

Certification Review of the Metropolitan Transportation Planning Process for the Chicago, IL Transportation Management Area

**Certification Review by:
Federal Highway Administration
Federal Transit Administration**



March 2010

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Forward

Pursuant to 23 U.S. Code (U.S.C.)134(i)(5) and 49 U.S.C. 1607, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly certify the metropolitan Transportation Planning in Transportation Management Areas (TMA) at least every four years. A TMA is an urbanized area, as defined by the U.S. Census, with a population of over 200,000 persons. In general, the reviews consist of three primary activities: a site visit, review of planning products in advance of and during the site visit, and preparation of a report that summarizes the review and offers findings. The reviews focus on compliance with Federal regulations, and the challenges, successes, and experiences of the cooperative relationship between the Metropolitan Planning Organization (MPO), State Department of Transportation (DOT), and transit operators in conducting the metropolitan planning process. Joint FTA/FHWA certification review guidelines provide agency field reviewers with latitude and flexibility to tailor the review to reflect local issues and needs. As a consequence, the scope and depth of the certification review reports will vary significantly.

The certification review process is only one of several methods used to assess the quality of a metropolitan planning process, compliance with applicable statutes and regulations, and the level and type of technical assistance needed to enhance the effectiveness of the planning process. Other activities provide both FHWA and FTA an opportunity to comment on the planning process, including the Unified Planning Work Program (UPWP) approval, Regional Transportation Plan (RTP), Metropolitan and Statewide Transportation Improvement Program (STIP) findings, as well as a range of other formal and less formal contacts. While the Planning Certification Review report itself may not fully document those many intermediate and ongoing checkpoints, the “finding” of the certification review is based upon the cumulative findings of the entire review effort.

The review process is individually tailored to focus on topics of significance in each metropolitan planning area. Federal reviewers prepare certification reports to document the results of the review process. The reports and final actions are the joint responsibility of the appropriate FHWA and FTA field offices and content will vary to reflect the planning process reviewed, whether or not they relate explicitly to formal findings of the review.

Executive Summary

Based on this review and ongoing oversight by the FHWA and the FTA, the transportation planning process carried out in the Chicago, Illinois TMA is certified as meeting the requirements as described in 23 Code of Federal Register (CFR). A number of recommendations have been made throughout this report for enhancement of the planning process carried out in this region.

Introduction

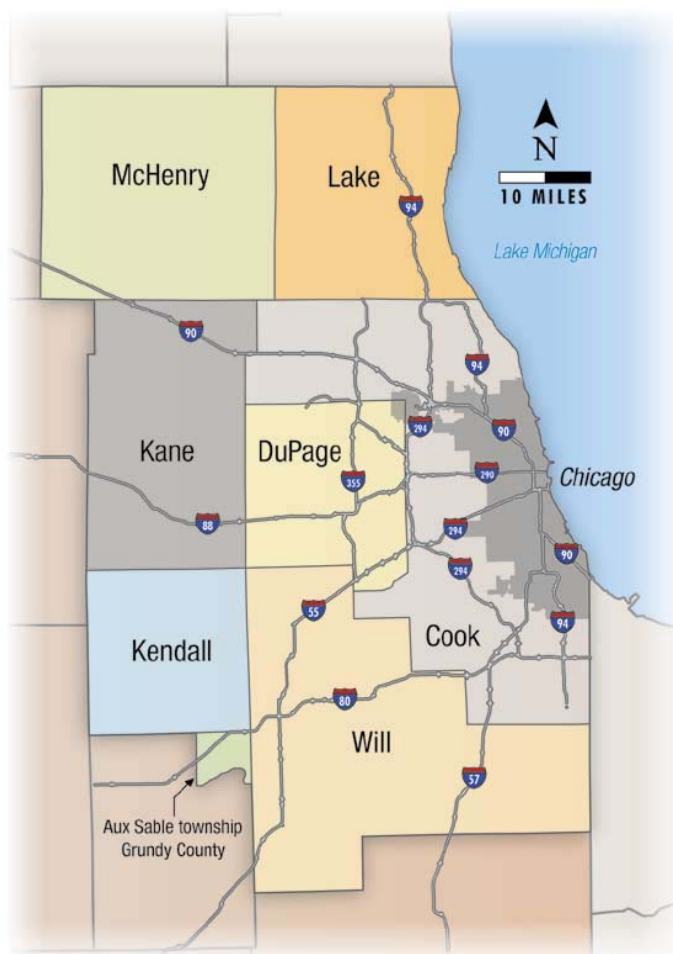
Regional Perspective

In 1673, when Pere Marquette first explored the region, he learned what the resident Pottawatomie Indians already understood—that the Chicago and Mississippi Rivers and the Great Lake watersheds are within just a few miles of each other and make the area a natural hub for transportation. Located at the center of the Midwest along the shores of Lake Michigan, the Chicago metropolitan region grew and developed and is recognized today as a primary transportation hub in the United States.

The Chicago, Illinois TMA is the third largest in the United States in terms of population with a total of 8,150,789 persons. The region consists of seven complete counties and a portion of another county. The region's most significant demographic trends include rapid growth among its older residents and its Latino population.

Transportation is one of several key factors that is influencing the quality of life in the Chicago region. Metropolitan Chicago is served by six Interstate highways including I-94, I-90, I-88, I-80, I-55, and I-57 as well as the connecting Interstates of I-294, I-355, and I-190. In total, the region has over 26,000 miles of interstate and arterial roadways. These roadways are complemented by the Regional Transportation Authority (RTA) which oversees the nation's second largest transit system and provide over two million rides daily. The RTA system has over 7,200 route miles and has combined assets valued at more than \$36 billion. The region is the nation's busiest freight hub with 37,500 freight cars passing through each day one-third of all U.S. rail freight. Two international airports primarily serve the region's air passengers and cargo needs and combine to generate over \$45 billion per year in economic activity. While the regional inventory of transportation assets is diverse; aging roadways and bridges, increasing debt service, limited finances and increasing public expectations for mobility and accessibility combine to define a transportation system that has many critical needs.

Formation of the Chicago Metropolitan Agency for Planning



The Chicago Area Transportation Study (CATS) had served the transportation planning needs of the region since 1955 and predated the “3C” planning process established by the 1962 Federal Highway Act. Additionally, CATS staff served the MPO as employees of the State of Illinois. These unique characteristics presented opportunities and challenges for the region and helped to define the culture of regional planning in Northeastern Illinois for several decades. On August 9, 2005, Governor Rod Blagojevich signed into law the Regional Planning Act (Public Act 095-0677) that merged CATS with the Northeastern Illinois Planning Commission into a combined transportation and land use planning body. The Regional Planning Act contained specific provisions to ensure that the CATS Policy Committee remained as the formally recognized MPO and transportation decision making body throughout and after the reorganization effort. The Regional Planning Act also mandates the development of a regional comprehensive plan. It is in the context of development of this comprehensive plan, *GO TO 2040*, in which the Chicago Metropolitan Agency for Planning (CMAP) performs planning for safety, congestion mitigation, environmental protection, livability, and a range of other issues that affect quality of life.

Federal Legislation

On August 10, 2005, President George W. Bush signed the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The SAFETEA-LU authorized the Federal surface transportation programs for highways and transit for the five-year period from 2005-2009. The SAFETEA-LU built on previous legislative efforts, provided new emphasis on certain initiatives, and identified new programs to improve safety, mobility, and environmental stewardship. The SAFETEA-LU also mandated that MPOs implement changes to metropolitan planning requirements by July 1, 2007.

The expiration of SAFETEA-LU on September 30, 2009 highlights numerous challenges facing the transportation industry. Among these are enhancing mobility and reducing congestion in America’s transportation system, preventing catastrophic failures and obsolescence in the nation’s aging surface transportation infrastructure, and deploying and enhancing programs for reducing the severity and frequency of crashes. In addition to these issues, the nation is at a crossroads needing to develop plans and implement strategies to address potentially crippling projected highway and transit funding shortfalls. As such, this planning certification review is conducted in the context of seeking to maximize the return on highway and transit infrastructure investments.

2010 Transportation Planning Certification Review Process

The finding for the 2010 Transportation Planning Certification Review is derived from three activities: ongoing oversight of the planning process by the offices of the FHWA, Illinois Division and FTA Region V; a desk review conducted by the Federal Review Team; and a site visit by the Federal Review Team.

Day-to-day oversight of the compliance with Federal rules and regulations by those receiving Federal highway and transit funds is accomplished by the U. S. DOT. John Donovan, FHWA Metropolitan Planning Specialist, and David Werner, FTA Community Planner, are the Federal staff responsible for planning oversight in the Chicago metropolitan region. Among other activities, they have responsibility for reviewing and approving the annual UPWP; reviewing the RTP and Transportation Improvement Program (TIP); reviewing amendments to the RTP; approving amendments to the STIP and TIP; and making various eligibility determinations.

In addition to the ongoing oversight, the Federal Review Team conducted a desk review of the products of the planning process throughout the Spring of 2009. One goal of the desk review was to determine what elements of the planning process needed further review during the site visit. The site visit interviews took place on June 9-11, 2009. The Federal Review Team was composed of the following individuals:

David Werner, FTA Region V, Community Planner
Victor Austin, FTA Headquarters, Community Planner
Jon-Paul Kohler, FHWA Illinois Division, Planning and Program Development Manager
J.D. Stevenson, FHWA Illinois Division, Planning, Environment and ROW Team Leader
John Donovan, FHWA Illinois Division, Metropolitan Planning Specialist
Chris DiPalma, FHWA Illinois Division, Trans. Management/System Operations Engineer
Egan Smith, FHWA Headquarters, Office of Planning, Environment, and Realty
Ed Christopher, FHWA Resource Center, Metropolitan Planning Specialist
Jocelyn Jones, FHWA Resource Center, Freight/Intermodal Planning Specialist
Brian Betlyon, FHWA Resource Center, Metropolitan Planning Specialist
Michael Leslie, U.S. Environmental Protection Agency Region V, Air Quality Specialist

Input from the Public, Officials, and Member Agencies Staffs

Providing opportunities for public participation is an essential cornerstone of the transportation planning process defined in Title 23 and Title 49. The State DOTs, MPOs, and transit operators are required to provide for public input and to consider the public's views when making decisions on the use of Federal funding assistance. With the passage of the Transportation Equity Act for the 21st Century (TEA-21) in 1998, a public involvement component was statutorily mandated for the TMA certification review process.

Four public meetings were conducted as part of the certification review site visit including the regularly scheduled CMAP Council of Mayors Executive Committee, the regularly scheduled CMAP Planning Coordinating Committee, a joint meeting of the CMAP Board and the MPO Policy Committee, and a stand alone public meeting on the evening of June 9, 2009. An attendance sheet containing the names of attendees at these meetings is contained in the appendices of this report. A presentation of the finding of this review will be made to the MPO Policy Committee shortly after the public release of this review report.

The majority of the site visit consisted of discussions with staff from CMAP as well as other planning partners including representatives from the Illinois Department of Transportation (IDOT), the Chicago DOT, the RTA, Metra, the Union Pacific Railroad (representing Class 1 railroads), the Lake-Cook Transportation Management Agency, the City of Chicago Office of Emergency Management and Communications, and the Chicago Bicycle Federation (now known as the Active Transportation Alliance). Many of these partner organizations serve within the committee structure of CMAP while several of these agencies also receive Federal funds and are required to comply with Federal planning laws and regulations. Attendance sheets containing the names of participating staff are contained in the appendices of this report.

Process Review Elements

A summary of the elements considered in this review is provided below. Each element will be discussed in the following format:

1. The background is given for the basis of each *requirement*,
2. A summary of the current *status* based on ongoing contacts, review of planning products throughout the year, and input provided in the discussions with the planning partners, and
3. The *findings* of the review team on the adequacy of the process.

Organization of the Metropolitan Planning Organization

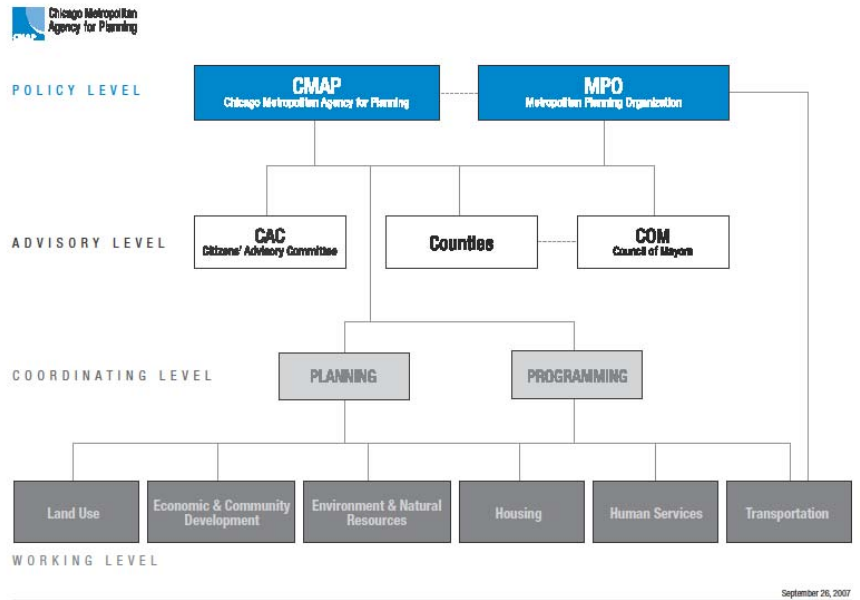
Requirement: Federal legislation requires the designation of an MPO for each urbanized area with a population of more than 50,000 people. The voting membership of an MPO policy board designated after December 18, 1991, and serving a TMA must include local elected officials, officials of local agencies that administer or operate major modes of transportation within the area, and appropriate State officials. Existing MPO designations, made prior to December 18, 1991 remain valid until a new MPO is redesignated.

Status: The Policy Committee of CATS was designated the MPO for the Chicago metropolitan region on October 14, 1981, by Governor James R. Thompson. The CATS Policy Committee was renamed the “MPO Policy Committee” after the formation of CMAP in 2005 with only minor modification needed to properly reflect new agency representation. The MPO Policy Committee and the CMAP Board are independent entities but work at the policy level to review staff and committee work to ensure that consistency and consensus are achieved. A Memorandum of Understanding between the Policy Committee and the CMAP Board for transportation planning in Northeastern Illinois was adopted in 2007 and reaffirmed in 2009. While a source of occasional speculation, meaningful disagreement on any issue between the two entities has not yet come to fruition. The MPO Policy Committee remains the federally recognized transportation planning decision making body for the region.

