

**FY 2012 UWP Prioritization: Relevant Implementation Action Areas from *GO TO 2040***

#	Chapter	Action	Lead Implementers	Specifics	In progress by CMAP?
1	Coordinated Investment	Realign current programmatic and review responsibilities, both in transportation and non-transportation areas, to support <i>GO TO 2040</i>	CMAP	CMAP's programming activities should, as far as possible, be oriented toward implementing <i>GO TO 2040</i> . CMAP should realign its current programmatic and review responsibilities to support the plan. These responsibilities now include staffing project selection committees and selecting criteria for the allocation of Unified Work Program (UWP) and Congestion, Mitigation and Access to Information Quality Improvement (CMAQ) funds, oversight and monitoring of the Surface Transportation Program (STP), and an advisory role in reviewing water quality management plan amendments (the Facility Planning Area [FPA] process) and in reviewing Developments of Regional Importance (DRIs).	Yes- UWP and CMAQ committees are currently in deliberation
2	Land Use and Housing	Align funding for planning and ordinance updates	State (IDOT, DCEO, IHDA), RTA, CMAP, counties, municipalities, philanthropic	CMAP, IDOT, and RTA should coordinate funding programs to fund local plans and ordinance updates. Use funds to create new streamlined grant program for transportation, land use, and housing which assists local governments to create plans or ordinance updates that are consistent with <i>GO TO 2040</i> . This program should be able to fund ordinance changes, updates to local programs or policies, or similar activities, as well as plan preparation. Supplement these funding sources with philanthropic or other public and private sources as appropriate. In particular, funding from housing and economic development sources should also be included within this streamlined program.	Yes- Livable Communities Technical Assistance Program
3	Land Use and Housing	Develop regional infrastructure funding programs for plan implementation	State (IDOT), RTA, CMAP, counties, COGs	Create a pilot program meant to focus infrastructure funds to implement local comprehensive plans, modeled on programs in the Atlanta and San Francisco regions. Allocate a portion of funds currently programmed by the state (STP) and by CMAP (CMAQ) for this purpose. Retain the current programming of local STP funds, but encourage programmers to consider livability in their funding decisions.	No
4	Land Use and Housing	Continually review status of local plans	RTA, CMAP, counties, municipalities	Update the Compendium of Plans every two years. Use its findings to target planning technical assistance. This could include comprehensive planning assistance to communities that do not have current plans, and assistance with implementation to those that do. Also use results to identify missing or underemphasized elements of local comprehensive plans, such as housing affordability or water conservation. Include review of plan implementation status for plans funded through RTA grants.	Yes- Livable Communities Technical Assistance Program, Local Planning Assistance and upcoming SCI program
5	Land Use and Housing	Target technical assistance to communities demonstrating interest in furthering <i>GO TO 2040</i>	CMAP, RTA, counties, municipalities, nonprofits	Create menu of assistance "offerings" consistent with <i>GO TO 2040</i> , and clearly evaluate requests for assistance based upon conformance with these plan objectives. Proactively identify opportunities to provide community assistance.	Yes- Livable Communities Technical Assistance Program, Local Planning Assistance and upcoming SCI program
6	Land Use and Housing	Research and explore alternative land use regulation systems	CMAP, counties, municipalities, nonprofits	Research alternative systems such as SmartCode and FBC that address structure, form, and placement over conventional use-based, Euclidean zoning approaches. Coordinate with communities that have adopted alternative land use regulatory systems, assess performance, and provide resources and training for other communities interested in these methods.	Yes- Livable Communities Technical Assistance Program, Local Planning Assistance and upcoming SCI program
7	Land Use and Housing	Create model ordinances and codes	CMAP, counties, municipalities	Develop sample ordinances or codes in areas relevant to <i>GO TO 2040</i> that can be adapted by local governments. Examples include water conservation ordinances, housing rehabilitation codes, and parking regulations. At the same time that model ordinances are under development, work with a few case study communities to ensure that they can be adapted to work locally. CMAP should also promote best planning practices through publications highlighting local approaches to these issues.	Yes- Livable Communities Technical Assistance Program, Local Planning Assistance and upcoming SCI program
