as bad as ever. Unless a few hundred thousand locals suddenly pack up and head for Texas, we appear to be stuck.

But maybe not. Transportation planners have long been attracted to an alternative that would charge drivers for the privilege of bypassing heavy traffic. It's called "congestion pricing," and it could be on the way here.

The idea is being floated by the Chicago Metropolitan Agency for Planning as a way to pay for, and make the best use of, new lanes on six major Chicago-area roadways. These lanes would be "congestion-priced" in such a way as to assure that traffic would always flow at the posted speed limit of 55 mph.

In this scenario, a commuter would cut the drive on the Stevenson Expressway from I-355 and the Dan Ryan in half — from 51 minutes (the current morning rush hour average) to 26 minutes. Eisenhower drivers would zip from Mannheim Road to Damen Avenue in 12 minutes, down from 35.

Skeptics will see this as an excuse to gouge motorists who are already saddled with high gasoline prices, heavy fuel taxes and toll charges. Actually, one attraction of the idea is that if you would rather save the money, you'd have as many lanes available as you do now. Only the people who put a higher priority on their time would have to pay.

But here's another attraction: Even tightfisted drivers would benefit, since the express lanes would siphon cars out of the regular lanes enough to speed up travel there. The innovation is also projected to reduce traffic on main roads close to the expressways.

If you're worried about being gouged, it's reassuring to hear that the extra cost of a faster journey would not be prohibitive — $2.76 per trip on the Stevenson and $3.41 on the Eisenhower. Studies of congestion-priced lanes in other cities indicate that even low-income drivers find them worth the cost when time is short.

If congestion pricing were applied to existing roads, it would be less attractive since it would force drivers to pay more for the same pavement. Introducing it solely on additional lanes or roads would mean nobody would be worse off than now — while some, and perhaps all, would be better off.

It's heartening to see planners devise imaginative, economically sound ways to deal with the Chicago area's notorious traffic delays — which the Reason Foundation says have gone from 18 hours a year per commuter in 1982 to 71 hours today.

We could see if we can make that 100 hours. Or we could take a look at something different. The Chicago Metropolitan Agency for Planning deserves credit for doing the latter.

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: **Transportation Committee**

From: Dolores Dowdle
Deputy Executive Director, Finance and Administration

Date: November 1, 2012

Re: FY 2014 UWP Process

Unified Work Program (UWP) federal funding is available for transportation planning projects within a metropolitan area. The Metropolitan Planning Organization (MPO) has the primary responsibility for preparing the UWP for its metropolitan area. The federal guidelines state that all planning and implementing agencies must be an integral part of the planning process and participate in the development of the UWP.

In the CMAP region, the UWP Committee serves as the project selection body for this process. The committee is chaired by IDOT, who votes in case of a tie. The membership is comprised of a representative from each of the transit service boards (CTA, Metra and Pace), the City of Chicago, RTA, CMAP, a representative from the counties, and a mayor representing the Council of Mayors. In addition, non-voting members are representatives from Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Illinois Environmental Protection Agency (IEPA). The UWP Committee establishes program priorities and selects core and competitive proposals. Final selections are approved by the Transportation Committee and then forwarded to the Regional Coordinating Committee, CMAP Board and the MPO Policy Committee for approval.

The UWP priorities followed for the last two years align with the regional priorities described in the GO TO 2040 Plan. While the UWP committee will review these approved priorities in the FY 2014 process, it is not anticipated that any changes will be necessary to them until the update of the GO TO 2040 plan in 2015. The approved priorities are:

- *Modernization of the Public Transit System.* GO TO 2040 recommends an enhanced focus on prioritizing planning work for the modernization of the existing transit system. Actions include work on coordinating services and fares, including pursuit of a universal fare payment system, work on traveler information systems, and technological improvements including transit signal priority and ART.

Project proposals, especially from the transit agencies, should feature these elements as a primary component.

- *Financial Planning Including Innovative Financing Strategies*. GO TO 2040 also stresses an array of recommendations related to transportation finance, including improved financial planning. Actions include strengthening transit financial oversight, planning for efficiencies that reduce transit operating costs, the identification of funding sources for CREATE, and continued planning/policy work on other important issues of fiscal policy to improve the transportation system.
- *Improving Decision-Making Models and Evaluation Criteria for Project Selection.* GO TO 2040 also emphasizes improving decision-making processes for transportation projects, as well as the overarching importance of prioritization for making investments given constrained funding. This includes constructing improved models for answering the most pressing questions about major projects and designing appropriate and regionally-vetted evaluation criteria for judging projects.
- *Planning Work Toward Implementation of* GO TO 2040 *Major Capital Projects, Including Supportive Land Use.* The continuation of near-term work to further GO TO 2040's short list of fiscally constrained major capital projects is also a high priority. Potential work includes planning for the inclusion of transit components as part of major highway projects, advancing recommended transit projects through the New Starts program or other discretionary funding programs, and planning for supportive land use around transportation, including active technical assistance to local governments.
- *Local Technical Assistance and the Formation of Collaborative Planning Efforts.* A major emphasis area of GO TO 2040 is providing targeted technical assistance to local governments, information sharing, and formal planning efforts that focus on transportation and other interconnected issues of livability.