MPO Policy Committee Membership March, 2010

Municipal Government			
Chicago Department of Transportation	Thomas Powers	Acting Commissioner	Chicago Department of Transportation
Council of Mayors	Jeff Schielke	Mayor	City of Batavia
Counties			
Cook	Joseph Moreno	Commissioner	Cook County
DuPage	Tom Cuculich	Chief of Staff	DuPage County
Kane	Karen McConnaughay	Chairman	Kane County
Kendall	Bob Davidson	County Board Member	Kendall County
Lake	Martin Buehler	County Engineer	Lake County
McHenry	Kenneth Koehler	Chairman	McHenry County
Will	Larry Walsh	County Executive	Will County
Regional Agencies			
Chicago Metropolitan Agency for Planning	Joe Deal	Director of External Affairs	City of Chicago, Mayor's Office
Chicago Metropolitan Agency for Planning	Elliott Hartstein	Village President	Village of Buffalo Grove
Regional Transportation Authority	Steve Schlickman	Executive Director	Regional Transportation Authority
Operating Agencies			
Chicago Transit Authority	Richard Rodriguez	President	Chicago Transit Authority
Class 1 Railroads	Michael Payette	Vice President of Governmental Affairs	Union Pacific Railroad
Illinois Department of Transportation	Gary Hannig	Secretary	Illinois Department of Transportation
Illinois State Highway Toll Authority	Rocco Zucchero	Deputy Chief of Engineering for Planning	Illinois State Highway Toll Authority
Metra	Phil Pagano	Executive Director	Metra
Pace	Richard Kwasneski	Chairman	Pace
Private Providers	John McCarthy	President	Continental Airport Express
Federal Agencies			
Federal Highway Administration	Norm Stoner	Illinois Division Administrator	Federal Highway Administration
Federal Transit Administration	Marisol Simon	Region V Administrator	Federal Transit Administration

The CMAP operates under a four level committee structure: policy, advisory, coordinating, and working. While the MPO Policy Committee and the CMAP Board provide policy decisions and direction for the region, the Citizens' Advisory Committee, the Council of Mayors, and a committee of County officials comprise the advisory level. The Council of Mayors continues its historic relationship with the MPO Policy Committee while at the same time serving as a municipal advisory body to the CMAP Board. At the coordinating level, the Planning Coordinating Committee is primarily



responsible for overseeing the development of *GO TO 2040*, the region's long range comprehensive plan while the Programming Coordinating Committee is responsible for programming and operations for shorter term activities. The Transportation Committee provides input into each of the two coordinating committees and also has a reporting relationship to the MPO Policy Committee. The Policy Committee and the CMAP Board jointly determine the structure and membership of the Transportation Committee. Other working committees are charged with providing the CMAP Board with guidance that conveys a perspective of its subject matter, providing expertise and input to conduct effective land use and transportation planning, prioritizing projects in the subject matter, and understanding regional needs, challenges, and solutions. Working Committees include:

- Economic and Community Development Committee
- Environment and Natural Resources Committee
- Housing Committee
- Human Services Committee
- Land Use Committee

Additionally CMAP also staffs many groups in Northeastern Illinois that are not part of the formal CMAP committee structure. Some of these groups include:

- Advanced Technology Task Force
- Bicycle and Pedestrian Task Force
- Congestion, Mitigation and Air Quality Improvement Program (CMAQ) Project Selection Committee
- Freight Committee
- Public-Private Initiatives Committee
- Regional Water Supply Planning Group

- Unified Work Program Committee
- Wastewater Committee

The Executive Director of CMAP is Mr. Randy Blankenhorn, whose position is overseen by the Executive Committee of the CMAP Board. Mr. Blankenhorn leads a staff of approximately 100 persons who are divided into five areas: planning and programming, research and analysis, community development and technical assistance, external affairs, and finance and administration. A cross functional management structure is intended to provide maximum flexibility in addressing project tasks by allowing the creation of teams rather than segregated departments. The responsibility of the staff is to implement delegated program responsibilities and to advise the MPO Policy Committee and the CMAP Board on all key decisions.

Finding: The current organization of the MPO meets the requirements of this section of regulation.

While the MPO itself has not been altered since the last U.S. DOT Planning Certification Review, the formation of CMAP has substantially raised expectations for truly coordinated, continuing, and comprehensive planning in the region. The federally required transportation planning process can only benefit from the goals, analysis, and performance monitoring that better incorporates land use, housing, taxation, equity, and a whole host of other issues that CMAP will strive to improve. The U.S. DOT commends city, suburban, regional, and State leaders in all their efforts to establish CMAP.

Nevertheless, the dual hierarchy of the MPO Policy Committee and the CMAP Board does present opportunities for dysfunction. Maintaining communication between the two entities is likely the most critical element for building trust and therefore, it is recommended that the MPO Policy Committee and the CMAP Board hold at least one joint meeting per year to formally ensure a dialogue is actively maintained between the two bodies.

Metropolitan Area Boundaries

Requirement: The metropolitan area (planning area) boundary should, at a minimum, cover the urbanized area and those areas likely to become urbanized within the twenty-year life of the RTP. Copies of the boundary maps must be submitted to FHWA and FTA, after their approval by the MPO and the Governor.

Status: Since the last Planning Certification Review, there have been no changes to the metropolitan planning area boundary maps which have previously been developed and approved by the MPO and by the Governor.

Finding: The metropolitan planning area map, which meets the criteria of this section of regulation, is on file at the FHWA Division Office.

Agreements

Requirement: At a minimum, cooperative agreements are to be in place between the MPO and the State DOT, and between the MPO and public transit operators. These agreements should describe how these parties work together to accomplish specific tasks.

Status: The MPO operates under various agreements for transportation and air quality planning.

The principal transportation planning agreement for the region consists of CMAP, IDOT, RTA, and the Service Boards and was updated in 2009. Agreements are also in place with the necessary entities concerning coordinated planning for urbanized areas bordering both the States of Indiana and Wisconsin. Furthermore, agreements are in place between CMAP and the Illinois Environmental Protection Agency (IEPA) and between CMAP, IDOT, IEPA, and Grundy County for air quality planning.

Finding: The agreements discussed in this section meet the Federal requirements.

Responsibilities, Cooperation and Coordination

Requirement: Federal legislation requires the MPO, in cooperation with the State DOT and transit operators, to be responsible for carrying out the transportation planning process. These entities must cooperatively develop the UPWP, RTP and TIP. The MPO must coordinate the development of the RTP and TIP with other transportation providers such as regional airports, maritime port operators and rail freight operators.

Consultation means that one party *confers* with another identified party, and prior to taking action(s), *considers* that party's views. Cooperation means that the parties involved in carrying out the planning, programming and management systems processes *work together* to achieve a common goal or objective. Coordination means *the comparison of* the transportation plans programs and schedules of one agency with related plans, programs and schedules of other agencies or entities with legal standing, and adjustment of plans programs and schedules *to achieve general consistency*.

Status: The MPO, State, and transit operators develop the products of the planning process in a cooperative manner. The MPO Policy Committee approves the final UPWP, RTP, and TIP after consideration of public input and providing other modal operators the opportunity to review and comment on these products.

Finding: The formation of CMAP has enhanced cooperative planning in the region and has better defined the roles and responsibilities of the planning partners, particularly between the MPO and the State. While formally outside of its MPO role, CMAP's continued emergence as a regional voice for coordinated planning may be largely shaped by the implementation of its review of Developments of Regional Importance (DRI). The much debated DRI review process is considered to be in a two-year pilot period while discussions on the fundamental questions of what is regionally significant endure. These discussions are not unlike many of the decisions that need to be made in the transportation planning process where divergent geopolitical needs and interests routinely come into conflict. For regional planning to ultimately affect investment

decision making, it will be necessary for CMAP to fearlessly provide leadership that seeks to build consensus and advocate for regional priorities.

One such example of excellent leadership in the region was CMAP's response to the American Recovery and Reinvestment Act of 2009 (Recovery Act). As numerous considerations and proposals for economic stimulus were debated, the region quickly came together and developed principles for economic recovery that focused not only on the immediate opportunities for infrastructure improvements, but also emphasized the need for these and future investments to be driven by performance based goals and objectives. As the Recovery Act was developed and released, the staffs of CMAP, IDOT, CDOT, RTA and its Service Boards, and the Council of Mayors positioned the region towards full obligation of \$473 million for highway projects and \$414 million for transit projects.

Unified Planning Work Program

Requirement: Metropolitan Planning Organizations are required to cooperatively develop a Unified Planning Work Program (UPWP), in cooperation with the State and transit operators, which discusses planning priorities and documents the transportation and air quality planning activities anticipated in the area for the next one or two years.

Status: The MPO cooperatively develops an annual Unified Work Program (UWP) that discusses the transportation planning priorities, budget, and scope of work for the fiscal year, (July 1- June 30).

All FHWA, PL and FTA 5303 funds provided to participating agencies are granted on an 80 percent Federal 20 percent local basis. The MPO has relied exclusively on State funding to provide its share of local matching funds. Originally, the mechanism for this match was the Illinois Regional Comprehensive Planning Fund enacted by the Illinois General Assembly in 2007, which specifically identified funding for CMAP and other MPOs in the State. However in 2009 amid large statewide deficits, the Comprehensive Planning Fund was unfunded in the State of Illinois' FY 2010 budget, which necessitated an independent agreement between CMAP and IDOT for the State to provide CMAP's local match in FY 2010. The City of Chicago as well as the RTA, CTA, Metra, and Pace all provide local match funding through standard corporate funds which the Council of Mayors and County recipients provide the match through the provision of overhead services and/or through direct cash contributions.

The UWP is annually developed through the CMAP UWP Committee whose voting membership includes the City of Chicago, RTA, CTA, Metra, Pace, the Council of Mayors, a representative of the suburban counties, and CMAP. These agencies typically receive UWP funding but any other MPO Policy Committee member agency can submit proposals or sponsor submissions from other entities. A representative of IDOT chairs the committee and votes if there is an instance of a tied vote. Project selection is guided using a two-tiered process. The initial tier funds "core" elements which address the MPO requirements for meeting Federal certification for the metropolitan transportation planning process. The second tier, a competitive selection process, programs remaining funds based upon regional planning priorities developed by the UWP Committee in concert with MPO Policy Committee and CMAP Board. On average, approximately 30 percent of UWP funding is awarded back to local agencies annually with only

the RTA electing to participate in the UWP development process without seeking Core UWP funding.

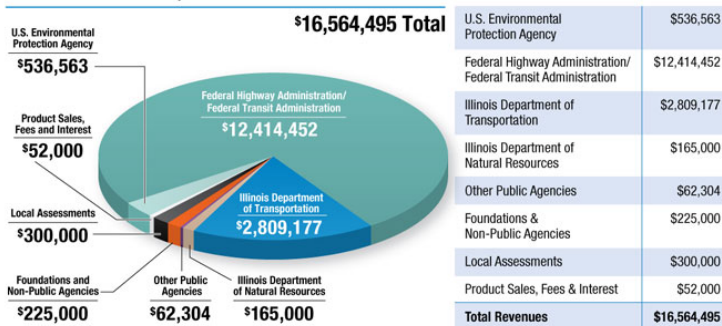
Finding: The format of the UWP is acceptable and the description of the work to be undertaken is thorough. The requirements of this section of the planning regulations are satisfied.

The decision by the Illinois General Assembly not to fund the Regional Comprehensive Planning Fund in FY 2010, highlights issues of significant risk in the continued evolution and success of CMAP and its planning programs. Without sufficient match for Federal funding there is the fundamental risk of maintaining the bulk of CMAP operations which includes administration of the TIP that serves as a prerequisite for obligation of any Federal transportation funding in the metropolitan region. Additionally, the dependence on State sources for match and the lack of direct financial investment in the planning process by member agencies presents unreliable and likely unsustainable resources for the future.

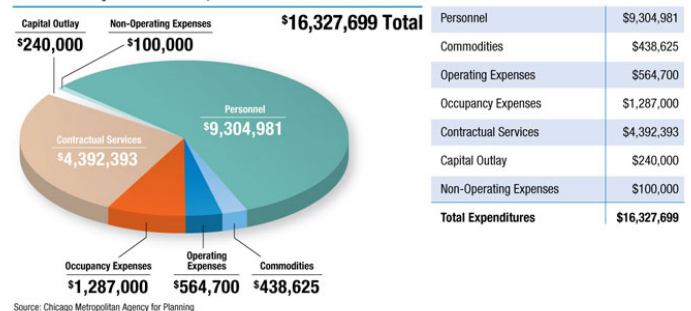
As for funding once it is secured by the MPO, the U.S. DOT continues to promote and foster flexibility in the use of Federal transportation planning funds as evidenced by the DOT-HUD-EPA Sustainable Communities Partnership and guidance on planning activities related to climate change (November 17, 2008). Nevertheless, CMAP is recommended to carefully scrutinize any expanded use of Federal transportation planning funding to ensure that the highly complex transportation issues in the region have necessary resources to be adequately analyzed.

Quarterly progress reporting was initiated in 2007 for UWP recipients to provide for a higher level of accountability for Federal planning funds and to assist in the construction of more efficient and effective UWPs in the future. Despite this process, the timely advancement of some multi-year planning contracts remains challenging due to a variety of institutional impediments. These delays often minimize the value of certain planning activities as well as undermine efforts seeking to enhance dedicated resources for metropolitan planning. It is recommended that the UWP Committee utilize progress reporting as a metric in developing future UWPs so that programs that have demonstrated success can receive priority consideration in future programs.

CMAP Revenues, FY10



CMAP Expenditures, FY10



It is recommended that additional consideration be made for sub-area and corridor analysis studies funded through the UWP to seek end products that can directly contribute towards a streamlined environmental review process. Planning level studies often have the opportunity to

identify purpose and need statements and provide considerable data and analysis that is valid for future alternatives analysis.

Metropolitan Planning Process Elements

Requirement: Federal law identifies eight planning factors that must be explicitly considered, analyzed as appropriate, and reflected in the planning process products. The planning factors are discussed collectively below with their status and the Review Team’s findings. Subsequently, the Review Team is providing a separate review and analysis of the status of safety conscious planning, security and preparedness planning, environmental protection and enhancement, freight, transit, and non-motorized transportation.