8	Land Use and Housing	Provide assistance in planning for affordable housing needs	CMAP, counties, municipalities, nonprofits	In partnership with interested communities, research local housing supply and demand and identify appropriate housing strategies. Provide direct technical assistance, in collaboration with other regional civic organizations, to communities seeking to develop a balanced supply of housing through locally-appropriate strategies such as community land trusts, land banking, housing preservation, employer assisted housing, inclusionary zoning, removal of regulatory barriers, strategies for vacant or foreclosed properties, furthering fair housing goals, or community acceptance strategies. Support local work through regionally-sponsored research such as the "Homes for a Changing Region" reports, the "Home Grown" best practices summary, or similar efforts.	Yes- upcoming SCI program will have housing component
9	Land Use and Housing	Use and enhance existing assistance technical assistance software tools	CMAP, counties, municipalities, nonprofits	Strategically deploy CMAP's Centers Toolkit, ROI tool, MetroQuest software, and the Metropolitan Planning Council's (MPC) Placemaking program. Develop an online "library" of best planning practices by local governments, to be continually updated and improved as technical assistance activities continue.	Yes- Livable Communities Technical Assistance Program, Local Planning Assistance and upcoming SCI program

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10	Land Use and Housing	Analyze ordinance outcomes	CMAP, counties, municipalities, nonprofits	In partnership with interested communities, CMAP should review existing ordinances to quantitatively analyze their impacts (in terms of stormwater runoff, local fiscal impacts, resulting housing cost, contributions to greenhouse gas emissions, and others). Also create visualizations that improve understanding of the outcomes of current ordinances.	Yes- Livable Communities Technical Assistance Program, Local Planning Assistance and upcoming SCI program
11	Land Use and Housing	Planning Commissioner workshops	CMAP, counties, municipalities, nonprofits	Provide a cycle of Planning Commissioner Workshops throughout the region every two years. Workshops will cover such issues as the importance of updating comprehensive plans, consistency of local ordinances with comprehensive planning policy, making defensible land use decisions, roles of planning commissions and zoning boards of appeals, and placing local land use decisions within a regional context. These also can include special sessions on topics of interest, such as transit-supportive land use, energy conservation, or parking regulation, to name a few.	Yes- Livable Communities Technical Assistance Program, Local Planning Assistance and upcoming SCI program
12	Land Use and Housing	Facilitate communication between communities facing similar challenges	CMAP, counties, COGs, municipalities	Support initiatives by COGs or counties that bring municipalities together in coordinated planning activities and information-sharing. CMAP should work with staff of the counties and COGs to help coordinate these efforts. CMAP should also identify communities sharing similar features facing similar planning challenges, and provide a facilitated environment to bring them together to work on solutions and share ideas collaboratively.	Yes- Livable Communities Technical Assistance Program, Local Planning Assistance and upcoming SCI program
13	Land Use and Housing	Encourage formation of formal collaborative planning efforts	CMAP, RTA, counties, COGs, municipalities	Encourage COGs and counties to lead formation of issue-specific collaborative planning groups to address issues such as housing, transportation, economic development, land use, water and related environmental issues, or others. Provide technical assistance to existing collaborative groups in research and mapping, developing model ordinances and overlay districts, seeking funding, interacting with state and federal agencies, and entering into intergovernmental agreements.	Yes- Livable Communities Technical Assistance Program, Local Planning Assistance and upcoming SCI program
14	Land Use and Housing	Identify and exploit additional opportunities for transit oriented development // Use livability principles to plan for land use in development near transit	CMAP, RTA, CTA, Metra, Pace, counties, municipalities, nonprofits // Counties, municipalities	Many communities have embraced TOD as a strategy to revitalize their downtowns, and plans for many of the most obvious locations for TOD have already been prepared. CMAP and other regional civic organizations should identify other potential opportunities for application of TOD strategies and initiate pilot TOD projects in areas where TOD is more difficult (i.e., locations with difficult land assembly, bus-based TOD, etc). // Counties and municipalities should pursue opportunities for more dense development which mixes uses and housing types within "location efficient" areas near transit services. Counties and municipalities can increase density by providing density bonuses (in exchange for affordable units), creating transit overlay districts, or using form-based codes to address community fit. This can occur both for existing transit services and areas where transit expansion is planned, and applies to both rail and bus service.	Yes- Livable Communities Technical Assistance Program, Local Planning Assistance and upcoming SCI program