The process for the FY 2013 UWP was revised with the intent to improve its efficiency and effectiveness. The UWP Committee, at its October 11 meeting, approved the FY 2014 UWP process based on the same format:

- The Call for Projects will be made in January and will include both the Core and the Competitive proposals. The Core and the Competitive proposals will be considered separately by the Committee.
- CMAP staff will conduct an in-depth proposal review and develop a proposed program for the UWP Committee's consideration. The review and recommendation process would be as follows:
    - <u>Proposal Selection – Core.</u> CMAP staff will review the Core proposals and make a proposed program recommendation to the UWP Committee for approval. The proposal review will consider the following: federal requirements; alignment with the proposed priorities in GO TO 2040; the requested level of funding; and if applicable, previous years' expenditure level of Core projects.
    - <u>Proposal Selection – Competitive</u>. The Competitive proposals will be scored by the UWP Committee as in years past, based upon the alignment with the regional

priorities listed above. Based on the available monies after the Core proposals have been funded, CMAP staff will incorporate the Committee's rankings and make a proposed program recommendation to the UWP Committee that follows the same considerations outlined above in the Core program.

The revised schedule for the development and approval of the FY 2014 UWP process would be as follows:

Development of Program Priorities and Selection Process

UWP Meeting	October 11, 2012

Call for Proposals

Call for Proposals	January 3, 2013
All Proposals Due (Core and Competitive)	January 31, 2013

Core Elements Selection Process

CMAP review and recommend program	February 14, 2013
UWP Meeting- Adopt Core Program	February 21, 2013

Competitive Elements Selection Process

UWP Meeting - Presentation of Competitive Proposals	February 28, 2013
UWP Committee members rank proposals	Due to CMAP March 8, 2013
CMAP prepares committee ranked proposals with funding allocation	March 15, 2013
UWP Meeting - Adopt Competitive Program	March 21, 2013

Committee Approval

Transportation Committee considers approval of FY 2014 UWP to MPO Policy Committee	April 26, 2013
Regional Coordinating Committee considers approval of FY 2014 UWP to CMAP Board	May or June 2013
CMAP Board considers approval of proposed FY 2014 UWP	June 12, 2013
MPO Policy Committee considers approval of proposed FY 2014 UWP	June 13, 2013
UWP Document Released	June 2012

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: Transportation Committee

From: CMAP staff

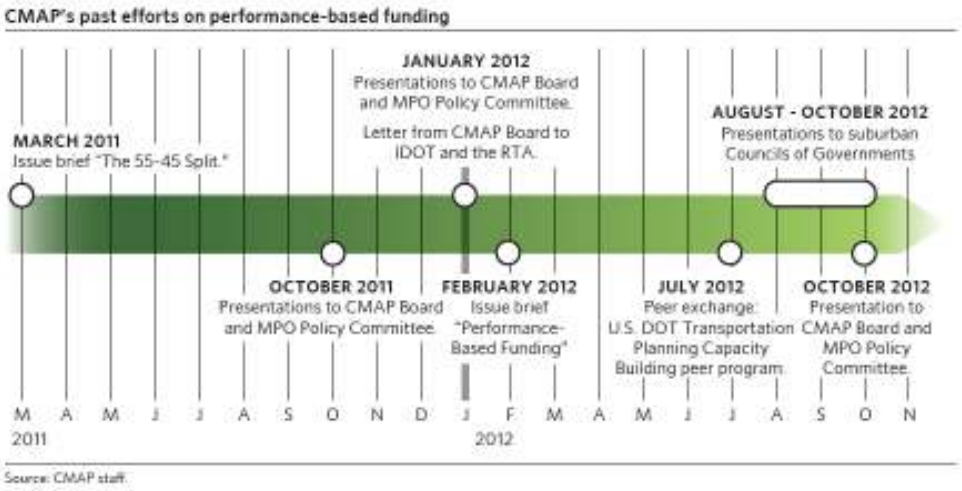
Date: November 2, 2012

Re: Performance-Based Evaluation Criteria for Transportation Funding

---

The Board and MPO Policy Committee of the Chicago Metropolitan Agency for Planning voted at their joint meeting October 10, 2012 to request that IDOT establish a state-level technical advisory group to promote the implementation of performance-based funding. The vote was unanimous, save one abstention from the IDOT representative.

Since the passage of GO TO 2040, CMAP has articulated the need for the State and regional stakeholders to implement performance-based funding for transportation. One year ago, CMAP introduced this concept as a high priority to a joint meeting of the CMAP Board and MPO Policy Committee. Since then, CMAP staff has engaged state, regional, and local partners in a far-reaching conversation about the benefits of a more transparent process for allocating scarce capital dollars. These efforts are detailed in the timeline below.



To advance performance-based funding for transportation projects in Illinois, the CMAP Board and MPO Policy Committee recommend the following steps.

1) **IDOT should form a technical advisory group for implementing performance-based funding.**

The Board and MPO Policy Committee request IDOT to convene a state technical advisory group. The group should form at the beginning of state FY 2014 and produce a report by the end of state FY 2014. This group would consist of IDOT staff and staff from the state's MPOs. The state technical advisory group would focus on four main themes:

- First, this group would consider organizing the state highway program into broad programmatic categories or "buckets"—for example highway maintenance, highway modernization, and highway expansion. This effort would include definitions for each category, as well as mechanisms to classify projects with multiple or ambiguous work types.
- Second, this group would be charged with determining performance measures for the programmatic categories as well as formal scoring procedures.
- Third, this group would set broad parameters for the inclusion of MPO input into the prioritization process. CMAP stresses that MPOs should have flexibility to develop their own prioritization methodologies.
- Fourth, this group would be charged with developing an overall timeline for the new performance-based funding system, with a goal of implementing the new system in state FY 2015.