The Eight Planning Factors

Status: The planning factors identified in Federal legislation are identified throughout the planning process and products of the MPO. While the eight SAFETEA-LU planning factors are not often referenced explicitly, the MPO has articulated these priorities throughout the planning process.

Finding: The planning partners are making satisfactory progress in addressing the planning factors of SAFETEA-LU. While attempts have been made to better link UWP projects to core MPO responsibilities in Section III of the UWP, project descriptions still often lack an explicit link to a planning priority. As appropriate, CMAP is encouraged to further document the linkages between planning priorities areas and the work elements of the UWP.

Safety Conscious Planning

Status: The intent of safety conscious planning is to consider different aspects of transportation that can be impacted by early decisions regarding land use and site design, access management, transportation operations, traveler behavior, and modal requirements, such as roadway geometrics. By focusing on reducing or avoiding safety conflicts, future crashes may be prevented or the severity of future crashes may be lessened. Efforts should address safety solutions in engineering (infrastructure improvements), enforcement (red light running, speed limits), education (bicycle education, youth alcohol awareness), and emergency services (incident management, emergency access to incident locations).

Significant highway traffic safety studies undertaken include an analysis of high crash locations that contain intersections for the purposes of identifying candidate projects for the Highway Safety Improvement Program. Another project underway analyzes freeway crashes by milepost and time of day. The staff of CMAP has been trained to participate in Road Safety Audits where multi-disciplinary teams provide independent and comprehensive analysis of roadways to identify potential safety improvements. The Pedestrian Safety Initiative monitors bicycle and pedestrian safety trends and helps partner agencies identify locations with high concentrations of crashes. Through this initiative, CMAP has engaged IDOT on a series of suggested improvements to the IDOT Bureau of Design and Environment Manual to address pedestrian safety. Other safety products include a series of regional maps by crash type, trends analysis, and workshops on bicycle and pedestrian safety.

Finding: The MPO has demonstrated leadership in the advancement of safety conscious planning in the region and IDOT, Illinois State Highway Toll Authority (ISTHA), and other implementing agencies are systematically employing safety countermeasures.

Security and Preparedness Planning

Status: Security planning includes activities and products developed in response to identified criminal threats to high value, vulnerable elements of the transportation system. Preparedness planning includes activities and products developed in response to the threat of environmental hazards and natural occurrences. All of these hazards have the potential for causing casualties, disrupting communities, interrupting the flow of commerce, and damaging or destroying public and private property.

Finding: Because of the widely varying political and institutional contexts for MPOs throughout the United States, there is no singular model that can best describe the most appropriate role for MPOs in security and disaster planning. While the Chicago region is vulnerable to all types of intentional and unintentional threats, CMAP's role in security and disaster preparedness planning is not leadership, but rather supportive. Through more established regional and statewide efforts, individual jurisdictions including the City of Chicago appear well prepared to handle disasters within their borders and even assist one another through mutual aid as long as the system is not stressed to the breaking point by a large scale disaster. Because the region has not been stressed by such a catastrophe, it is likely that it will take time for people and institutions to fully adapt to cooperative security planning. Consequently, CMAP members are encouraged to continue to advance regional cooperation and coordination among and across disciplines.

Environmental Protection and Enhancement

Status: For several years, surface transportation legislation has specifically identified the need to protect and enhance the environment and to promote energy conservation. The passage of SAFETEA-LU introduced new considerations in the transportation planning process including the consideration of appropriate environmental mitigation activities and the formal consultation with environmental resource agencies as part of the development of RTPs.

The role of CMAP in environmental planning has been articulated through a series of strategy papers on a number of topics including energy conservation, climate change, conservation design, ecosystem restoration, energy conservation, open space, parks, stormwater management, waste disposal, wastewater, water supply, and waterway management. Additionally, the development of *GO TO 2040* has identified environmental performance indicators for evaluation of the plan's policies and investment scenarios. Some of these indicators include measures of impacts on air quality, energy, and greenhouse gas emissions. Additional indicators examine support for infill development, growth pressures in sensitive natural areas, land consumption, and stormwater runoff. The CMAP Environment and Natural Resources Committee has also provided input on the development of *GO TO 2040*, the region's upcoming comprehensive plan, and has played a key role in advancing the development of a Regional Water Supply Plan, an update to the Northeastern Illinois Regional Trails and Greenways Plan, and a model water conservation ordinance.

Finding: The planning process is adequately considering environmental protection and enhancement. It is recommended that as the *GO TO 2040* advances, rigorous analysis of environmental measures be provided for different investment scenarios. As the plan is implemented it will remain important to continue close engagement with environmental stakeholders as the success of sustainable development will ultimately be determined through countless local and regional project level decisions.

Freight

Status: Improved accessibility and mobility for freight is one the region's highest planning priorities. Of particular interest, the Chicago Region Environmental and Transportation Efficiency (CREATE) program is a first of its kind partnership between the U.S. DOT, State of Illinois, City of Chicago, Metra, Amtrak, and the nation's freight railroads. The CREATE program is intended to reduce train delays and notorious rail congestion throughout the region by focusing rail traffic on five corridors. Projects in the CREATE program include numerous roadway grade separations, rail grade separations, viaduct improvements, crossing safety enhancements, and extensive upgrades of tracks, switches, and signal systems.

The CMAP Freight Committee is the principal forum for engaging industry representatives with leaders from transportation agencies and local communities to consider and discuss freight issues. The Committee serves as a forum for finding solutions to problems and programs such as CREATE and the Chicago Transportation Coordinating Office have foundations built in part from Freight Committee discussions. Additionally, the Freight Committee has advised CMAP extensively on regional freight indicators for the *GO TO 2040* comprehensive planning effort. The Freight Committee has been supported by a dedicated CMAP staff position for freight (currently vacant) while several other staffers contribute to the overall CMAP freight planning effort. While freight planning staff functions are becoming increasingly integrated with congestion management functions within the agency, CMAP is utilizing consultants and the U.S. DOT Volpe Center to provide additional freight expertise.

The staff of CMAP is undertaking substantial analysis on freight issues which is intended to be captured by an upcoming Regional Snapshot report. The freight snapshot will analyze the existing conditions of truck, rail, water, air, and intermodal facilities as well as document the existing policies and conditions for freight operations. The Snapshot will also discuss the many ramifications that freight can have on the region including economic competitiveness as well as impacts on community quality of life, the environment, land use, public transportation, and safety. Funding needs and implications will also be discussed in the Snapshot.

It is not apparent that freight corridors receive any special consideration in project selection processes of the MPO or its member agencies although the natural impacts on congestion and pavement conditions from high freight volumes would tend to position many freight related projects well in various selection criteria.

Finding: The metropolitan Chicago region has a long history of attempting to incorporate freight into the planning process. And while CMAP is engaged in many noteworthy freight programs and projects, efforts will need to continue and be strengthened in order to advance these planning activities to meaningful investments in freight infrastructure. Identification and assessment of freight bottlenecks and critical intermodal connectors needs to continue and serve

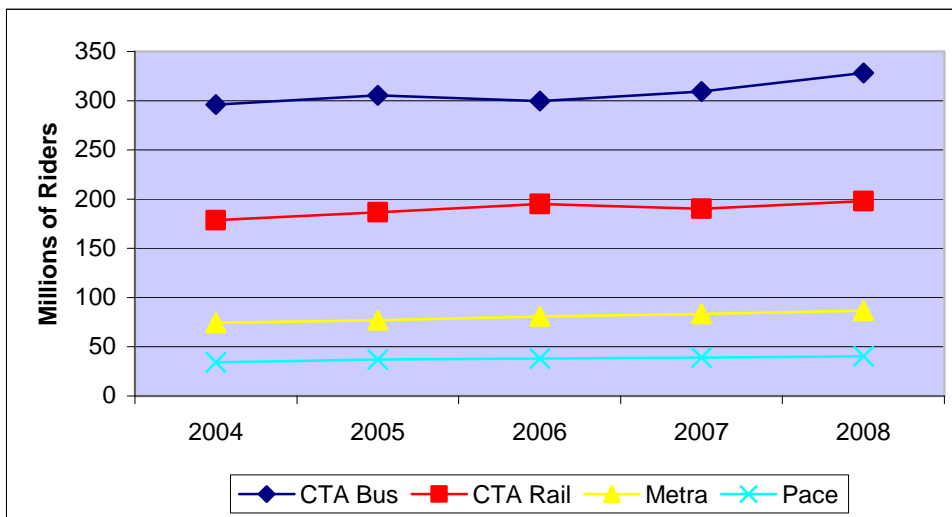
as the basis for setting regional priorities and utilizing performance indicators. It is expected that Freight infrastructure investment plans will need substantial focus on both capital and operational improvements.

The MPO must also be prepared to and willing to provide regional leadership in balancing the localized impacts of freight on people and communities with maintaining viability in the global economy. These challenges, clearly demonstrated by the sale of the EJ&E railroad to the Canadian National railroad, will require that freight solutions must work for the neighborhoods and communities in which freight originates, terminates, and travels through. And even when solutions are developed, such as the extensive grade separation plans in CREATE, substantial work will often be needed to secure the resources to implement these solutions.

Public Transit

Status: Since the Intermodal Surface Transportation Act of 1991 (ISTEA), Federal policy has strongly encouraged the full incorporation of public transportation in the metropolitan planning process. As Federal policy has evolved, the critical need for people to have modal options continues to be stressed as an important component of the planning process. This priority is further evidenced by the DOT-HUD-EPA Sustainable Communities Partnership that is designed to help improve access to affordable housing, provide more transportation options, and lower

Public Transit Ridership, 2004-2008



transportation costs while protecting the environment in communities nationwide. These same goals are frequently articulated in the CMAP and RTA planning processes and are prominent themes in the development of *GO TO 2040*. The RTA and its Service Boards are well represented in the MPO and CMAP committee structure and are engaged in essentially every facet of the planning process.

In the Chicago region, there is a substantial demand for public transportation services as evidenced by a consistent increase in ridership for the last several years. However, the quality of the system and its ability to provide robust service is at risk from continued financial challenges. Transit in northeastern Illinois is primarily funded by Federal funds, State funds, a regional sales tax, passenger fares, and advertising. Facing widespread reduction in services, the Illinois

General Assembly appropriated funding to cover large budget deficiencies and approved amendments to the RTA Act which enacted several policy changes and an increase to the regional sales tax rate. Despite these actions, declines in sales tax receipts and corresponding revenues since the tax increase has put the regional system in jeopardy again. Funding shortfalls are straining the resources of transit providers and consequently, some cuts in service are being implemented and others are under consideration. Additionally, State capital funding has been inconsistent and was received by the region in the summer of 2009 for the first time since 2004. Furthermore, the transit providers have been required to defer maintenance and when necessary divert limited capital funding to cover operating deficiencies. The RTA estimates that over the next 30 years, \$57 billion will be needed to maintain, enhance, and expand the regional public transportation system.

Finding: Transit planning is integrated into the metropolitan transportation planning process and there is adequate coordination between staffs of CMAP and the transit providers. Declines in sales tax revenue are straining the resources of transit providers and as a result is expected that significant planning efforts will need to continue for seeking operational efficiencies. It is important that the planning process identify the financial needs of the system and the economic and environmental ramifications of various scenarios of investment. As *GO TO 2040* advances towards implementation it is expected that land use, housing, and taxation consideration will be critical components in transit planning efforts so that the region can continue to develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health.

Non-Motorized Transportation

Status: The metropolitan planning process addresses non-motorized transportation in a number of ways. The CMAP Bicycle and Pedestrian Task Force is the primary group considering non-motorized interests within the MPO and has representation on the Transportation Committee. The MPO recently approved a significant update to the Regional Greenways and Trails Plan and has produced some work towards a specific plan for walking and cycling entitled the Soles and Spokes plan.

The MPO also has the ability to support and implement non-motorized transportation facilities through the programming of projects under the Surface Transportation Program (STP) and the CMAQ program. Additionally, the MPO provides support and technical assistance in the development of non-motorized candidate projects for the IDOT administered Transportation Enhancement program and Safe Routes to School Program.

Statewide planning in Illinois has also attempted to continue to advance consideration of non-motorized transportation choices. In October 2007, the Illinois General Assembly passed the Complete Streets Bill (605 ILCS 5/4-220) which requires that planning and development of transportation facilities, including their incorporation into State plans and programs, give full consideration to bicycle and pedestrian pathways. While this legislation should aid communities in Illinois in developing complete streets, implementation guidance for the law has not been released by IDOT.

The FHWA Office of Safety has identified 5 cities and 13 States including Chicago and Illinois as focus areas to aggressively pursue measures to reduce high numbers of pedestrian fatalities and/or fatality rates. In efforts to reduce bicycle and pedestrian injuries and fatalities, CMAP has implemented the Pedestrian Safety Initiative that helps identify locations with high concentrations of bicycle and pedestrian crashes. This initiative has also developed a series of proposed changes to the IDOT Bureau of Design and Environment manual to improve regional walking and bicycling safety.

Finding: Through the development and support of many regional and subregional plans and the implementation of the project selection processes for STP, CMAQ, and UWP funds, CMAP has demonstrated a concerted effort to properly include non-motorized transportation options throughout the metropolitan transportation planning process. The staff of CMAP should continue to monitor and support local implementation of the relevant plans and their recommendations by member agencies. As *GO TO 2040* is adopted and implemented, periodic review of the effectiveness of recommended measures by the Bicycle and Pedestrian Task Force should identify deficiencies requiring more attention as well as helping to identify best practices for future planning efforts.

Travel Forecasting

Requirement: Numerous elements of the transportation planning process have analytical requirements based on valid forecasts of future demand for transportation services and the forecasted performance of the transportation system. These forecasts are frequently made using travel demand models, which allocate estimates of regional population, employment, and land use to person-trips and vehicle-trips by travel mode, route, and time period. The outputs of travel demand models are used to evaluate the impacts of proposed projects, various investment scenarios, and management and operations strategies. Additionally, models estimate regional vehicle activity for use as inputs in motor vehicle emissions models for transportation conformity determinations in air quality nonattainment and maintenance areas.

Status: The MPO operates a traditional four step travel demand model that has historically been used for predicting traffic so that decision makers can make informed decisions for evaluating long term capital investments. The model also provides inputs for air quality conformity analysis. While the model has served these purposes well, CMAP is exploring demand models that can predict travel behavior based on activities and congestion. This type of activity based model could examine how travel demand could be altered by congestion management systems such as telecommuting, alternative work schedules and congestion-based pricing. As a first step towards this kind of system, CMAP hosted an Activity Based Modeling Symposium in August 2008.