15	Land Use and Housing	Update guidelines for transit-supportive land use	RTA, CTA, Metra, Pace	Update materials produced by the transit service boards concerning land use planning and small-scale infrastructure investments that support transit. These materials should include additional topics such as housing affordability that go beyond the density and design issues which are currently included.	n/a
16	Land Use and Housing	Require supportive land use planning before new transit investment is made	RTA, CTA, Metra, Pace	Consider supportive land use when making investment and programming decisions. The service boards should prioritize investments (new service in particular) in areas that have or are planning for land use and local infrastructure that supports transit.	n/a
17	Public Transit	Use other innovative funding sources	State (IDOT, Tollway), CMAP, RTA, CTA, Metra, Pace, counties, municipalities	The reliance of the transit system on sales tax has contributed to its current funding crisis. CMAP, in conjunction with potential funding partners, should investigate innovative financing such as value capture, or increasing the state gas tax and allocating a portion of the receipts to transit, in addition to the pricing strategies described above.	Yes- CMAP Policy Development
18	Public Transit	Strengthen RTA efforts on financial oversight // Identify methods and technologies to improve operational efficiency of the transit system	RTA, CTA, Metra, Pace // RTA	The RTA is charged with the financial oversight of the transit system. The recent funding crisis has highlighted the importance of this responsibility. In collaboration with the service boards, the RTA should focus its efforts on addressing the system's fiscal health, including increasing efficiencies and limiting cost increases moving forward. // The RTA should focus its efforts on addressing the system's fiscal health, particularly pursuing strategies for improving operating efficiencies and ending the continual cost increases that have compromised the integrity of the system.	n/a
19	Public Transit	Focus investments on maintenance and modernization	RTA, CTA, Metra, Pace	Continue to make the maintenance of the system at a safe and adequate level the top priority when making investment decisions. The transit service boards should also pursue opportunities to modernize and upgrade the system as part of routine maintenance to bring the system to a world-class level.	n/a
20	Public Transit	Adopt best practices in new technologies	State (IDOT), RTA, CTA, Metra, Pace, counties, municipalities	Use technological improvements to make the system more efficient. The use of transit signal priority systems, ART concepts, and traffic signal coordination in general are supported, particularly when integrated multimodally to form "smart corridors." Advanced scheduling and operations practices should also be used to improve the efficiency of demand-responsive services. Coordination with agencies that maintain roadways -- namely, IDOT, counties, and municipalities -- will be necessary to achieve some of these improvements.	n/a
21	Public Transit	Widely implement traveler information systems	RTA, CTA, Metra, Pace	Pursue the widespread implementation of traveler information systems, which can give real-time arrival information, assist in trip planning, inform commuters about parking availability, and serve other purposes. These can include signs at stations, websites and social media, station announcements, and other technologies.	n/a

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22	Public Transit	Consider user perception in vehicle purchases, and station design	RTA, CTA, Metra, Pace	Invest in improvements that make transit more attractive to potential users. State-of-the-art vehicles, clean and attractive stations, safe and convenient pedestrian access, inclusion of public art or other aesthetic features, and the overall appearance of transit has an impact on its use.	n/a
23	Public Transit	Establish seamless coordination between modes	RTA, CTA, Metra, Pace, counties, municipalities	Coordinate services and fares between the service boards, including pursuit of a universal fare payment system. Also, coordination with bicycle and pedestrian facilities and car-sharing services, which are often used by transit riders, can link transit seamlessly with other modes.	n/a
24	Public Transit	Improve evaluation measures and decision-making processes	CMAP, RTA, CTA, Metra, Pace	In light of limited funding, it is critically important to be able to evaluate projects against a variety of evaluation measures to make the best long-term decisions. CMAP should work with the RTA to develop improved transportation models that effectively measure the benefits of a variety of types of transit projects.	Yes- preliminary work in Policy Development and Regional Information and Data Development
25	Public Transit	Include transit components as part of major highway capital projects	State (IDOT, Tollway), RTA, CDOT, CTA, Metra, Pace	Include planning for transit (in most cases BRT, but also rAccess to Informationl in some cases) within highway projects recommended in the plan, including the Elgin-O'Hare projects, I-55 managed lane, I-90 managed lane, Central Lake County corridor, and the I-290 multimodal corridor.	n/a