2) **CMAP should initiate a regional process for developing the agency's internal prioritization and selection methodology to evaluate candidate projects.** This work would be coordinated through CMAP's committee structure and would be delivered by the end of state FY 2014. This exercise would engage the region in a formal process on how to measure and prioritize projects, and would provide an opportunity for CMAP staff to organize the appropriate data. This work will require considerable reorientation of CMAP staff resources in FY 2014 across the policy, planning and programming, and research and analysis departments.

This timeline aligns with new federal requirements. MAP-21 requires the U.S. Department of Transportation to determine performance measures and state departments of transportation, in consultation with metropolitan planning organizations, to set performance targets for those measures. CMAP's proposal would assist the State not only to satisfy these upcoming requirements, but transcend them to implement a true performance-based system for allocating dollars and projects. In other words, this process should strive for much more than what MAP-21 mandates.

CMAP recommends that State Planning and Research (SPR) dollars, the federal Unified Work Program (CMAP and other MPOs' primary source of funding), or some combination of the two be used to finance the research activities of the state technical advisory group. This effort will require dedicated staff resources from the MPOs and IDOT, and could also be supported by a consultant's services.

For more information on this topic, please see the full memorandum submitted to the CMAP Board and MPO Policy Committee here.

ACTION REQUESTED: Information

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: CMAP Board and Committees

From: CMAP Staff

Date: November 7, 2012

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, 72 local projects have been initiated. Of these, 17 projects have been completed, 41 are fully underway, and 14 will get actively underway in the near future. Two projects, the Hanover Park corridor plan and Norridge comprehensive plan, were completed in October. Further detail on LTA project status can be found on the attached project status table.

More than 40 projects were added to the LTA program at the Board and MPO Policy Committee meeting on October 10. Some of these have begun to be scoped, and are included in the status table. Others will be added over the coming months as they approach startup.

ACTION REQUESTED: Discussion.

###

Projects Currently Underway

Project	CMAP lead	Timeline	Assistance type	Status and notes
Addison comprehensive plan (see project website)	Sam Shenbaga	July 2011 – Nov. 2012	Staff assistance	Underway. Public Hearing to be held at Village Hall on November 14th at 7:00pm. Plan adoption tentatively planned for end of November.
Algonquin downtown plan (see project website)	Jack Pfingston	Feb. 2012-Jan. 2013	Grant funds	Underway. Consultant presented to a joint Village Commission meeting on October 11. The Committee of the Whole met on October 23 to review preliminary recommendations. The second public planning workshop and a developer summit are scheduled for November 28.
Alsip comprehensive plan (see project website)	Sam Shenbaga	Jan. 2012 - Mar. 2013	Staff assistance	Underway. Meetings conducted with RTA and Pace to discuss Plan recommendations. Draft plan is on schedule for completion by mid-November.
Antioch greenway plan (see project website)	Shafaq Choudry	Apr. 2012-June 2013	Staff assistance	Underway. Kickoff meeting with steering committee and Village Board meetings took place in August. Existing Conditions Report and mapping are in draft form. The first public workshop took place October 9. High school focus group scheduled for November 7th.
Berwyn zoning revisions	Kristin Ihnchak	Dec. 2012 - Sept. 2013	Staff and consultant assistance	This project involves the full rewrite of Berwyn's zoning ordinance, building on the comprehensive plan update that was recently completed. Scoping is underway.
Big Rock comprehensive plan	Trevor Dick	TBD	Staff assistance	Met with Village and County staff on October 31st to discuss project scoping and expected CMAP role. CMAP staff will be working with County staff to create scope of work and expected deliverables in November.
Bronzeville Alliance Retail corridor study, phase 2 (see project website)	Sef Okoth	Phase 2: Nov. 2011 – Dec. 2012	Staff assistance	Underway. Plan recommendations, market analysis and proposed zoning changes presented to the Steering Committee on October 9th. CMAP staff currently drafting the plan to be completed in November. Meeting held with MPC on October 18th to review project progress and strategize for the final public meeting. Plans are underway to brief the aldermen on the plan recommendations and hold a public meeting to present the draft plan to the public.
Bronzeville national heritage area feasibility study (see Project	Sef Okoth	July 2012 - June 2013	Staff assistance	Underway. Project kick-off meeting and Project Advisory Committee (PAC) meeting held October 30th. The committee reviewed and approved the project scope and outreach plan. CMAP staff drafted and presented the