Finding: The MPO has demonstrated the analytical capability to reasonably forecast the future usage and performance of transportation facilities. However, CMAP recognizes that robust forecasting and modeling tools are critical to scenario based planning activities and has initiated efforts to develop applications that will address the range of policy issues and modal options under consideration within the planning horizon. Activity based travel demand modeling, land use modeling, and microsimulation models all will likely play a role in many future planning and programming activities. Because these model results have the potential to influence so many key

decisions, it is recommended that CMAP have complete written documentation of the following subject areas and ensure that this information is readily available for public review at all times:

1. **Inventory of Current Conditions.** The foundation for any forecast is a comprehensive and objective inventory of current conditions with respect to both transportation supply and demand. This would include data for the highway system, transit system, other transport modes, population, employment, vehicle miles traveled (VMT), transit use, congestion, land use, and special conditions. Sources of this data should be identified as well as the anticipated frequency of updates to the data.
2. **Planning Assumptions.** The principal determinants of any long range travel demand forecast are the planning assumptions about demographic changes and the growth and distribution of population, employment, developed land, and individual travel preferences. Assumptions should be presented in readable terms and strive to convey information in a clear and usable manner.
3. **Forecasting Methods.** The technical documentation of the travel model should include model specifications, significant changes from the most recent update, calibration data, survey methodology, model validation, network size including the number of analysis zones, and methodology for non-home based travel.

Regional Transportation Plan

Requirement: Federal law requires that TMAs develop a RTP addressing a minimum twenty-year planning horizon and that this plan be updated at least every four years in air quality nonattainment areas. The RTP must be consistent with current and forecasted transportation/land use conditions and trends so that it can appropriately project transportation demand of persons and goods. In addition it must:

- Identify all transportation facilities that should function as part of an integrated metropolitan transportation system
- Reflect consideration of the eight planning factors of SAFETEA-LU
- Discuss types of regionally appropriate environmental mitigation activities
- Reflect consultation with Federal, State, land management, and regulatory agencies
- Include an acceptable financial plan
- Identify operational and management strategies
- Assess the investment necessary to maintain the existing and projected future transportation infrastructure
- Indicate transportation and transit enhancement activities
- Provide adequate opportunity for public official and citizen involvement

Beyond the first 10 years of the RTP, the financial plan may reflect aggregate cost ranges/cost bands, as long as the future funding sources are reasonably expected to be available to support projected cost ranges/cost bands. The RTP may also include “illustrative projects” that do not satisfy fiscal constraint requirements but can be included to provide for a more complete accounting of future transportation needs.

The Final Rule for Metropolitan Planning confirmed that any Federal action taken on transportation plans and programs on or after July 1, 2007, are subject to adequately satisfying

all updated SAFETEA-LU planning requirements. Additionally, after December 11, 2007, all amendments and updates to financial information in the RTP are required to show that information in the year of expenditure of those funds.

Status: Shared Path 2030, the region's RTP, was originally adopted by the Policy Committee in October 2003, and has received several updates to the plan including several updates since the last U.S. DOT Planning Certification Review. In developing a 2006 Capital Element update, it was recognized that more attention was necessary in revising certain policy and strategic elements than was possible in the 2006 update process. A subsequent June 14, 2007 update satisfied all new planning requirements of SAFETEA-LU and the Final Rule for Metropolitan Planning. The most recent update to Shared Path 2030 was approved by the MPO Policy Committee on October 9, 2008. The region's RTP is required to be comprehensively updated by October 12, 2010.

The federally required RTP is being developed as part of a regional comprehensive plan entitled *GO TO 2040*. The comprehensive plan is a requirement of the State of Illinois Regional Planning Act that created CMAP and is intended to integrate planning for land use and transportation at the regional level. The expectation is that that the land use impacts of any transportation decision, and the transportation impacts of any land use decision, should be understood and considered when these decisions are made. This philosophy is intended to influence the recommendations of the *GO TO 2040* plan both in terms of its strategic policy and investment recommendations and its prioritization of major capital projects.

In the first phase of the *GO TO 2040* planning process during 2007 and 2008, key stakeholders and citizens were engaged to develop a Region Vision for the plan. The vision describes the region's desired future in terms of quality of life, the natural environment, social systems, the economy, and governance. Throughout these vision themes, cross cutting issues of sustainability, equity, and innovation were identified.

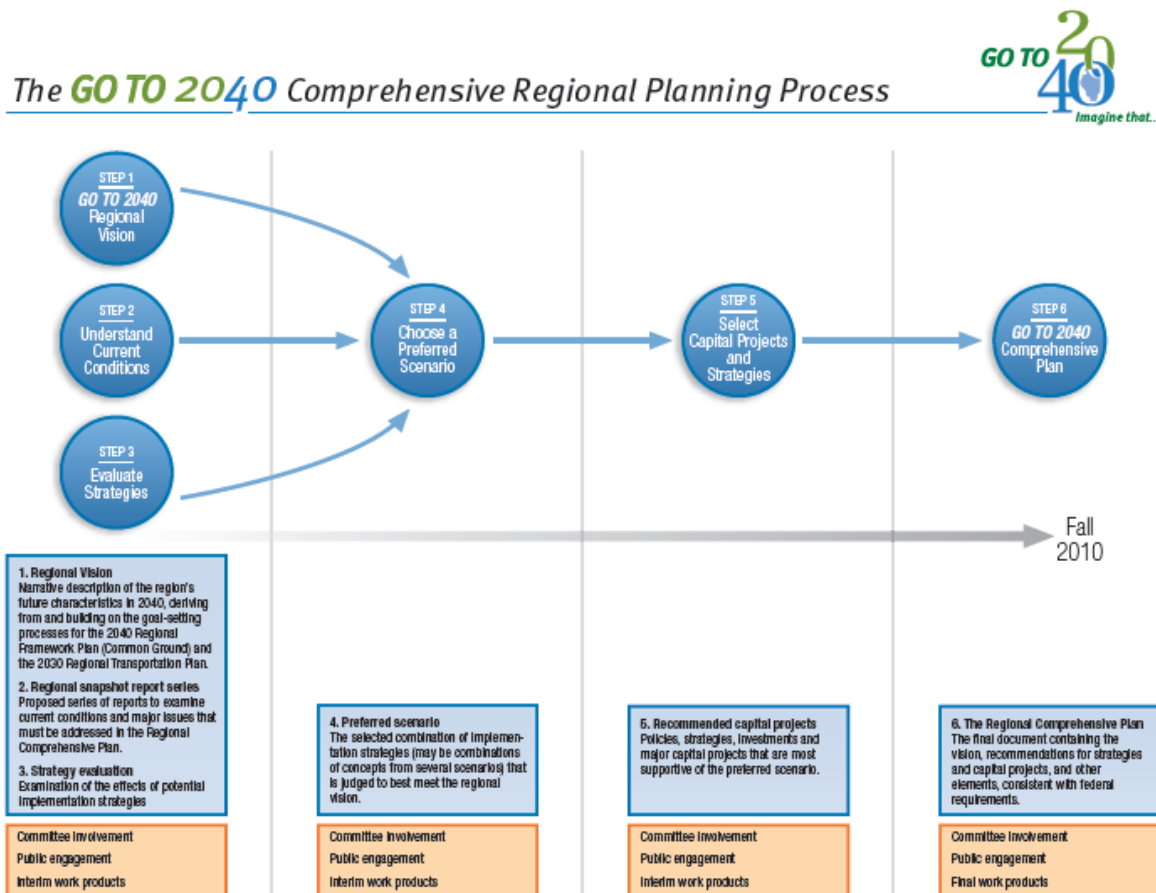
A fundamental component of *GO TO 2040* will be the identification of performance measures, termed "Regional Indicators", that will track the progress of reaching the Regional Vision. CMAP has partnered with the Chicago Community Trust to advance the Indicators program and will be launching a website soon after the adoption of *GO TO 2040* to allow researchers and the public to perform quick reviews of topics of interest but also providing sophisticated analytical tools for interested users. It is expected that reports analyzing recent trends in each indicator will be published about every two years. Public workshops were held throughout the region to help prioritize potential Indicators and a preliminary list of Indicators was adopted in December 2008.

GO TO 2040 planning efforts also include the production a series of "Regional Snapshot" reports on complex planning topics that will be addressed in the plan such as sustainability, jobs-housing balance, and infill development. These reports are intended to provide existing conditions, best practices, and potential policy ramifications of different strategies that will be considered as part of *GO TO 2040*. Drafts of about 30 of these reports are posted on the CMAP website in an interactive online format that allows comment and discussion.

Other outreach efforts have included a series of interactive opportunities for public participation. The "Invent the Future" phase included 50 interactive scenario workshops across the region, an interactive website where users could create their own growth scenario and compare them with

others, and the use of kiosks at dozens of locations where users could quickly answer a series of basic questions that deal with complex challenges and see those choices' impact on the future.

A scenario evaluation process is also a central piece of *GO TO 2040* plan development. Scenarios are considered combinations of policies, strategies, and investments that represent alternative paths that the region could take toward reaching its desired future, as expressed in the regional vision. Using examples from around the nation and with input from the working



committees, CMAP identified three scenarios that were utilized for stakeholder and citizen outreach that were broadly categorized as:

- Reinvest – Rebuilding current infrastructure to support growth and development
- Preserve – Retain the best features of communities and the region for generations to come, trying to accommodate growth without changing what is valued in the region
- Innovate – Reliance on technological advancements to improve the region

The emphasis on this scenario planning effort was to identify the strengths and weaknesses of each scenario. Based on input throughout the planning process, a “preferred scenario” is intended to be created by combining the most positive aspects of each scenario. A draft

preferred scenario was released endorsed by the MPO Policy Committee and CMAP Board in January, 2010.

The financial forecasts for *GO TO 2040* are under development and will be dependent on several assumptions and policy decisions. While established practices exist for forecasting traditional transportation revenues such as the State motor fuel tax, vehicle registration fees, Tollway revenues, the RTA sales tax, and farebox recovery revenues; significant effort is needed to explore additional revenues that could be considered reasonably available to the region. Some examples of additional funding that could be under consideration may include motor fuel tax increases, institution of congestion pricing, and private investment in financing major projects. *GO TO 2040* will also provide estimated costs for maintenance, operations, smaller-scale enhancements, and major capital projects for the transportation system. Cost estimates are being developed in close consultation with implementing agencies. Expenditures will be identified in four categories:

1. Basic maintenance and system preservation costs required to keep the system operating safely and adequately
2. Additional maintenance and preservation activities that move the transportation system towards a “State of Good Repair”
3. Smaller-scale strategic enhancements such as transit service expansions, systematic arterial improvements, intersection improvements, and others—the mix of projects in these strategies reflect the reinvest, preserve, and innovate alternative scenarios
4. Major capital projects that have a significant effect on the capacity of the region’s transportation system, including extensions or additional lanes on the interstate system, entirely new expressways, or similar changes to the passenger rail system

Of these expenditures, maintaining and preserving a safe and adequate system will be treated as a necessity. Investments within the other three categories will be prioritized through the *GO TO 2040* planning process and tradeoffs between expenditures in these categories are expected. Proposed major capital projects will include quantitative and qualitative analysis and the evaluation measures for selection will include:

- Long-Term Economic Development – the long-term impacts on jobs, income, and regional output (construction impacts are not included).
- Congestion – as measured by the travel demand model, the number of vehicle hours of travel under congested conditions.
- Travel Time Savings – the difference between the travel time for home-based work trips under the reference scenario and the scenario incorporating the project.
- Mode Share – the number of trips on an average weekday made by auto, transit and non-motorized modes.
- Jobs-Housing Access – the average number of jobs accessible to individuals in the region within a specified time (45 minutes for highway travel, 75 minutes for transit travel).
- Air Quality - the number of tons of criteria pollutants or precursors emitted by vehicles.
- Energy Consumption and Greenhouse Gas Emissions – annual tons of carbon dioxide equivalent gases.

- Preservation of Natural Resources – the number of subzones surrounding a project’s access points (rail stations or highway interchanges) that contain concentrations of unprotected natural areas with high environmental value, high quality streams or prime agricultural lands.
- Support for Infill Development – the number of subzones surrounding a project’s access points (rail stations or highway interchanges) that are within municipal boundaries.
- Peak Period Utilization/Demand (ratio) – the volume/capacity ratio is computed for the network links that comprise the project (highway projects only).
- Facility Condition – the most current Condition Rating Survey score is reported for highway projects. The staffs of CMAP and RTA are still developing a method of condition assessment for transit facilities.
- Safety features – a description of how the project will address existing deficiencies or incorporate new features to improve safety.
- Security features – a description how the project will contribute to transportation security.
- Provision of bicycle and pedestrian facilities – a description of the project’s accommodations to and support of bicycle and pedestrian travel.
- Consistency between regional and sub-regional plans – a description of consistency of the project with the plans of local governments in the project area

Projects and sets of projects will be evaluated according to these criteria to help identify those projects that most support the policies and strategies of the preferred scenario. The investment plan for the preferred scenario will be required to be fiscally constrained and will be required to demonstrate air quality conformity.

Finding: Shared Path 2030 and its updates were cooperatively developed and adopted by the MPO and adequately address applicable regulations for RTPs. The next update of the RTP is required by October, 12 2010. The FHWA and FTA fully support the integrated land use and transportation planning efforts for *GO TO 2040* and reiterate that all RTP requirements can be satisfied within this comprehensive planning framework.

While the ongoing development of *GO TO 2040* has already produced an impressive framework for continued planning, the deliberations on the preferred scenario are still preliminary and the products and outcomes of the planning process are still under development. Ultimately it is these outcomes that will determine compliance with Federal regulations and more importantly, the path towards implementing the Regional Vision. At this time, FHWA and FTA have limited ability to reach conclusions on the ongoing *GO TO 2040* planning process but we do offer the following comments for continued consideration:

Policies and strategies must be developed with the highest emphasis on how these planning determinations will actually affect investment decisions. For transportation projects, strategies in *GO TO 2040* must be able to influence local, regional, and State project prioritization processes. A critical component for maintaining a commitment to the Regional Vision will be the robust application of Regional Indicators. The Indicators will provide perhaps the clearest illustrations of the effectiveness of selected investment choices and areas of deficiencies that may require additional investments.