26	Public Transit	Implement high-priority transit projects	RTA, CDOT, CTA, Metra, Pace	Advance recommended projects through the federal New Starts program or other discretionary funding programs. Highest priority projects for immediate action include the Red Line South extension, West Loop Transportation Center, and improvements to the north Red/Purple Lines, Union Pacific (N, NW, and W), Rock Island line, SouthWest Service, and possibly the I-290 multimodal corridor.	n/a
27	Public Transit	Link high-speed rail with regional transit and land use planning	RTA, CDOT, CTA, Metra, Pace, counties, municipalities	Advance the West Loop Transportation Center, which improves the connections between Metra and the CTA, as well as proposed high-speed rail service, and plan for supportive nearby land use. Plan for direct and convenient links between high-speed rail, Metra, and CTA in this location. Also, identify additional station locations within the region and plan for supporting transit services and land use.	n/a
28	Public Transit	Prioritize among potential bus service increases, extensions, and new service using regionally consistent criteria	RTA, CTA, Metra, Pace	Pursue bus expansion projects in areas where they are most likely to succeed. Expansions should be prioritized in part based on supportive local land use planning and infrastructure investment. The recommendations made above concerning technology and user percePublic Transition apply here as well. Potential transit markets should be tested with bus-based concePublic Transits such as ART or BRT before investing in rAccess to Informationl infrastructure.	n/a
29	Public Transit	Conduct detAccess to Informationled studies of prioritized corridors, and continually develop and evaluate major projects	RTA, CDOT, CTA, Metra, Pace	Conduct feasibility studies for projects that showed high potential but are not fully understood, and pursue innovative financing for beneficial unconstrAccess to Informationned projects. Identify potential major capital projects through corridor studies, county or COG transportation plans, or other regional efforts. Evaluate and consider these projects during regular updates to the plan.	n/a
30	Public Transit	Plan for land use specifically around major transit capital projects	CMAP, RTA, CTA, Metra, counties, municipalities	Prepare land use plans around stations of the CTA Red Line South extension, West Loop Transportation Center, and improvements to the CTA north Red and Purple Lines and Metra improvements to Union Pacific (N, NW, and W), Rock Island line, SouthWest Service, and possibly the I-290 multimodal corridor.	Yes- CMAP is taking part in some preliminary planning of supportive land use around the red line extension
31	Public Transit	Plan for land use specifically around BRT projects	CMAP, RTA, CTA, Pace, counties, municipalities	Study the best way to conduct land use planning to support BRT services which may be part of the Elgin-O'Hare projects, I-290 multimodal corridor, I-55 managed lane, I-90 managed lane, and the Central Lake County corridor. There are not good regional examples of how land use planning around expressway-based BRTs could occur, and a framework for this is needed.	No
32	Transportation Investments	Improve decision making models used for evaluating transportation projects	CMAP	CMAP should continue to lead in developing the analytical tools and techniques for project evaluation. As the agency coordinates planning for transportation, land use and housing, environment, and economic development, the quantitative models employed to make these evaluations should be upgraded toward integrated models with transportation, land use, and economic components.	Yes- Regional Information and Data Development.
33	Transportation Investments	Develop and utilize transparent evaluation criteria for the selection of projects, particularly ones adding capacity	State (IDOT, Tollway), CMAP, RTA, Metra, Pace, CTA	Well defined criteria are needed for the selection of projects, particularly new roads, projects adding capacity to existing facilities, and new or increased transit service. This will help make the process of allocating state and federal funds more transparent for the general public and allow for the most crucial improvements and projects to be completed first with the finite resources avAccess to Informationlable. CMAP has developed a set of criteria for evaluating major capital projects. IDOT, CMAP, and the transit agencies should coordinate on the use of these criteria and evaluate existing quantitative models for their degree of rigor and robustness. These evaluation criteria should be developed and vetted using a transparent regional process.	Yes- preliminary efforts in policy development
34	Transportation Investments	Ensure that the region's transportation projects are based on the above performance measures and align with the priorities of GO TO 2040	CMAP	CMAP has an important role to play in terms of whether or not finances should be allocated to transportation projects based on the above performance criteria, and whether the projects satisfy the direction of the long range plan, GO TO 2040. Changes and amendments to the TIP is the process by which such decisions can be made. CMAP staff should use criteria to measure the performance of projects, particularly larger, capacity-adding projects, in the TIP and make recommendations on action to the CMAP Board and MPO Policy Committee, who hold final say on whether or not projects should be included.	No