Website				statement of significance, mission, vision statements, and themes for the proposed National Heritage Area. They will be forwarded to the National Park Service after review by the PAC. Staff continues to conduct research and outreach for the feasibility study.
Centers for New Horizons local food survey	Sef Okoth	Nov. 2012 – June 2013	Staff assistance	Underway. Project involves surveying residents to understand their food preferences, shopping patterns, and barriers to accessing food resources. Meeting held with CNH on October 4th to scope the project. Staff completed drafting the survey with assistance from food accessibility experts from Chicago State University and UIC. Review of the draft survey by key project partners is underway.
Chicago "Green and Healthy Neighborhood" plan for Englewood, Woodlawn, and Washington Park (see project website)	Jason Navota	Mar. 2011 - Dec. 2012	Staff assistance	Underway. Second phase planning and outreach is underway, including group tours and planning for 20+ "zones." Housing analysis complete. Separate analyses of green infrastructure and food systems are underway. Final public meeting scheduled for November 10. Detailed zone planning and land use policy development and drafting of plan chapters are underway.
Chicago Housing Authority LeClaire Courts redevelopment	Sef Okoth	Aug. 2012- July 2013	Consultant assistance	Underway. Consultants continued working on the existing conditions and market analyses. Draft report on the existing conditions is expected at the end of November. Feasibility assessment of transportation improvements began in October. Plans are underway to meet with the affected Aldermen to brief them on the project.
Chinatown neighborhood plan	Stephen Ostrander	Nov. 2012 – Nov. 2013	Staff assistance	This project involves the preparation of a neighborhood plan to shape the future of Chicago's Chinatown, building on its recent centennial celebration. Project will include stakeholder meetings to discuss various planning subjects. Full scoping of the project is currently underway, with kick-off expected in early December.
Des Plaines neighborhood plan	Pete Saunders	TBD	Consultant assistance	Project scoping underway. Focus shifted from development of the development of design guidelines near a train station to a CPTED-focused neighborhood plan in the Apache Park neighborhood. An RFP is under development for release in November.
Developing Communities Project support for CTA Red Line extension (see	Kendra Smith	Oct. 2011 - Oct. 2012	Staff assistance	Underway. All community focus groups and interviews are complete and have been transcribed by Loyola's Center for Urban Research and Learning. CMAP staff has viewed the first draft of the Red Line Livability Video, the second draft was sent to project partners, CTA and DCP, for review the

project website)				week of October 29th. It is expected that the video will be complete in November. The first draft report is under internal review. Community Education Session planning in conjunction with CTA continues.
Downers Grove bicycle and pedestrian plan	Jack Pfingston	Mar.-Dec. 2012	Grant funds	Underway. The draft Pedestrian Infrastructure report is under Village review. Draft comments from Metra and Pace have been received. Recommendations from the public outreach process were drafted and sent to the Village and considered by the steering committee on October 16. There will be a public meeting to consider the draft recommendations on November 14th.
DuPage County unincorporated areas plan	Jack Pfingston	Oct. 2012-Sept. 2013	Consultant assistance	Underway. Consultant has been selected. Kickoff meeting took place on November 1.
Elburn comprehensive plan	Jack Pfingston	Apr. 2012 - Feb. 2013	Grant funds	Underway. Existing Conditions Report reviewed by Elburn Plan Commission in October. Draft Plan and recommendations expected in late November or early December.
Elgin Dundee Avenue corridor study	Pete Saunders	TBD	Staff assistance and small grant	Project scoping is underway. City approved MOU and resolution in October. CMAP staff is preparing application to ULI for TAP assistance for project. Kickoff meeting with ULI is expected in early November.
Elgin sidewalk gap and transit stop study	Lindsay Bayley	June 2012-Apr. 2013	Grant funds	Underway. Second steering committee meeting held on October 4. Public meeting will be held on November 15. Sidewalk and intersection survey complete for Existing Conditions survey.
Elmwood Park comprehensive plan (see project website)	Nicole Woods	June 2011-Feb. 2013	Staff assistance	Staff has completed a draft of the Comprehensive Plan, which is under review by Village staff. Steering committee will receive a copy of the draft in late November.
Fox Lake bicycle plan	Jack Pfingston	July 2012-Mar. 2013	Grant funds	Underway. Public workshop held October 30th. Steering committee will meet in November.
Glen Ellyn downtown streetscape and parking study (see project website)	Lindsay Bayley	July 2012-June 2013	Grant funds	Underway. First steering committee meeting held on October 16, website went live and existing conditions review is under development.
Hinsdale parking study	Lindsay Bayley	TBD	Staff assistance	Project scoping is underway. The Village Board will vote on the approval of the MOU and resolution on November 6th. Kickoff meeting is expected in early November.

Kane County local food project	Jessica Simoncelli	Sept. 2012-Mar. 2013	Staff assistance	Underway. Kickoff meeting held in early November for development of site criteria and steering committee.
Kane County transit plan implementation	Trevor Dick	July 2012-June 2013	Staff assistance	Underway. CMAP staff is currently compiling an analysis report that will be brought back to the Oversight Steering Committee (OSC) by January for review and discussion.
Kane County / Carpentersville *Homes for a Changing Region* project	Drew Williams-Clark	Jan 2013-Dec 2013	Staff assistance	Staff met with lead applicant in early November to discuss scope and timeline. A meeting has been tentatively scheduled in early December to discuss scope, MOU and resolutions with staff from partner applicants: Elgin, East Dundee and West Dundee. Resolutions are anticipated for approval in January
Lake County sustainability plan (see project website)	Kristin Ihnchak	Mar. 2012 - Feb. 2013	Staff assistance	Underway. Preliminary recommendation ideas and policy statements are under development. Delta Institute and Openlands are both on contract to assist with some plan elements.
Lakemoor comprehensive plan (see project website)	Nora Beck	Nov. 2011 - Dec. 2012	Staff assistance	Underway. Draft Plan approved by steering committee. Public Open House on the Draft Plan scheduled for November 13. Project expected to enter formal adoption process in by end of January.
Lansing comprehensive plan	Sam Shenbaga	Oct. 2012-Sept. 2013	Consultant assistance	Underway. Consultant interviews conducted jointly by CMAP and Village of Lansing staff. Houseal Lavigne selected as project consultant. Project kick-off meeting expected in November.
Liberty Prairie Conservancy local food system plan (see project website)	Jessica Simoncelli	Aug. 2011 – Dec. 2012	Staff assistance	Underway. The needs assessment report draft examines existing conditions and recommends next steps for a working group to support the sustainable food system in Lake County. Steering committee review of the final draft will occur in November. Staff and partners are writing recommendations for the Liberty Prairie Reserve master plan update.
Lynwood comprehensive plan	Pete Saunders	Oct. 2012 – Sept. 2013	Consultant assistance	Underway. Houseal Lavigne Associates selected as project consultant. Currently pursuing project kickoff meeting between consultant and Village staff, and will coordinate creation of steering committee throughout November.
Maywood economic development strategy	Nicole Woods	Oct. 2012-Aug. 2013	Staff assistance	Staff is working with Village on further refining project scope and schedule. Project is expected to officially kick-off in November.
McHenry County subarea plan	Jack Pfingston	Dec. 2011-Dec. 2012	Grant funds	Underway. Draft Final Report expected to go before the Planning and Development Committee by November 15 for Board approval by November 20.
Morton Grove industrial	Nicole	Feb. 2012 -	Staff	Underway. Staff is currently drafting the Existing Conditions Report and