GO TO 2040 should highlight discussion of the operational and management strategies designed to improve the performance of existing transportation facilities in order to relieve vehicular congestion and maximize the mobility of people and goods. It is also recommended that the plan demonstrate that Transportation Control Measures have been considered to provide strategies both to reduce vehicle use and improve traffic flow. *GO TO 2040* should be transparent in how the aforementioned strategies are weighed, selected and implemented and should also demonstrate how management and operations strategies complement and implement the Congestion Management Process.

GO TO 2040 should highlight financial plan analysis to demonstrate the anticipated disparity between the needs of the transportation system and the resources available to address those needs. While financial constraints should not limit visionary planning, transparent analysis needs to reflect the kind of transportation system the region can reasonably expect to afford. These parameters are absolutely necessary to make meaningful decisions on scenario priorities and tradeoffs.

The consideration of Major Capital Projects in *GO TO 2040* should include review of FHWA guidance issued on January 28, 2008 for the administration of Major Projects (projects with Federal funding whose total costs exceed \$500 million). This guidance clarifies when a National Environmental Policy Act (NEPA) approval can be issued in relation to specific transportation planning and air quality conformity regulations. Any Major Project, or operationally independent phase(s) of the project (preliminary engineering, final design, right-of-way, utility relocation, construction, and/or construction phases), which anticipates Federal funding within the horizon of the RTP must be included in the fiscally constrained portion of the plan and must be included in the conformity analysis for the area in the appropriate conformity analysis year as a prerequisite to NEPA approval. Implementing agencies are encouraged to closely monitor potential Major Projects in the development of *GO TO 2040* so that planning level analysis is adequately completed to allow for advancement of environmental determinations and other project development activities.

Congestion Management Process

Requirement: The National Highway System (NHS) Act of 1995 made the ISTEA requirement for all management systems optional, except for the Congestion Management System (CMS). SAFETEA-LU has redefined this requirement so that the planning process in a TMA includes a congestion management “process” instead of a “system”. The intent of this change is to reiterate the importance of the Congestion Management Process (CMP) to transportation planning and programming and to fully integrate this requirement into the TMA planning processes. The expectation is that the CMP should be an integral part of developing and linking a RTP and TIP within TMAs. The FHWA and FTA also seek a common set of performance measures and a common set of goals and objectives among the CMP, the RTP, and transportation systems operational and management strategies. Additionally in air quality non-attainment areas, Federal funds cannot be programmed for any project that will significantly increase carrying capacity for Single Occupancy Vehicles unless the project results from a CMP meeting the requirements of the law. The CMP must include:

- Methods to monitor and evaluate the performance of the transportation system,
- A definition of parameters for measuring the extent of congestion and evaluating the effectiveness of strategies,
- A program for data collection and system performance monitoring,
- Identification and evaluation of operational and management strategies as well as travel demand reduction strategies,
- A schedule, identification of responsibilities, and funding source for implementation of strategies, and
- A process for periodic assessment of the implemented strategies.

Status: The Congestion Management System for Northeastern Illinois was originally approved by the Policy Committee in 1997 and updates were developed and approved in 2002 and 2006. The CMP's goal of improving transportation system performance recognizes the need to manage both highway (expressways and a Strategic Regional Arterial network) and transit congestion. Funding is allocated to the CMP planning process and individual CMP initiatives through the UWP.

Shared Path 2030 currently calls for the CMP to adopt or modify targets for a series of performance measures which has guided the consideration of *GO TO 2040* Regional Indicators and operations and management strategies. As the CMP continues to evolve, the evaluation of potential strategies is becoming increasingly reliant on data. Much of this data is being gathered from the Intelligent Transportation Systems (ITS) infrastructure in the region that was not available in earlier iterations of the CMP. The region relies on the travel time index, planning time index (system reliability), and congested hours as the primary measures of highway congestion. Noteworthy CMP analysis efforts include congestion scans that have been produced for all regional freeways showing the location and time of day of weekday congestion. Effectiveness of the CMP and *GO TO 2040* congestion mitigation strategies will be demonstrated by Indicators moving significantly in favorable directions and by implementation of programs known to impact congestion such as arterial corridor incident management or access management plans.

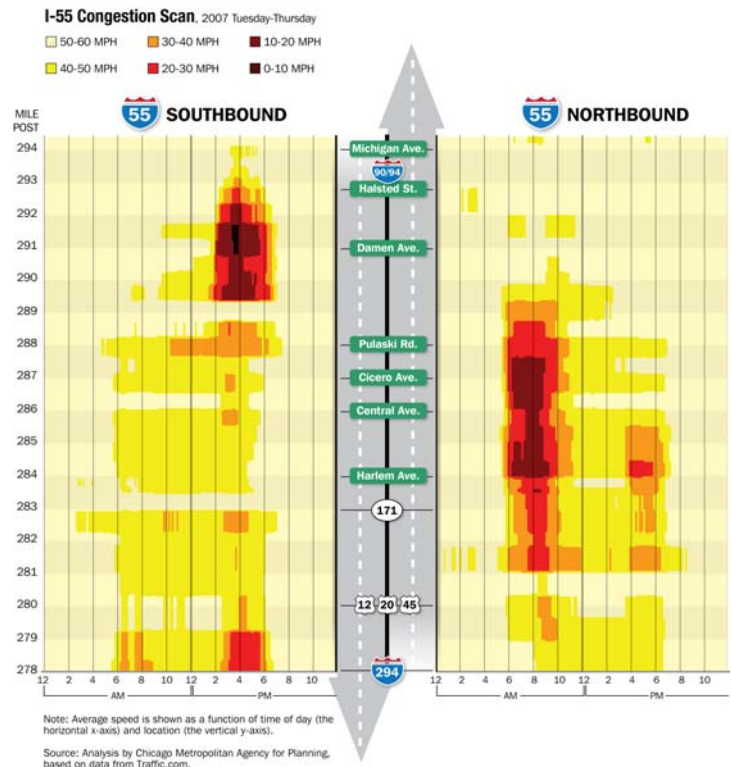
The CMP's Congestion Mitigation Handbook provides an overview of several strategies to combat congestion and provides guidelines to identify, analyze, and evaluate appropriate highway and/or transit strategies for different situations. The RTP and the CMP support consideration and implementation, when appropriate, of several types of mitigation activities including multiple strategies in each of the following categories:

- Travel Demand Management
- Transportation System Management
- Encouragement of High Occupancy Vehicle Use
- Transit Capital Improvements
- Public Transportation Operational Improvements
- Encouragement of Non-motorized Modes
- Congestion Pricing
- Growth Management
- Access Management
- Incident Management
- Intelligent Transportation Systems
- Capacity Expansion

While Operations staff from partner highway and transit agencies are represented on various CMAP committees, cross-jurisdictional operations and communications issues have necessitated specific attention from the Advanced Technology Task Force, the Bicycle and Pedestrian Task Force, and the Freight Committee. Additionally, a Regional Transportation Operations Coalition is being organized which is expected to target operations improvements and smaller scale bottleneck elimination projects at congested locations.

Finding: The CMP substantially complies with Federal planning regulations by providing a systematic process for managing congestion. The CMP includes information on transportation system performance and on implementation of alternatives for alleviating congestion and enhancing mobility. Planning, programming, and project development efforts by the region's transportation implementers have components that either directly investigate congestion reduction strategies or address other issues, such as air quality, that result in congestion mitigation. The MPO is expected to further advance consideration of operations and management strategies as part of the CMP and is encouraged to incorporate "Innovative Analysis Tools for Planners Modeling Operations" to be released by the FHWA in 2010. Emphasizing system performance within the *GO TO 2040* Regional Indicators will be an integral component to ensure continued advancement of the CMP in regional planning and programming processes.

Intelligent Transportation Systems



Requirement: In 2001, the Final Rule on ITS Architecture and Standards Conformity (Final Rule) and the Final Policy on Architecture and Standards Conformity (Final Policy) were enacted by FHWA and FTA respectively. The Final Rule/Final Policy ensure that ITS projects carried out using funds from the Highway Trust Fund including the Mass Transit Account conform to the National ITS Architecture and applicable ITS standards. This is to be accomplished through the development and maintenance of regional ITS architectures and using a systems engineering process for ITS project development

Status: The Northeastern Illinois ITS Deployment Plan was updated and approved by the MPO Policy Committee on March 13, 2008. This Architecture identifies the importance of the Gateway Traveler Information System in interagency communications and coordination. The Architecture provides for system development for a time horizon up to fifteen years.

Finding: While the Regional ITS Architecture satisfies the Final Rule and Final Policy, continued efforts are necessary to ensure implementing agencies are fully considering the importance of communications and technology in their programming decisions. Furthermore, CMAP and its member agencies are encouraged to ensure that the Architecture and individual ITS projects are implemented in concert with CMP and M&O initiatives. The continued use of this framework should be utilized in making efficient and effective ITS investments. It is anticipated that updates to the Architecture will continue to be needed periodically as ITS technologies and policies evolve.

Transportation Improvement Program

Requirement: Federal legislation requires that an MPO cooperatively develop a TIP consistent with the RTP and that it be financially constrained. The TIP must cover at least a four-year program of projects and must be updated at least every two years. The TIP must list all projects in sufficient detail as outlined in the regulations. Effective December 11, 2007, cost and revenue estimates must be produced in “year of expenditure” (YOE) dollars to reflect the time-based value of money. The TIP must reflect public participation and identify the criteria for prioritizing projects. The MPO must have an approved process for making changes to the TIP. The FHWA and FTA must jointly find the TIP to be based on a continuing, comprehensive, and cooperative transportation process. In air quality nonattainment areas, a conformity determination is required to demonstrate that the total emissions projected for the TIP are within the emissions limits (“budgets”) established by the State Implementation Plan. Only after an MPO TIP is amended into the STIP, can funding for projects be authorized.

Status: The active CMAP TIP reflects Federal FYs 2010–2013 and the most recent amendment was approved by U.S. DOT on January 11, 2010.

The TIP document consists of a regional overview, a discussion of how the TIP supports the goals of the RTP, a description of the agencies and steps in the TIP development process, a fiscal plan, an overview of the region’s response to Federal requirements, and a listing of the projects that make up the program. As of September 30, 2009, the program total for these projects is \$13,355,787,000 excluding non-Federally funded tollways and county projects. The proposed Federal funding levels for the entire program do not exceed the funds anticipated by the MPO to be available in the various program years and funding categories. These revenue estimates take into account that funding appropriations will be less than SAFETEA-LU authorized amounts by

projecting obligation limitation based on previous years' limitations. To the greatest extent possible, project sponsors incorporate inflation factors into the cost estimates for their projects that are expected to be implemented beyond the first year of this TIP. Inclusion in the TIP signifies that each of the local implementing agencies indicates that non-Federal matching funds are available for their respective projects. Additionally as a function of the TIP, the MPO is responsible for certifying that requirements for financial capacity analysis have been satisfied for FTA Section 5309 and 5307 programs. Individual program marks are included in the TIP and are reviewed and updated as appropriate in order to verify fiscal constraint. The staff of CMAP reviews fiscal constraint prior to forwarding any TIP amendment to the Transportation Committee for consideration. The UWP budget for TIP development and maintenance in FY 2010 is \$3,363,414 which accounts for 17 percent of the total UWP.

The large and dynamic nature of the transportation program in Northeastern Illinois necessitates regular amendments to the TIP. Thresholds have been established to differentiate TIP amendments from administrative modifications. Amendments requiring an air quality conformity determination are approved twice a year by the MPO Policy Committee while amendments not requiring conformity have been delegated to the Transportation Committee for action. The Transportation Committee typically acts on a package of amendments and administrative modifications at each of its meetings.

In the summer of 2008, CMAP released a "beta version" of an interactive TIP map to better illustrate federally funded and regionally significant projects to transportation stakeholders and the general public. The interactive map utilizes Google Maps and therefore requires no specialized software other than the ability to access the internet. The most recent update of project information in the interactive map appears to be June 8, 2009.

Finding: The CMAP TIP meets the requirements in the planning regulations.

It is recommended that as *GO TO 2040* is adopted, the MPO produce an updated TIP document that reflects changes in the organization of CMAP, the linkage between the TIP and the new RTP, adopted TIP change procedures, responses to changes in Federal policy (i.e. YOE requirements), and potentially new surface transportation legislation.

While *GO TO 2040* analysis is not yet complete, financial analysis tied to Federal surface transportation authorization, Recovery Act, and various State capital funding proposals suggests that financial resources may not be sufficient to adequately maintain the current transportation system in various planning horizons. Consequently, additional discussion is recommended in the next TIP document update for demonstration of system level estimates of revenues and costs for local public agencies (LPAs) to adequately operate and maintain LPA owned Federal-aid routes and public transportation systems.

The IDOT is recommended to clearly define and consistently illustrate which projects will utilize the cash flow technique Advance Construction (AC) which allows states to initiate projects with State funds and later convert these projects to Federal assistance. An AC project should be included in the TIP at two different points in time: (a) as State or local funds prior to the initial authorization of the AC project (including demonstration that adequate State funds are available to "front" the cost of the project) and (b) prior to the authorization of the project to convert it from AC to a Federal-aid funding program (including a demonstration from the State that this

conversion maintains fiscal constraint with other Federal-aid projects). Therefore, in the year of an AC project's conversion, the amount of the project is considered as both a State revenue source and a Federal-aid debit.

Additional detail is recommended concerning the inflation rate(s) utilized in the TIP. It is preferable for a consistent rate based on reasonable financial principles to be utilized for projects regardless of implementer although it is recognized that this may be a challenge considering the size and complexity of the region. Any agreed upon rate should be cooperatively developed by the MPO, State, and public transit operators. Formal U.S. DOT guidance (most recently issued July 1, 2007) provides an accepted inflation rate (4 percent for planning level cost estimates) that may be used to initiate this discussion among project implementers.

The MPO is encouraged to increase visibility of the TIP on the CMAP website. While there is a wealth of TIP related information on the site, many of the resources are buried in subdirectories that may not be readily apparent for the casual user. It is recommended that the interactive TIP map be fully established and regularly updated to accurately reflect the existing program of projects. The interactive TIP map is a powerful tool but if regular updates cannot occur, the map should be removed in its entirety so that inaccurate and outdated information is not disseminated. Without a functional interactive TIP map, CMAP needs to identify other visualization techniques to provide easier access to project and program information.