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35	Transportation Investments	Prioritize maintenance and modernization projects when making investment decisions	State (IDOT, Tollway), RTA, CTA, Metra, Pace, counties, municipalities	Investments that maintain and modernize the transportation system should be prioritized over major expansion projects. This modernization focus should serve as a policy backdrop for our transportation investment decisions on both the highway and transit side. Furthermore, research and planning staffs from implementing agencies should conduct more in-depth studies on the impacts of cost-effective modernization strategies, including the procurement of more state-of-the-art buses and trains. Other enhancement and modernization strategies include traveler information systems, bicycling and pedestrian improvements, better pavement materials, signal timing, and other intelligent transportation system (ITS) improvements. Projects of all types should take a multimodal approach, seeking to improve conditions for all travelers, including bicyclists and pedestrians.	n/a
36	Transportation Investments	Conduct a detailed study of potential gas tax replacement revenue mechanisms, particularly "pay-as-you-drive" fees like a vehicle miles traveled fee	Federal (U.S. DOT), CMAP	As the fuel efficiency of automobiles increases along with the use of non-petroleum based fuels, there will be a long term need to replace the MFT. This could take the form of a VMT fee. Existing Global Positioning System (GPS) technology has the dynamic potential to charge fees based upon location/roadway and time of day.	Yes- preliminary work completed (TDM strategy paper). More extensive work needed.
37	Transportation Investments	Complete operational study of the potential congestion pricing projects	State (IDOT, Tollway), CMAP	Complete the operational impact study on the three alternatives identified by the Regional Congestion Pricing Study undertaken by the Tollway, MPC and WSA. The three alternatives are I-90/94 Kennedy Reversibles between Edens I-94 and Ohio St, I-90 Jane Addams between I-290 and I-294, and I-55 Stevenson between I-294 and I-90/94.	No
38	Transportation Investments	Conduct further study of congestion pricing and managed lanes strategies with special attention paid to major capital projects	State (IDOT, Tollway), CMAP, RTA, Metra, Pace, CTA, counties, municipalities	Many of the constrained and unconstrained road expansion projects would lend themselves to congestion pricing as a potential revenue source. Continued study of these projects is needed to identify the best candidates.	No
39	Transportation Investments	Implement congestion pricing pilot projects // Manage transportation system to reduce peak-period congestion through congestion pricing	State (IDOT, Tollway), CMAP, RTA, Pace, CTA, CDOT // State (IDOT, Tollway), CMAP	Utilizing information collected in the regional and project level studies conducted, implement regional congestion pricing pilot projects. I-90 and I-55 are managed lanes projects specifically recommended in <i>GO TO 2040</i> - - these should be prioritized. // Analyze, evaluate, and institute congestion pricing on selected road segments.	No
40	Transportation Investments	Conduct detailed studies on potential parking pricing projects // Encourage subregional planning studies to include a parking pricing component	CMAP, municipalities // CMAP, RTA	Identify potential locations/areas where pricing for parking could be implemented and study the potential effects. // The use of both on and off-street parking should be analyzed as part of any subregional planning study that considers transportation. This may include studies at the corridor or downtown business district or even the industrial/office park planning levels.	No
41	Transportation Investments	Conduct detailed value capture studies	CMAP, RTA	To generate new funding for transit, the region needs to consider different value capture techniques on potential new or expanded transit infrastructure projects. The increased revenues can be used to offset operations deficits.	Yes- in progress under policy development
42	Transportation Investments	Provide objective analysis of potential projects and strategies // Consider public private partnerships in project development	CMAP // State (IDOT, Tollway), CMAP, RTA	CMAP as the regional planning agency can provide objective analysis on potential projects and the different finance models available to state, local, and private agencies. A strong focus should be placed on finding innovative finance mechanisms for major capital projects. // Based upon the analysis of potential projects and financing strategies, agencies should consider the use of PPPs on a project-by-project basis.	No
43	Access to Information	Launch the Regional Indicators Project's MetroPulse website // Launch and continually improve the Regional Indicators Project website	CMAP, the Chicago Community Trust // CMAP, the Chicago Community Trust	In collaboration with the Trust, CMAP will roll out a website that describes the tracking indicators. The website will also allow users to tabulate, graph or map this information. It will also allow users to save visualizations on a free account for instant recall. // Develop and maintain a website that describes the tracking indicators and allows users to tabulate, graph, or map this information. The website will be continually improved to incorporate new data sets and new technologies as they become available. Education and workforce development indicators are among those featured on the website.	Yes- funded by Chicago Community Trust