areas plan (see project website)	Woods	Apr. 2013	assistance	preparing it for internal review. The report is expected to be delivered for Village staff review in November.
New Lenox corridor plan	Jack Pfingston	Aug. 2012-June 2013	Grant funds	Underway. Two meetings, one for business & property owners, and the other for service providers and other stakeholders, were held on October 25. Next meeting of the steering committee expected in December. Consultant continues work on Existing Conditions Synthesis Report.
Niles multimodal transportation plan	Jack Pfingston	Jan.-Dec. 2013	Grant funds	Project combines the Milwaukee Avenue corridor study that was selected during the first round of the LTA program with the bicycle and pedestrian plan that was selected for the second round. Project scoping and RFP development are underway.
Niles environmental action plan (see project website)	Kristin Ihnchak	May 2012-Feb. 2013	Staff assistance	Underway. CMAP staff is drafting the plan for presentation at a public open house on December 4.
Norridge zoning revisions	Kristin Ihnchak	TBD	Staff assistance	Following the completion of the Norridge comprehensive plan, the Village's zoning ordinance will be examined and recommendations for improvements will be made. This project is currently being scoped.
Northlake comprehensive plan (see project website)	Trevor Dick	Mar. 2012-Feb. 2013	Staff assistance	Underway. CMAP staff is currently working on the Draft Comprehensive Plan. A draft is expected to be presented to the Steering Committee by December followed by a public open house.
Northwest Suburban Housing Collaborative *Homes for a Changing Region* project (see project website)	Drew Williams-Clark	Feb.-Nov. 2012	Staff assistance	Underway. Municipal recommendations have been presented to municipal officials for review. Report drafts will be distributed to staff in November for final review before the plan design phase begins in December.
Oak Lawn 95th Street corridor study	Pete Saunders	Nov. 2012-Oct. 2013	Consultant assistance	Underway. RFP deadline was October 11, with six responses. Village approved MOU and resolution in October. Village and CMAP staff are currently evaluating responses for interviews in early November. Project startup is expected in December.
Oak Park water conservation program (see project website)	Nora Beck	Aug. 2011 – Dec. 2012	Staff assistance	Underway. Draft released to public in August. Presenting revised draft to Board in December with final draft to be presented to Board for approval in January.
Olympia Fields zoning ordinance update	Drew Williams-Clark	Dec. 2012-July 2013	Grant funds	RFP was rescinded after pre-bid discussion and is currently under review.

Plainfield downtown transportation plan (see project website)	Pete Saunders	Aug. 2012 – Jun. 2013	Grant funds	Underway. Consultant continued gathering data for existing conditions report and website development. Consultant coordinated with Will County Forest Preserve District, Kendall County Highway Department and Plainfield Township Highway Department. Initial public meeting will be held November 14..
Regional arts and culture toolkit	Stephen Ostrander	Apr. 2012-Feb. 2013	Staff assistance	Underway. Expert advisory group reviewed the updated outline of the toolkit's content, which is also under internal review at CMAP. In consultation with advisory group, staff and consultant team continues to finalize local and national case studies to be included in toolkit.
Regional climate change adaptation toolkit	Jesse Elam	July 2012-Mar. 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. An advisory committee meeting has been rescheduled pending contract execution with the University of Illinois.
Richton Park comprehensive plan	Pete Saunders	Aug. 2012-July 2013	Consultant assistance	Underway. Houseal Lavigne Associates selected as project consultant. First project staff meeting and steering committee meeting both scheduled for November 13.
Riverside downtown area plan (see project website)	Nora Beck	Feb. 2012-Feb. 2013	Staff assistance	Underway. Draft recommendations memo under review by steering committee, to be confirmed by November 15. A draft plan is expected to be complete in January 2013.
Round Lake Heights comprehensive plan (see project website)	Jonathan Burch	May 2012-Apr. 2013	Staff assistance	Underway. Existing conditions report completed and posted to the project website. Visioning meeting scheduled for December 4th.
Seven Generations Ahead sustainability data	Drew Williams-Clark	Nov. 2012-Feb. 2013,	Staff assistance	Staff have developed a preliminary scope and timeline with SGA. Final approval of scope documents expected in November.
SSMMA interchange land use planning	Jessica Simoncelli	July 2012-June 2013	Consultant and staff assistance	Underway. Project steering committee, comprised of local representatives and regional partners, held a kick-off meeting at SSMMA's office on October 10. Data collection on existing conditions in the study area is underway.
Waukegan subarea plan	Stephen Ostrander	Sept. 2012-Aug. 2013	Staff assistance	Underway. Staff held a series of one-on-one interviews in October to identify stakeholders and steering committee. Staff also continued analysis of corridor as part of the preparation of the existing conditions report, scheduled for completion by the end of December. Targeted focus groups are planned for late November.
Westchester	Samantha	Nov. 2011 –	Staff	Underway. Received comments from Village staff regarding draft plan