Project Selection

Requirement: All projects except those funded by NHS, Bridge, Interstate Maintenance, and Federal Lands Highway programs must be selected by the MPO in consultation with the State and transit operator from the approved metropolitan TIP. Projects from the NHS, Interstate and Bridge programs are selected by the State in cooperation with the MPO. The first year of an approved TIP constitutes an agreed list of projects and does not require further action from a project implementer. If the implementer desires to proceed with a project in the second, third, or fourth year, they must follow procedures agreed to by the MPO, State and transit operators.

Status: Projects are selected for implementation from the first year of the TIP in accordance with the provisions outlined above. Projects implemented from the second, third, or fourth year of the TIP have been acted upon as necessary.

Suballocated STP funds are distributed throughout the region under an agreement that provides 52.25 percent of funding to the Council of Mayors and 47.75 percent to the City of Chicago with a small portion of the City's funding dedicated towards a project of mutual benefit to the suburbs and to the City. The staff of CMAP works with the subregional councils on developing project selection methodologies and utilizing tools such as the RTP, CMP, and ITS architecture.

Congestion Mitigation and Air Quality Improvement program funds are programmed by the MPO Policy Committee who has charged a CMAQ Project Selection Committee with recommending projects for the region and monitoring progress of these projects. Candidate projects are subject to a quantitative ranking process that emphasizes the cost per kilogram of volatile organic compounds (VOCs) eliminated over the life of the project. Projects are also ranked by cost per kilogram of nitrogen oxides (NOx) eliminated, cost per thousand vehicle-miles traveled eliminated, and cost per thousand trips eliminated. Diesel Emission Reduction

proposals are ranked on cost per kilogram of fine particulate matter eliminated as their primary measure. A range of different types of projects are typically selected in order to advance a mix of strategies to combat congestion and improve air quality. Projects are funded at the traditional 80 percent Federal, 20 percent local split except for diesel retrofit projects involving private railroad companies that replacing switcher engines. These projects were funded in the FY 09 and FY 10 programs at a higher local share (65 percent Federal, 35 percent local). Policy discussions continue regarding whether the region wants to continue funding these projects and at what percentage.

The State of Illinois has accumulated a large unobligated balance of CMAQ funds that now exceeds \$300 million. This balance is almost exclusively tied to the Chicago region which is allocated approximately 95 percent of the State's annual CMAQ funding. A significant portion of this balance can be attributed to dormant projects that simply have not advanced after being awarded funding. The unobligated balance has made CMAQ funding in the region susceptible to rescissions and has also presented the threat of funds lapsing. Due to these concerns, CMAP initiated multi-year programming of CMAQ funds in 2006 and also introduced a first round of obligation management guidelines. Because these efforts were not reaching the desired results, CMAP continued to work throughout 2008 and 2009 to develop and implement additional strategies to better manage the CMAQ program. After considering many alternatives, CMAP instituted a series of strategies under an Active Program Management policy. This policy identifies improvements in the application process including a greater oversight role by Planning Liaisons for suburban applications, clarifies programming procedures for different project phases (preliminary engineering, design, construction), institutes a mandatory project initiation meeting for project sponsors, and identifies timeframes in which projects must advance or be subject to withdrawal from the program.

Finding: While CMAP has fulfilled the requirements of this section of regulation, there are opportunities to enhance the investment decision making process. The MPO has a responsibility to work aggressively to develop regional consensus on transportation planning priorities and to see that efforts are made to implement those priorities. The MPO is not responsible for producing capital improvement programs of member agencies but CMAP should strive to ensure that those programs are in concert with each other and advancing agreed upon priorities. Likewise, CMAP should be able to provide analysis to its members on the impacts that their independent capital improvement programs are having individually and collectively on system performance.

The U.S. DOT emphasizes that the Regional Indicators need to be further developed, refined, strengthened by improved data, and applied to the transportation planning process through *GO TO 2040*, the TIP, CMP, and other products and processes. This information will provide a better understanding of how the existing system is operating and what effect future transportation investments will have on the overall regional network. Ultimately these Indicators should be incorporated into the accepted criteria for project selection by not only the MPO in allocation of STP and CMAQ funds, but by member agencies including IDOT, subregional councils, and transit providers as meaningful criteria that helps drive their independent investment decisions.

Active Program Management needs to be embraced by the MPO at all levels to ensure the consistent application of its strategies. Careful examination of the impacts of these strategies should occur at frequent and regular intervals and should these strategies demonstrate that they

are not sufficient to substantially improve unobligated balances for the CMAQ program, it may become necessary to implement more restrictive program management techniques such as elimination of funding cost increases and/or preliminary engineering. Strategies such as these would further motivate timely project construction and strengthen local commitment to proposed projects.

The IDOT is expected to coordinate with CMAP to ensure the MPO an adequate opportunity to review and comment on proposed state programs at an early enough stage to provide meaningful input prior to State submittal for inclusion into the TIP.

Annual List of Obligated Projects

Requirement: Federal law requires publication of an annual list of obligated projects. *Obligated projects* means strategies and projects funded under 23 U.S.C. and 49 U.S.C. for which the supporting Federal funds were authorized and committed by the State or designated recipient in the preceding program year, and authorized by FHWA or awarded as a grant by FTA. The annual listing must be a cooperative effort of the MPO, State, and transit operators and information must include an adequate description of project scope, the location and limits of the project, the original amount programmed and the amount actually obligated. It is also encouraged that visualization techniques be applied to this publication to promote an improved understanding of transportation programs. Emphasis has been added to the inclusion of investments in pedestrian walkways and bicycle facilities. The list must be published within 90 days of the end of the reporting year.

Status: The MPO produces an annual “Regional Project Award and Obligation Report for Northeastern Illinois” based on the preceding Federal fiscal year. The report contains summaries of expenditures by project type, fund sources, and investments in selected portions of the highway and transit systems. A summary is provided documenting expenditures on the Interstate system, the Strategic Regional Arterial System, major investments to the transit system, and bicycle-pedestrian elements facilities which are elements of Shared Path 2030. The report summaries are designed to document levels of investments in the region’s transportation systems. The report also contains a series of maps for highway construction, engineering and right-of-way, transit, and bicycle and pedestrian projects. The Award and Obligation Reports have been published for the last four fiscal years at the following intervals:

FY 2008	June, 2009
FY 2007	August, 2008
FY 2006	July, 2008
FY 2005	July, 2008

Finding: Additional improvements to the Award and Obligation report are necessary to fully comply with Federal regulations concerning the annual list of obligated projects. It is recommended that CMAP work closely with FHWA and FTA in the production of the FY 2009 report in order to identify opportunities to improve the reporting process and outputs. It is expected that the Award and Obligation report will provide a complete accounting of Federal funding spent in the region for the given reporting period and that the report will be produced and released in a timely fashion.

Air Quality Conformity

Requirement: Under the 1990 Clean Air Act Amendments (CAAA), the U.S. DOT cannot fund, authorize, or approve Federal actions to support programs or projects, which are not first found to conform to the Clean Air Act requirements. With DOT concurrence, the U.S.EPA has issued regulations pertaining to the criteria and procedures for transportation conformity. As it pertains to metropolitan planning, the conformity regulations require that in nonattainment areas there be a consultation process in effect involving appropriate local, State, and Federal air agencies, and agencies charged with transportation planning. The FHWA and FTA jointly make conformity determinations within air quality non-attainment and maintenance areas to ensure that Federal actions conform to the "purpose" of State Implementation Plans (SIPs). The transportation conformity process is intended to ensure transportation plans, programs, and projects will not create new violations of the National Ambient Air Quality Standards (NAAQS); increase the frequency or severity of existing NAAQS violations; or delay the attainment of the NAAQS in designated non-attainment (or maintenance) areas.

Status: The Chicago TMA is classified as nonattainment with the tropospheric ozone (moderate) NAAQS by its eight hour standard and for the particulate matter (PM 2.5) NAAQS by its annual standard. The region is in attainment status for carbon monoxide, sulfur dioxide, and lead. The region is also currently in attainment status for nitrogen dioxide although Cook County may violate a new one hour standard announced by the U.S.EPA on January 22, 2010.

In northeastern Illinois, interagency consultation involves CMAP, RTA, IDOT, the Northwest Indiana Regional Planning Commission (NIRPC), IEPA, FHWA, FTA, U.S. EPA and other members of local transportation implementing agencies and other stakeholders as needed. The region has an established consultation process that consists of two levels, or "tiers". Tier 1 participants include representation from Federal headquarters offices while Tier 2 participants include representatives from EPA Region V, FTA Region V, and the FHWA Illinois Division. The Tier 1 team is convened in the event the Tier 2 team is unable to resolve a particular issue. The consultation process for all RTP and TIP updates since the last certification review have consisted solely of Tier 2 meetings. The Tier 2 Consultation Team reaches decisions through consensus and guide the MPO in making conformity determinations.

Due to its ozone non-attainment status, the Chicago region receives an allocation of CMAQ funding for approximately \$90 million annually. As discussed previously, the MPO administers a project selection process for the programming of CMAQ funds that involves agencies at the local, State, and Federal levels as well as applicants from nontraditional transportation partners and the private sector. Project sponsors must be public agencies and are responsible for submitting applications to CMAP according to adopted guidelines. Emission reduction estimates are calculated for every submittal and consideration is provided to short range and long term SIP objectives. The MPO completes a project evaluation process that includes a review of eligibility, emissions reduction analysis, proposed funding availability, and the availability of financial resources other than CMAQ funds. Cost effectiveness of each proposal is then developed to compare proposed projects within and across project type categories by common standards of cost per unit of benefit.

Finding: Air quality conformity requirements have been adequately satisfied since the last certification review. A conformity determination has been successfully made for the Chicago region for each RTP update and biannual conformity TIP amendment.

Climate Change

Requirement: Climate change refers to unstable weather patterns caused by increases in the average global temperature. There is a consensus among climate scientists that these changes result from atmospheric concentrations of carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and other heat-trapping gases. These greenhouse gases (GHGs) are so-named because they simulate the effect of a greenhouse and form a blanket of pollution that stays in the atmosphere which traps heat and contributes to an increase in the earth's temperature. Greenhouse gases may be the fundamental cause of sea level rise and climate instability characterized by severe weather events such as storms, droughts, floods, and heat waves. Impacts on transportation could include damage inflicted upon infrastructure, such as flood damage to road, rail, and bridges. Additionally, the economic costs of interruptions in the operation of the transportation systems could be significant from these types of disasters by preventing employees from reaching work, shoppers from traveling to stores, and goods from being delivered.

While there are currently no specific requirements to directly address climate change in the transportation planning process, recent revisions to legislation have further incorporated energy and environmental considerations. These revisions offer greater opportunities for MPOs and State DOTs to integrate climate change considerations within their planning processes. For example, 23 U.S.C. 143(a) states that it is in the national interest to:

...encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and between States and urbanized areas, while **minimizing transportation-related fuel consumption and air pollution** through metropolitan and statewide transportation planning processes...

The goal of minimizing fuel consumption and air pollution can be interpreted as a direct link to climate change and justification for metropolitan transportation planning to consider climate change mitigation strategies. Section 23 U.S.C. 135(a) mandates similar consideration of fuel-consumption and air pollution in statewide planning. Additionally, requirements for the examination of the effects of transportation decisions on the environment and energy consumption are reiterated throughout the planning legislation. Energy and the environment are one of the eight required planning factors.

The planning regulations also include a number of requirements that generally align with climate change mitigation and adaptation. There are four general types of climate change linkage opportunities in planning statutes and regulations:

1. Requirements to address energy and environmental concerns - These sections provide a link to GHG mitigation, since GHG emissions from transportation are largely correlated with energy consumption and impacts of climate change are important considerations in environmental protection. (23 CFR 450 Subparts 200, 206, 214, and 306)

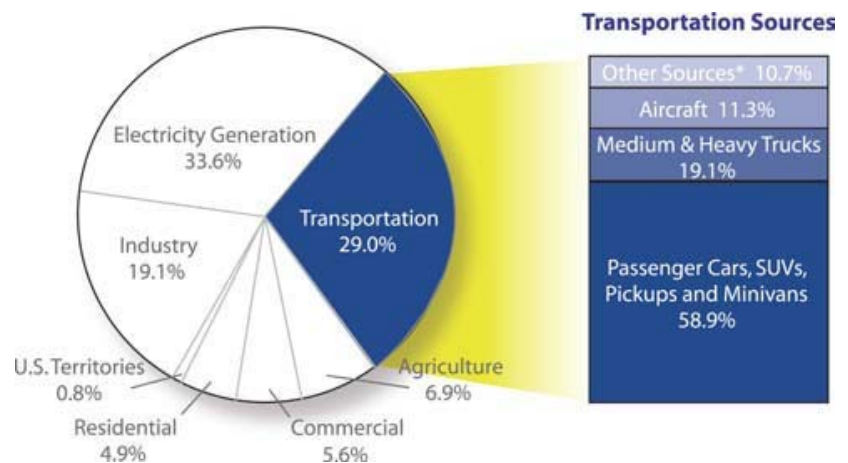
2. Requirements to ensure an integrated transportation system, preserve the projected and existing system, and ensure the safety and security of the system for users - These sections could be interpreted as requiring or encouraging adaptation strategies, since MPOs and state DOTs will need to consider the implications of climate change (such as sea level rise and accelerated aging from temperature swings) on their infrastructure to ensure effective connectivity is preserved. (23 CFR 450 Subparts 206, 214, and 306; 49 CFR 613 Subparts 100 and 200)
3. Transportation demand management and transportation system management strategies - Many sections of the Federal requirements contain language that encourages these strategies. Both can be considered climate change mitigation strategies, if they reduce congestion or reduce vehicle travel. Similarly, transit enhancements and emphasis on non-motorized (pedestrian and bicycle) transportation can potentially serve as climate change mitigation strategies. (23 CFR 450 Subparts 200 and 320)
4. Consultation requirements - These requirements could be interpreted as requiring that transportation planning processes consider climate action planning activities going on at the state or regional level, local government plans or policies that may consider climate change, and the work of environmental agencies as it relates to climate change and GHG emissions. (23 CFR Subpart 208 and 214)

New Federal regulations and policies concerning climate change will likely amplify the importance of MPO actions to reduce GHG emissions. Federal policies and national initiatives such as increased fuel economy standards, research into alternative fuels, carbon dioxide targets, tax policies, and changes in surface transportation policy could have profound impacts on what MPOs and their members can accomplish through actions that reduce GHG emissions and pursue other sustainability goals.