comprehensive plan (see project website)	Robinson	Feb. 2013	assistance	recommendations in October. Working on draft comprehensive plan to be completed at the end of November. Market analysis for various commercial areas to be completed in December. Draft plan will be modified to reflect results from market analysis in December.
West Cook Housing Collaborative, phase 2: Challenge Grant support	Drew Williams-Clark	Mar.-Nov. 2012	Staff assistance	Underway. The working committee discussed preliminary site rankings to be approved by steering committee in November. A recommendations memo will be delivered in November.
Wheeling active transportation plan	Lindsay Bayley	Jan-Nov. 2012	Grant funds	Underway. Third steering committee meeting held to tour the recommended improvements and priorities. Draft plan sent to Village officials for review.

Completed Projects

Project	CMAP lead	Completion date	Assistance type	Implementation status
Berwyn comprehensive plan (see project website)	Sam Shenbaga	Oct. 2012	Staff assistance	Plan adopted unanimously by City Council on October 23rd. Project completed.
Blue Island comprehensive plan (see project website)	Sam Shenbaga	June 2012	Staff assistance	Plan Commissioner Training workshop conducted at City Hall on 10th October. Meeting with Planning Director scheduled on October 31st to discuss Western Avenue two-way conversion project.
Bronzeville Alliance retail corridor study, phase 1 (see project website)	Sef Okoth	Feb. 2012	Staff assistance	Two ongoing activities are helping to implement the project. The second phase focusing on land use change is underway and is described above. Also, the Chicago Community Trust provided a grant to the Renaissance Collaborative (TRC) in May to directly implement the recommendations of this project. TRC hired an Economic Development Coordinator who is currently developing a website that will be a one-stop shop for economic and community development information for Bronzeville. She is also coordinating QCDC and 51st Street Business Association to work collaboratively. Both of these tasks were recommended in Phase 1
Campton Hills comprehensive plan (see project website)	Jason Navota	Aug. 2012	Staff assistance	Final plan approved by Plan Commission June 25 and approved 'with changes' by Village Board on August 21.
Carpentersville "Old	Trevor	July 2012	Staff	The Village Board unanimously adopted the Plan at their July 10 meeting.

Town" Area Action Plan (see project website)	Dick		assistance	An implementation memo is being created and will be reviewed internally. This will be followed by a meeting with Village Staff to discuss next steps.
Evanston water efficiency program (see project website)	Amy Talbot	Aug. 2012	Staff assistance	Plan accepted by Council in August. Implementation actions started by City and Utility.
Fairmont Neighborhood Plan (see project website)	Trevor Dick	Apr. 2012	Staff assistance	On October 23rd, representatives from the County, CMAP, Openlands, Lockport Township Park District, Will County Farm Bureau, Fairmont School District, the Food Pantry, and members from the steering committee met to discuss how to create a community garden(s) in the Fairmont community. The next steps include meeting with the senior group and local residents to ensure "grassroots" support on the potential location(s).
Hanover Park corridor study (see project website)	Stephen Ostrander	Nov. 2012	Staff assistance and small grant	The report for the ULI Chicago Technical Assistance Panel (studying the Irving Park Road corridor), will be completed by ULI Chicago in early November. Through CMAP assistance, architectural firm SCB has prepared additional illustrations for the report.
Homes for a Changing Region in south Cook (see project website)	Drew Williams-Clark	Dec. 2011	Staff assistance	Three of the four communities covered by the project have follow-up LTA projects. One, the Park Forest sustainability plan, was adopted in May. Lansing, Olympia Fields, and Park Forest received additional technical assistance under the EPA "Building Blocks for Sustainable Communities" program in May. Future LTA projects in Lansing and Olympia Fields are now being scoped.
Homes for a Changing Region in west Cook (see project website)	Drew Williams-Clark	Apr. 2012	Staff assistance	Phase 2 of this project, which involves supporting a Community Challenge grant in the same communities, is underway.
Joliet "Old Prison" redevelopment (see project website)	Pete Saunders	May 2012	Staff assistance and small grant	CMAP staff is working on a federal grant application to seek brownfield assessment funding for the 160-acre Prison East site. Deadline for the grant application is November 19.
Lake Zurich comprehensive water resources project	Amy Talbot	Apr. 2012	Staff assistance	Lake Zurich has submitted an application for further LTA assistance to implement the recommendations of this project. This will be reviewed in the coming months.
Norridge comprehensive plan (see project website)	Trevor Dick	Oct. 2012	Staff assistance	The Board voted unanimously to adopt the plan on October 24, 2012

Orland Park water conservation ordinance (see project website)	Hala Ahmed	June 2012	Staff assistance	A meeting to initiate the regionalization process for the water conservation ordinance was completed on August 31. Based on meeting outcomes, staff from Orland Park will draft a Guiding Principles document to be distributed to the other five largest communities that purchase water from the Oak Lawn system. The document will address outdoor watering regulations that may be agreeable to all communities.
Park Forest sustainability plan (see project website)	Kristin Ihnchak	May 2012	Staff assistance	Plan was unanimously adopted by the Village Board on May 14 and an implementation memo has been shared with Village staff. The Chicago Community Trust's grant to Park Forest directly implements the recommendations of this project. Also, Park Forest submitted a new LTA application for zoning updates to help implement the recommendations of the sustainability plan.
SSMMA housing investment prioritization (see project website)	Nicole Woods	June 2012	Staff assistance	Tool was approved by the Collaborative and SSMMA in May. The Collaborative has utilized the tool to assess projects in the various Southland communities, including CDBG communities. Currently, the Collaborative is communicating the results from the tool's assessments to inform communities of the strengths and weaknesses of their projects. The Collaborative is also analyzing how the tool can be part of the Southland Loan Fund underwriting criteria process.
Waukegan planning prioritization report	Stephen Ostrander	July 2012	Staff assistance	CMAP staff presented the recommendations of the planning prioritization report to the Waukegan City Council Meeting of the Whole on July 30. Follow-up subarea plan is underway.

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Major Capital Projects Quarterly Update November 2012

Central Lake County Corridor

Project Status: Project is in the planning stage. The Illinois Route 53/120 Blue Ribbon Advisory Council has worked recently to identify consensus around options for the Illinois Route 53 corridor in central Lake County and develop a framework of principles to guide future study of the corridor configuration, timing and financing. Two next steps are on the horizon for calendar year 2013- 1) a corridor land use plan to be managed by CMAP in coordination with the Tollway, Lake County, municipalities, and other stakeholders in the area; 2) A detailed design concept and continued work on project finance to be managed by the Tollway.

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

Overall Progress since Last Quarter:
CMAP approved the selection of the IL 53/120 corridor land use plan in the next round of LTA projects.

CMAP's Contribution since Last Quarter (if applicable):

- CMAP approved the selection of the IL 53/120 corridor land use plan in the next round of LTA projects.
- CMAP modeled the impact of congestion pricing on the 53/120 as one component of its overall congestion pricing analysis.

Circle Interchange

Project Status: Phase I engineering has begun and a project study team has been established. IDOT plans to do Phase I and Phase II over two years (12 months each).

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

Overall Progress since Last Month: IDOT is working with CMAP to prepare information for project evaluation.

CMAP's Contribution since Last Month: CMAP is currently readying an analysis of this project in line with GO TO 2040 major capital project evaluation criteria.

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 also in the process of tackling some much-needed capital maintenance work at various rail stations along the north branch of the Red Line. Station improvement work began on June 1 and is scheduled to be complete by the end of year. The rehabilitation of these seven stations is not directly part of the Red & Purple Modernization Project (RPM)- rather, this funding is part of the agency's $1 billion Red Line Capital Investment initiative announced in November 2011. CTA is also currently studying future development potential along the corridor.

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

Overall Progress since Last Quarter: Station improvements, and thus closures, have begun. CTA has also been studying the future development potential along the corridor.

CMAP's Contribution since Last Quarter: CMAP prepared preliminary value capture projections for this corridor. These projections will be refined in the upcoming months.

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:
The U.S. Department of Transportation announced the fourth round of the discretionary Transportation Investment Generating Economic Recovery (TIGER) program grants. These grants include $20 million for improvements to the Chicago Transit Authority (CTA) 95th Street terminal. This $20 million is one component of a total $140 million for various improvements to this station. A federal TIFIA loan ($80 million) is also part of the funding package, and represents the first time Illinois has ever received TIFIA funding for a project. This project will upgrade and expand the existing facility to ease bus and pedestrian congestion and enhance safety. The 95th Street terminal is one of the busiest in the CTA system, serving 20,000 passengers per day and numerous bus lines. The benefits of streamlining bus-to-rail connections at 95th street is included as a key component of the much larger red line extension project which is included as a priority in GO TO 2040.

CMAP's Contribution since Last Quarter:

- Through the Local Technical Assistance Program, CMAP is providing assistance with work on a Livability Report, that introduces both quantitative and qualitative analysis of the proposed Red Line Extension, in relation to the six Livability Principles developed by the federal government. To date, twelve community focus groups and five one-on-one interviews have taken place and have been transcribed by Loyola's Center for Urban Research and Learning. CMAP staff has viewed the first cut of the Red Line Livability Video, the second cut will be sent to project partners, CTA and DCP, for review the week of October 29th. The video is expected to be completed mid-November. CMAP has completed the first draft of the final report deliverable; currently the document is being reviewed internally. Community Education Session planning in conjunction with CTA continues

- CMAP is providing some technical assistance to the consultant who is working on the EIS. CMAP modeled and provided data for build and no-build alternatives with a 2030 horizon year.

Elgin O'Hare

Project Status: Tier II documents signed and sent to FHWA. A Record of Decision is expected by the end of 2012.

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.
- The Illinois Tollway and IDOT signed the Tier II FEIS on 10/29 and forwarded it to FHWA
- Press release here: http://www.illinoistollway.com/documents/10157/15899/20121029+-+Illinois+Transportation+Secretary+and+Illinois+Tollway+Executive+Director+Sign-Off+On+Final+Elgin+O%27Hare+Planning+Document
- A Local Advisory Committee (required by state law) was formed. It consists of representatives of local communities and interest groups to provide input on issues related to the implementation of the project. First meeting on 10/29.
- Membership and committee information here: http://www.illinoistollway.com/documents/10157/15899/20121025+-+Elgin+O%27Hare+LAC
- $95.6 million in the Tollway's FY13 budget request for this project.

CMAP's Contribution Last Quarter:
CMAP modeled the impact of congestion pricing on the Elgin O'Hare as one component of its overall congestion pricing analysis.