Status: Within the United States, transportation is the largest source of GHG emissions after electricity generation. While the Federal government has not adopted a specific goal for the reduction of GHGs, the State of Illinois has identified a goal to reduce GHG emissions to 1990 levels by 2020 and to 60 percent of 1990 levels by 2050. The City of Chicago has developed a Climate Action Plan that proposes a 25 percent reduction of 1990 emission levels by 2020 and an 80 percent reduction by 2050.

In order to assist the preparation of a *GO TO 2040* strategy paper on how the region could implement strategies to reduce GHG emissions and reduce energy use, CMAP has partnered with the Volpe Center, part of the U.S. DOT's Research and Innovative Technology Administration. The intent is to assist CMAP as it incorporates policies, investments, and other

GHG Emissions in the United States, 2007



actions within the scenario planning process to accomplish climate change and energy goals. The Volpe report recommendations include:

1. Integrate climate change and energy throughout vision/scenario planning
2. Connect climate change and energy directions in the vision plan to on-going transportation planning
3. Pursue and engage in key partnerships
4. Model CO₂ emissions when constructing and using scenarios
5. Focus on Carbon Dioxide
6. Approach CO₂ emission reduction as a co-benefit
7. Develop and apply climate change and energy specific indicators
8. Communicate about climate change and energy
9. Engage in state and multi-state level climate change planning activities
10. Build on supportive national trends and policies

The traditional forecasting of impacts from transportation plans and programs will be difficult for climate change purposes as quantifying GHG emissions can be challenging for several reasons. There are often inconsistencies between the transportation components of a state-level GHG inventory and forecast (based on sales data) and a metropolitan level GHG inventory and forecast (based on VMT from a travel demand model). There are also uncertainties regarding the appropriate geographic scale for estimation of project level GHG emissions. For these reasons, EPA emissions models have not been well suited for analysis of the GHG impacts of transportation plans. The upcoming U.S. EPA MOVES (Motor Vehicle Emission Simulator) model potentially represents a substantial improvement over previous models for GHG analysis although its data needs may strain the ability of many travel demand models to produce inputs at sufficiently fine detail. Furthermore, given the importance of a life-cycle approach to GHG emissions analysis, there is uncertainty regarding the need to estimate emissions resulting from transportation system construction and maintenance as opposed to system use.

Finding: The U.S. DOT recommends that CMAP further assemble and cultivate a diverse collection of stakeholders to coordinate and champion climate action plans. The MPO is a forum that can be used to develop support from key partners on broadly accepted GHG reduction goals and strategies. It is unlikely that CMAP will identify and pursue goals solely for GHG emission reductions. More likely, actions will support multiple sustainability goals that have been identified in *GO TO 2040*.

Despite the challenges of forecasting GHG, CMAP and the region can advance climate change initiatives at many levels. The creation of CMAP and the development of *GO TO 2040* demonstrate the region's commitment to greater integration of land use and transportation decision making. As opportunities to implement the *GO TO 2040* preferred scenario arise, it will be critical to put these strategies into action in order to meet sustainability goals. Other transportation focused efforts such as road pricing and substantially improved transit systems face a variety of political and financial barriers but have significant potential to impact congestion and deserve continued analysis and consideration.

Public Participation

Requirement: Federal legislation requires that the transportation planning process include a proactive public participation process that provides complete information, timely public notice, full public access to key decisions and supports early and continuing involvement in plans and programs. This process is required to facilitate public participation for a list of interested parties that includes:

- Citizens
- Affected Public Agencies
- Representatives of Public Transportation Employees
- Freight Shippers
- Providers of Freight Transportation Services
- Private Providers of Transportation
- Representatives of Users of Public Transportation
- Representatives of Users of Pedestrian Walkways and Bicycle Transportation Facilities
- Representatives of the Disabled
- Other Interested Parties

Additionally, it is required that a documented public participation plan is developed in consultation with all interested parties. The participation process must demonstrate explicit consideration and response to public input and it must seek out and consider the needs of those traditionally underserved by existing transportation systems. Its effectiveness must be periodically reviewed and assessed by the MPO. The metropolitan public participation process must also be coordinated with the statewide public involvement process. In carrying out the public participation process, the MPO is expected to hold any public meetings at convenient and accessible locations and times, employ visualization techniques to describe plans and programs, and to make information available in electronically accessible formats and means, such as the world wide web.

Status: The current CMAP Public Participation Plan was adopted in June 2007. The plan provides an overview of the agency, a strategic direction for public participation, the goals of the agency, methods of public outreach and engagement, and a basic framework for evaluation. CMAP also utilizes a Citizens' Advisory Committee (CAC) that is composed of 34 voting members to provide input to the CMAP Board on proposed regional plans and policies. The CAC also is charged with providing feedback regarding the effectiveness of CMAP outreach and engagement strategies and to promote public awareness of CMAP plans and programs.

The MPO presents materials concerning the RTP, TIP, and other aspects of the planning process at many different types of community events in many different locations. Several types of publications are produced to provide information to diverse segments of the community including the Regional Snapshot series, Strategy papers, and a Weekly Update electronic newsletter. Additional publications have included specific attempts to summarize the planning process or portions of the planning process such as the TIP in non-technical terms for easier consumption for the general public. Publications have been produced in Spanish. The planning process has attempted to advance interactive public participation techniques wherever feasible including during the *GO TO 2040* scenario evaluation and through attempts to develop an interactive TIP database. Social media tools such as Facebook and Twitter are utilized and the CMAP website also has attempted to employ web logs ("blogs") for discussion on various

topics. Furthermore, CMAP frequently hosts or sponsors local, regional, and national workshops to provide training on a variety of topics.

Finding: The MPO is providing a proactive public participation process that satisfies requirements for metropolitan transportation planning. The planning process commits a broad array of staff, Geographic Information Systems, web, marketing, research, and other resources to participation and outreach efforts. The MPO is commended for the extensive public participation program employed for the *GO TO 2040* planning process. While there are still critical stages remaining in the development and adoption of the *GO TO 2040* plan, there is substantial evidence that public input in all forms has been aggressively sought and considered in the development of a Regional Vision, Regional Indicators, and Scenario Evaluation. Continued engagement and interaction with the public throughout the completion of the Preferred Scenario is expected. Likewise, the incorporation of Major Capital Projects into the plan will be another critical stage for significant public participation.

The Public Participation Plan would benefit from additional specificity concerning evaluation measures. While the plan identifies measures to consider, there is no discussion on specific goals or targeted outcomes. Additionally, the plan does not suggest ways to document the qualitative review of public input on plans or programs. Rather, the review of this input appears compartmentalized into the particular plan or program under review. While each of these plans or programs may receive thorough and meaningful review, it is not apparent that agency-wide standards are employed or considered which could lead towards disjointed evaluations of particular techniques.

It is recommended that CMAP continue to take steps to ensure availability of alternative or accessible formats as needed for all public materials. This should include multilingual formats for those populations with limited English proficiency as well as formats for the visually impaired.

The CMAP website provides a portal to a substantial wealth of information. However, it is due to this volume that CMAP must be especially vigilant in ensuring that information remains accessible within the website. Many products and policies of the MPO planning process are embedded deep into the site or must be found through committee agendas and minutes. The site's internal search function can also be difficult to use as search results for many topics refer to numerous committee minutes and agendas as opposed to source material on the topic. Furthermore, because the Public Participation Plan itself should be a tool to provide direction and guidance to those seeking participation with the planning process, CMAP should consider providing the Plan a more prominent web presence such as a link from the agency's main page.

Title VI of the Civil Rights Act

Requirement: Title VI of the Civil Rights Act of 1964 states that no person in the United States shall, on the basis of race, color, or national origin, be excluded from participation in, be denied the benefits of, or subjected to discrimination under any program or activity receiving Federal financial assistance. Title VI prohibits intentional discrimination as well as disparate impacts on protected groups. The transportation planning regulations require consistency with Title VI and subsequent civil rights laws and regulations. For the purposes of this certification review, the products of the planning process must reflect compliance with this Act.

Status: Protected populations have been identified by CMAP in the Chicago transportation planning process and include minorities, persons in poverty, zero car households, seniors, and the disabled.

The October 2006 update to Shared Path 2030 includes a series of goals and objectives that deal with accessibility, mobility, and social benefits. The Social Equity Objectives are to develop a transportation system that provides travel benefits to persons of all ages, abilities, incomes, races, and/or ethnicities; avoids placing disproportionate burdens on minority or low-income populations; and reduces dependence on personal transportation assets. The objectives also promote transportation projects that provide improved transportation choices economically disadvantaged persons; stimulate balanced and sustainable development in communities with concentrations of disadvantaged residents; and support programs providing financial incentives to low-income persons residing in communities that provide a wider variety of transportation choices. Finally, the objectives encourage project implementation that balances project burdens among all who benefit and provides early, continuous, and extended outreach to low-income, minority, senior, and disabled communities. Performance measures were developed to evaluate regional equity and comparative effectiveness of mobility and accessibility improvements. The measures were stratified by sub-regional geography, minority population, and household income.

The *GO TO 2040* planning process is specifically incorporating Title VI considerations through scenario analysis and evaluation of major capital projects. These evaluations include several measures such as access to jobs and travel time that will be calculated for several areas in the region with particularly high concentrations of protected populations. This analysis is intended to help ensure that the benefits of regional transportation investments and policies are shared by all residents of the region.

The *GO TO 2040* planning process is also building on other planning efforts in the region to better define linkages between housing and transportation to determine what is truly affordable. In metropolitan Chicago, transportation and housing are the largest expenditures for working families with household incomes between \$20,000 and \$50,000 with 28 percent of household income spent on housing and 27 percent spent on transportation. The Chicago-based Center for Neighborhood Technology has provided regional and national leadership in this type of analysis where the cost of housing and actual affordability is examined by the impact that transportation costs associated with location have on a household's economic bottom line.

The MPO enjoys relationships with many of the transportation and social service agencies responsible for providing services and access for underserved populations throughout the region. Many of these agencies participate on, or have been engaged by, the CMAP Human Services Committee.

Title VI certifications are made through the self certification process. Furthermore, individual transit operators are reviewed for Title VI compliance during their triennial reviews with FTA. The UWP includes an appendix that identifies the status of compliance with Equal Employment Opportunity (EEO) programs, Disadvantaged Business Enterprise (DBE) program, Title VI, and Executive Order 12898 (Environmental Justice). In addition to providing documentation for Title VI certification, the UWP provides an analytical basis for supporting the certification that includes an assessment of planning efforts, monitoring Title VI activities, information

dissemination, minority participation in the decision-making process and minority representation on decision making bodies.

Finding: The MPO has demonstrated significant effort to consider Title VI protected populations throughout the planning process. The planning process should utilize CMAP's substantial foundation of demographic and socioeconomic analysis as well as their wealth of data concerning transportation investments in the region in order to document the conclusion that traditionally underserved populations are not being neglected or discriminated against by the MPO directly, its individual members, or by the region collectively on a broader scale.

Americans with Disabilities Act

Requirement: The Americans with Disabilities Act (ADA) gives civil rights protections to individuals with disabilities. It ensures equal opportunity for individuals with disabilities in public accommodations, employment, transportation, State and local government services, and telecommunications. In transportation, the fundamental issue is one of access to transportation services and facilities. The ADA requires all public transit systems that provide fixed route bus and rail service to also provide paratransit (usually vans and small buses) service for people with disabilities who cannot use the fixed route bus and train service.

Status: The FTA has certified in their most recent triennial reviews that the Service Boards meet the requirements of ADA. The CMAP offices are ADA accessible and all of their meetings, hearings, and public review sites in the region are ADA accessible. Additionally, CMAP routinely attempts to consider the needs of individuals with disabilities in the planning process, particularly as they relate to access to jobs and services through transit, paratransit, and pedestrian accommodations.

Finding: The ADA requirements of the transportation planning process have been satisfied.

Coordinated Human Services Transportation Plan

Requirement: Proposed projects under three FTA formula funding programs, Special Needs of Elderly Individuals and Individuals with Disabilities (5310), Job Access and Reverse Commute (5316), and New Freedoms (5317) must be derived from a locally developed coordinated public transit-human services transportation plan (HSTP). This plan must be developed through a process that includes representatives of public, private, and non-profit transportation and human services providers, as well as the public. Local officials are to determine the appropriate lead for developing the plan which can be, but is not required to be, the MPO. Preparation of the plan should be fully coordinated and consistent with the metropolitan transportation planning process.

Status: The RTA approved the region's HSTP, *Connecting Communities Through Coordination*, on October 4, 2007. The RTA lead the development of the HSTP with cooperation and input from a Project Advisory Committee that consisted of representatives from the CTA, Metra, Pace, the seven counties of northeastern Illinois, CMAP, IDOT, and organizations representing those with low incomes, individuals with disabilities, and older adults of the region. The Project Advisory Committee reviewed interim products, assisted with outreach efforts, and endorsed the HSTP.

Finding: The requirements for the HSTP have been satisfied. The appropriate transportation providers, stakeholders, and the public have been involved in the planning activities that led to the final HSTP document. The plan identifies transportation providers and provides details of existing services. The plan also evaluates the adequacy of those services in relation to identified disadvantaged populations and those with special needs. The HSTP provides strategies or activities concerning how transport deficiencies such as gaps and duplication of services can be addressed. The plan also provides a scoring system to evaluate proposed projects using a competitive selection process. This process considers project readiness and favors projects that provide high potential for future self sufficiency.

Self-Certification

Requirement: The State and MPO must certify at least once every four years to FHWA and FTA concurrent with the submittal of the entire proposed TIP that the metropolitan planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements. The FHWA and FTA must certify the metropolitan planning process in TMAs at least every four years.

Status: The MPO Policy Committee most recently self-certified the metropolitan transportation planning process as meeting all necessary requirements in January 2008. As part of this process, a short report was developed to indicate how the region was meeting its regulatory requirements.

Finding: The FHWA and FTA have accepted each of CMAP's self-certifications since the last Federal certification review.

Disposition of 2005 Review Findings

The report documenting the previous transportation planning certification review findings was issued on October 26, 2005. The FTA and FHWA certified the planning process and issued no corrective actions and delivered nine recommendations for improvements to the planning process. The Review Team notes the status of these nine recommendations as follows:

1. *All agreements, memoranda of understanding, applicable bylaws, or other organizational documents, should be reviewed and updated, as appropriate, prior to the completion of any MPO reorganization.*

Extensive efforts have been made to properly reflect the MPO Policy Committee and CMAP in all appropriate organizational documents. This recommendation is considered satisfied.

2. *The MPO should consider creating a tracking database to determine the success of past projects in UWPs. It would benefit the planning process in the region if this database was made public, either through the website or some other means, but the initial goal of this process should be to analyze the results of past planning studies within the UWP.*

The region's planning partners have implemented a quarterly progress reporting system for the UWP that will better enable the MPO to track and evaluate UWP investments. Additionally, CMAP is currently in the process of developing metrics based on these quarterly reports to assist in UWP project prioritization and selection. While these efforts will be expected to continue, this recommendation is considered satisfied.

3. *CATS should consider explicitly identifying the planning factors in the UWP and articulate the linkages between annual priorities and the planning factors.*

The MPO Policy Committee and the rest of CMAP is expected to provide leadership in supporting the implementation of *GO TO 2040* and this leadership should translate into greater accountability between UWP funding and the regional planning priorities established in *GO TO 2040*. This recommendation is continued but refocused on how specific UWP programs and projects support the implementation of *GO TO 2040*.

4. *CATS should continue to strengthen efforts to incorporate safety into all aspects of the transportation planning process through the establishment of measurable performance-based objectives.*

The MPO has demonstrated leadership in the advancement of safety conscious planning in the region and IDOT, ISTHA, and other implementing agencies are systematically employing safety countermeasures. While efforts need to continue to effectively integrate safety considerations in all aspects of planning and programming activities, this recommendation is considered satisfied.

5. *The MPO should consider adding a full-time staff position or contract position to update and maintain the CATS website.*

With the creation of CMAP, resources have been dedicated to the ongoing maintenance of the CMAP website. This recommendation is considered satisfied.

6. *CATS should develop a public comment tracking system to ensure that comments received are responded to in a timely manner, regardless of the agency responsible for responding.*

The Public Participation Plan identifies that CMAP tracks the number of public comments, how those comments changed plans, how public concerns and preferences were addressed, and whether the public understood the information provided. Interagency coordination on public comment responses has not been formalized, but rather relies on CMAP staff to follow up and ensure that public comments are appropriately addressed. This process has been successful for the large amount of public input into the *GO TO 2040* planning process so therefore, this recommendation is considered satisfied.

7. *CATS should continue their efforts in identifying key leaders in the Hispanic community to connect with to ensure that all affected parties are given ample opportunity to participate in the transportation process.*

The MPO has invested significant resources in analyzing the influence of Latino population growth on education, employment and income, transportation, housing and land use, health and recreation, and civic involvement. This recommendation is continued as further efforts are needed to strengthen relationships with Latino leaders as part of a proactive and comprehensive public participation process.

8. *The annual list of obligated project should be made more readily available via the website, in lieu of inclusion of the report in its entirety within the conforming TIP.*

The Regional Project Award and Obligation Report for Northeastern Illinois is published separately from the TIP and is available on the CMAP website. The recommendation is considered satisfied.

9. *Additional efforts should be made in the assessment and documentation of how transportation plans and projects affect minority and low income populations, thus ensuring compliance with Title VI.*

The UWP now includes an appendix that identifies the status of compliance with EEO programs, DBE program, Title VI, and Executive Order 12898 (Environmental Justice). In addition to providing documentation for Title VI certification, the UWP provides an analytical basis for supporting the certification that includes an assessment of planning efforts, monitoring Title VI activities, information dissemination, minority participation in the decision-making process and minority representation on decision making bodies. This recommendation is considered satisfied.

Finding and Recommendations

It is the conclusion of the Federal Review Team that the Chicago, Illinois TMA has a planning process consistent with the Federal planning requirements in 23 U.S.C. 134(i)(5) and 49 U.S.C. 1607. Based on the information in this review and the ongoing Federal oversight of the planning activities in the Chicago, Illinois TMA, FHWA and FTA jointly act to certify the transportation planning process of this region.

We also offer the following as priority recommendations to enhance the transportation planning process in this region.

1. Adoption of the *GO TO 2040* plan should be recognized as only the beginning of the road towards the Regional Vision. CMAP and leaders throughout Northeastern Illinois will ultimately determine the success of the *GO TO 2040* planning process through countless policy and investment decisions over the course of the next several years.
2. Policy directions and investments should be prioritized and selected using performance-driven criteria that lead to transparent, outcome-based decisions. A systematic approach to implementing the *GO TO 2040* preferred scenario will rely heavily on analysis of Regional Indicators data. As such, the Indicators will need to remain highlighted throughout ongoing planning efforts such as the TIP, CMP, and UWP. Additionally, CMAP must ensure that necessary resources are dedicated to collect, analyze, and communicate Indicators data.
3. CMAP should place emphasis on identifying sustainable revenue sources to match Federal planning funds that reflects the shared benefits of the planning process for local, regional, and state partners. Additionally, as the region pursues transportation policy that is further integrated with land use, economic, environmental, and social concerns; additional commitments of non-transportation funding will need to be secured.
4. CMAP should assemble and cultivate a diverse collection of stakeholders to coordinate and champion GHG reduction strategies. The MPO is a forum that should be used to develop support from key partners on climate action plans and their GHG reduction goals. While these actions directly respond to the threats of climate change, they should also support multiple sustainability goals that have been identified throughout the *GO TO 2040* planning process.
5. The application of CMAP Active Program Management policies should be complete and consistent. While these strategies are necessary to curb a high unobligated balance of CMAQ funds, effective and efficient program delivery should be a consideration for any prioritization of discretionary funding available to CMAP. As SAFETEA-LU reauthorization proposals consider increased programming responsibilities for metropolitan areas, CMAP should build on the Recovery Act implementation successes and Active Program Management and demonstrate an increased capacity to deliver essential transportation programs.

APPENDIX A

CHICAGO METROPOLITAN AREA PLANNING CERTIFICATION REVIEW DEFINITIONS OF ACRONYMS

ADA – Americans with Disabilities Act	ISTHA – Illinois State Highway Toll Authority
CAAA – Clean Air Act Amendments	ITS – Intelligent Transportation Systems
CAC – Citizens’ Advisory Committee	LOS – Level of Service
CATS – Chicago Area Transportation Study	LPA – Local Public Agency
CDOT – Chicago Department of Transportation	MPO – Metropolitan Planning Organization
CFR – Code of Federal Regulations	MYP – Illinois Department of Transportation Multi-Year Highway Program
CHSP – Comprehensive Highway Safety Plan	NAAQS – National Ambient Air Quality Standards
CMAP – Chicago Metropolitan Agency for Planning	NEPA – National Environmental Policy Act
CMAQ – Congestion Mitigation and Air Quality Improvement program	NHS – National Highway System
CMP – Congestion Management Process	NIRPC – Northwest Indiana Regional Planning Commission
CMS – Congestion Management System	PL – Metropolitan Planning funds
CREATE – Chicago Environmental and Transportation Efficiency program	PPP – Public Participation Process
CTA – Chicago Transit Authority	RTA – Regional Transportation Authority
DOT – Department of Transportation	RTP – Regional Transportation Plan
DBE – Disadvantaged Business Enterprise	SAFETEA-LU – Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users
DRI – Developments of Regional Importance	SIP – State Implementation Plan
EEO – Equal Employment Opportunity	STIP – State Transportation Improvement Program
EPA – Environmental Protection Agency	STP – Surface Transportation Program
FHWA – Federal Highway Administration	SOV – Single Occupancy Vehicle
FTA – Federal Transit Administration	TEA-21 – Transportation Equity Act for the 21 st Century
FY – Fiscal Year	TIP – Transportation Improvement Program
GHGs – Greenhouse Gases	TMA – Transportation Management Area
HSIP – Highway Safety Improvement Program	UPWP – Unified Planning Work Program
HSTP – Human Services Transportation Plan	USC – United States Code
HUD – Housing and Urban Development	USDOT – United States Department of Transportation
IDOT – Illinois Department of Transportation	UWP – Unified Work Program
IEPA – Illinois Environmental Protection Agency	UZA – Urbanized Area
ISTEA – Intermodal Surface Transportation Act of 1991	VMT – Vehicle Miles Traveled
	YOE – Year of Expenditure

APPENDIX B

CHICAGO METROPOLITAN AREA PLANNING CERTIFICATION REVIEW SITE VISIT AGENDA

TUESDAY, June 9, 2009

- 9:00 Introductions and Overview – Kendall County Room
- 9:15 Regional Perspective – Kendall County Room
Demographic Conditions and Trends
Regional Development Issues
Transportation Conditions and Trends
- 10:00 Concurrent Sessions
- A. Council of Mayors Executive Committee (begins at 9:30) – Cook Co. Room
- B. Organization and Administration of the Planning Process – Kendal Co. Room
Region Planning Act Implementation
CMAP Committees and Staff
Planning Partner Coordination and Cooperation
Boundaries and Agreements
Unified Work Program
Self Certification
- 12:00 Lunch
- 1:00 Regional Transportation Plan – Kendall County Room
Regional Vision
Land Use
Transportation Demand
Strategy Papers
Performance Measures and Regional Indicators Project
Environmental Mitigation and Consultation
Safety Conscious Planning
Financial Analysis
Capital Investment Fiscal Constraint
Mega Projects
Asset Management
- 5:00 Public Hearing
Metropolitan Planning Council
140 South Dearborn Street, Suite 1400
Chicago, IL 60603

WEDNESDAY, June 10

8:00 Concurrent Sessions

- A. CMAP Planning Committee – Cook County Room
- B. Public Participation in the Planning Process – Kendall County Room
 - Input from the Certification Review Public Hearing
 - Public Participation Plan
 - Development of the Planning Products
 - Title VI of the Civil Rights Act
- C. Freight – Will County Room
 - Existing and Projected Demand
 - Integration into Planning Process
 - Project Selection

9:30 CMAP Board/MPO Policy Committee Joint Meeting – Cook County Room

- Future of Transportation Discussion
- Funding Transportation
- The Next Federal Authorization
- The Role of the MPO

12:00 Lunch

1:00 Concurrent Sessions

- A. Transportation Systems Management – Will County Room
 - Congestion Management Process
 - Intelligent Transportation Systems
 - Security
- B. Program Development – Kendall County Room
 - Project Selection
 - Surface Transportation Program
 - Congestion Mitigation and Air Quality
 - Highway and Transit Programs
 - Transportation Enhancements
 - Transportation Improvement Program
 - TIP Amendments and Modifications
 - Annual List of Obligated Projects

WEDNESDAY, June 10 Continued

3:00 Concurrent Sessions

A. Air Quality – Kendall County Room

Transportation Conformity

Congestion Mitigation and Air Quality

Climate Change

B. Transit and Multi-Modal Planning - Will County Room

Transit Demand and Services

Coordinated Human Services Transportation Plan

Bicycle-Pedestrian Planning

THURSDAY, June 11

10:30 Close Out Meeting with Certification Review Participants

APPENDIX C

CHICAGO METROPOLITAN AREA PLANNING CERTIFICATION REVIEW PUBLIC MEETING ATTENDEES

Frank Beal, Chicago Metropolis 2020	Ed Paesel, South Suburban Mayors and Managers
Alan Bennett, Cook County	Damon Lee, Sustainable Transitions
Gerald Bennett, Cook County	Doug Willett, Energy & Environment
Roger Claar, Will County	Andrea Nair, Chicago Metropolis 2020
Joe Deal, Chicago	Jeffrey Rissman, Chicago Metropolis 2020
Russell Hartigan, Cook County	Justine Johnson, Chicago Metropolis 2020
Elliott Hartstein, Lake County	Mike King, ISTHA
Al Larson, Cook County	Thomas Snyder, DuPage Mayors and Managers Conference
Raul Raymundo, Chicago	Kama Dobbs, DuPage Mayors and Managers Conference
Andre Rice, Chicago	Paul Heltne, Citizen
Rae Rupp Srch, DuPage County	John Bechl, CCHD
Dan Shea, McHenry County	Jan Ward, Kane/Kendall Council of Mayors
Steve Schlickman, RTA	Catherine Kannenberg, Metra
John Biesel, Cook County	David Werner, FTA
Martin Buehler, Lake County	Victor Austin, FTA
Tom Cuculich, DuPage County	Jon-Paul Kohler, FHWA
Jack Groener, Metra	J.D. Stevenson, FHWA
Luann Hamilton, CDOT	John Donovan, FHWA
Joe Korpalski, McHenry County	Jason Osborn, McHenry County
John McCarthy, Private Providers	Hugh O'Hara, Will County Municipal Conference
Michael Payette, Class I Railroads	Tammy Wierciak, West Central Municipal Conference
Tom Rickert, Kane County	Mike Sullivan, Kane/Kendall Council of Mayors
T.J. Ross, Pace	Colin Murphy, Center for Neighborhood Technology
Jeffrey Schielke, Batavia	John Fortman, IDOT
David Simmons, CTA	Randy Blankenhorn, CMAP
Norm Stoner, FHWA	Jill Leary, CMAP
Larry Walsh, Will County	Dolores Dowdle, CMAP
Rocco Zuccherro, ISTHA	Don Kopec, CMAP
Tina Dalman, Daspin & Aument LLP/ULI	Gordon Smith, CMAP
Stacy Meyers-Glen, Openlands	Matt Maloney, CMAP
Joe McElroy, McElroy Associates	Bob Dean, CMAP
Jim Stack, IDOT	Patricia Berry, CMAP
Andy Plummer, RTA	Tom Garritano, CMAP
Chris Staron, Northwest Municipal Conference	Andrew Williams-Clark, CMAP
Chalen Diagle, McHenry County	Sherry Kane, CMAP
Len Cannata, West Central Municipal Conference	Ingrid Danler, Fox Waterway Agency
Mike Walczak, Northwest Municipal Conference	
Vicky Smith, Southwest Conference	
Bruce Christensen, Lake County	

Adam Gross, BPI
Phil Smith, DuPage County
David Seglin, CDOT
Maria Choca Urban, Center for
Neighborhood Technology
Kerry Cummings, Glenview
Larry Hartwig, Addison
Kenneth Johnson, Wood Dale
Larry Keller, West Dundee
Al Larson, Schaumburg
William Rodeghier, Western Springs
Jeffrey Sherwin, Northlake
Eugene Williams, Lynwood

Bud Flemin, South Suburban Mayors and
Managers
Pat Higgins, West Central Municipal
Conference
J. Jaedale, TCC
Dan Podgorski, Lansing
Chad Riddle, IDOT
Jack Wiaduck, Riverside
Janet Bright, CMAP
Ylda Cappriccioso, CMAP
Holly Ostdick, CMAP
Emily Tapia Lopez, Metropolitan Planning
Council