Illiana Expressway

Project Status: Tier 1 Draft EIS submitted to FHWA for approval. Recommendation is to carry forward into Tier 2 both a no action and the B3 alternatives. IDOT is accepting comments on the selection of B3 as the preferred alternative. Federal acceptance of Tier 1 is expected by the end of November.

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

Overall Progress since Last Quarter:

B3 selected as the preferred alternative. A no-action alternative will also be carried forward into Tier 2. The Preferred Corridor Report is here:
http://www.illianacorridor.org/pdfs/illiana_pref_correport_101212pdf.pdf

CMAP's Contribution since Last Quarter:

CMAP submitted comments on the Tier 1 DEIS and participated in the Corridor Planning Group meeting. IDOT's official response to comments will be part of the FEIS.

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.

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

Overall Progress since Last Quarter: CTA is embarking on a study to develop a long term vision for the Blue Line in the I-290 corridor, and has secured UWP funds to do so. CTA provided comments in response to the proposed interchange designs, 1) saying that the transit project should be combined with the I-290 project for a multimodal project with multi-modal funding and 2) suggesting that the Circle Interchange project should be combined with the I-290 multimodal study. CTA reiterated that any plans for I-290 improvements should not impact Blue Line infrastructure.

CMAP's Contribution since Last Quarter: CMAP participated in a Cook-DuPage Corridor study Policy Committee where the overlap between the IDOT I-290 study and the Cook-DuPage Study transit analysis was discussed in regards to transportation modeling. The CTA Blue Line study will become important to this discussion topic. Lastly, CMAP modeled the impact of congestion pricing on 290 as one component of its overall congestion pricing analysis.

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:
Construction of a new bridge carrying southbound I-294 traffic over 147th Street is complete, and all I-294 traffic is now traveling on the new bridge. Work is underway to rebuild the bridge carrying northbound traffic. Realignment of Dixie Creek completed.
$66.7 million included in the FY13 budget request for this project.

CMAP's Contribution Last Quarter: CMAP is providing consulting assistance and limited staff assistance via the LTA program for an SSMMA interchange land use planning project. This project involves planning for future land use and economic development along major corridors and at key sites within five communities near the new I-294/I-57 interchange (Dixmoor, Harvey, Markham, Midlothian, and Posen). CMAP selected a consultant team for the project, led by Land Vision, Inc. and including Business Districts, Inc., Baxter & Woodman, TranSystems. The project's steering committee is comprised of local representatives as well as regional partners like SSMMA, Cook

County, RTA, Pace, IDOT, and the Tollway. The steering committee held its kick-off meeting in October, 2012, and the consultant team is planning stakeholder interviews as part of their Existing Conditions analysis.

I-55 Managed Lane

Project Status: Phase I EIS is underway and will be completed by spring 2014. The Illinois Department of Transportation (IDOT) has initiated the I-55 Managed Lane Project and the establishment of a Corridor Planning Group. This group consists of Mayors/Presidents from each of the communities in the study area, the Chair/President from the Counties, CMAP, other governmental bodies, agencies or interest groups. The CPG will discuss many issues such as transportation system needs, a range of managed lane alternatives and an evaluation of those alternatives. The scope of work for this project is anticipated to include the addition of one lane in each direction within the existing median of I-55 to accommodate implementation of managed lanes. Managed lanes could include High Occupancy Vehicles (HOV), High Occupancy Toll (HOT), Congestion Pricing, and other managed lane configurations as determined to be appropriate for projected 2040 travel demand.

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

Overall Progress since Last Quarter: Corridor group was formed and held their first meeting on October 11.

CMAP's Contribution since Last Quarter:
Attended corridor group meeting. Modeled the impact of congestion pricing on I-55.

I-90

Project Status: Project is in design. Preliminary construction including bridge work, shoulder widening and utility relocation has begun on the western section of the corridor.

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.

CMAP's Contribution Last Quarter:

- CMAP modeled the impact of congestion pricing on the Jane Addams as one component of its overall congestion pricing analysis.
- CMAP is supporting Tollway consultants in preparing demand estimates for managed lane scenarios.

West Loop Transportation Center

Project Status: Phase I of the Union Station Master Plan concluded in May. 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 Month: None

CMAP's Contribution since Last Month: None

Other Projects

CREATE- The U.S. Department of Transportation announced the fourth round of the discretionary Transportation Investment Generating Economic Recovery (TIGER) program grants. These grants include $10.4 million to support the Chicago Region Environmental and Transportation Efficiency (CREATE) freight rail program. CMAP included information about this in a recent policy update: http://www.cmap.illinois.gov/policy-updates/-/blogs/chicago-region-to-receive-two-tiger-iv-grants

Project B15, Signalization of Blue Island Yard Running Tracks was completed. G17, Belmont Road/ BNSF Grade separation project is nearly complete. As of September 20th, 15 projects are completed, 33 are underway, and 22 have not been initiated. Progressive railroading reports that CREATE project implementation is running 10% under budget.

High Speed Rail
A project website for the Chicago - Detroit - Pontiac Route has been established, and a Federal Register Notice was published for development of a Tier I EIS. A public EIS scoping meeting was held. Northwest Indiana received $71M to upgrade rail infrastructure which may help progress on the Chicago – Detroit - Pontiac service.

Governor Quinn signed legislation allowing the Illinois Tollway to construct high speed rail. IDOT established a website for the Chicago-St. Louis high-speed rail project. Groundbreaking for a $42 million transportation hub in Joliet, which Governor Quinn's office calls a key stop in the route, began.