44	Access to Information	Increase the number of datasets shared by governments in the region with the public	CMAP	Develop a data warehouse with architecture flexible enough to store any new dataset that may arise in the foreseeable future. This warehouse should accommodate all types of geographies and all possible frequencies of update.	Yes- in progress under Data Sharing
45	Access to Information	Define best practices for regional data sharing and transparency	CMAP	Convene a working group of willing governmental and nonprofit data providers (including the state, counties, and regional entities) to lead the development of policy briefs, reports and analyses based on a continuous assessment of existing conditions in our own region and in comparison with best practices identified across regions. Among other things, these deliverables will include technical documentation on server-to-server linkages, machine-readable formats, open APIs (application programming interfaces) and metadata.	Yes- in progress under Data Sharing
46	Access to Information	Enhance the region's data warehouse	CMAP	Continue to maintain, update and expand the region's data warehouse. Moving forward, this will include transitioning from a storage to an archival function. This includes integrating local data with federal and state data and creating live links to data providers similar to <a href="http://data.gov">http://data.gov</a> .	Yes- MetroPulse and Transportation Data Archive
47	Access to Information	Develop and distribute data visualization tools to better inform decision making	CMAP	Expand and improve CMAP's data APIs so that partners can easily tap into the CMAP database using server-to-server links.	Yes- in progress under Data Sharing

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48	Access to Information	Develop pilot programs	CMAP	Conduct a pilot program to provide comprehensive technical assistance to one department from each of the following government entities: the state, one county, one municipality, and one regional transportation agency. Depending on the skill, technical capacity and organization of each entity's archive, these tasks will include data entry, data cleaning, development of data architecture, posting data online, development of server-to-server linkages and development of open APIs. This should be expanded to other willing partners who wish to participate.	Planned FY 11 and 12 work
49	Access to Information	Creating a mechanism to facilitate data sharing	CMAP	Create a data portal for every county and municipality in the region, based on the Regional Indicators Project engine. The Regional Indicators Project system is very powerful, but it focuses on regional, not municipal data. Moreover, the indicators data sets are limited to the 200+ indicators selected by CMAP working committees and advisory councils organized by the Chicago Community Trust. This additional functionality will also allow them to upload their datasets to our website, and see these data sets appear in their data portal.	Planned FY 11 and 12 work
50	Freight	Prioritize and implement the CREATE Program	Federal (U.S. DOT), State (IDOT), Amtrak, Metra, City of Chicago, freight rAccess to Informationroads	Prioritize the remaining projects based on criteria that factor in project readiness, available funding resources, and public benefit, and aggressively work to implement all of the 71 projects.	No
51	Freight	Develop the next phase of rail improvements	State (IDOT), Metra, CMAP, municipalities, freight rAccess to Informationroads	Develop a CREATE II program so that the regional rail system has the capacity to efficiently handle potential future traffic loads and meshes with an efficient system for local pick-up and delivery. CREATE II should seek to improve operating speeds and reduce congestion on all major mAccess to Informationnline routes traversing the Chicago region and by also increase terminal capacity.	No
52	Freight	Secure funding to complete the CREATE Program	Federal (Congress, U.S. DOT), State (General Assembly, IDOT), Amtrak, Metra, CMAP, municipalities, freight rAccess to Informationroads	Identify funding sources for continuing implementation of the CREATE Program infrastructure improvements. Funding sources that should be explored, but not limited to, include the following: local, state, federal grants, bond or loan opportunities, railroads, other private sources, and user fees.	n/a
53	Freight	Build a larger national coalition to support CREATE	Federal (Congress, U.S. DOT), State (General Assembly, IDOT), Amtrak, Metra, CMAP, municipalities, freight rAccess to Informationroads	To heighten the status of this program at the federal level, the importance of it and its benefits need to be communicated to stakeholders (elected officials, other MPOs, business community, public) throughout the country in order to gain broader endorsement, support, and funding.	No
54	Freight	Identify opportunities for dedicated freight corridor systems // Implement dedicated and managed truckways	State (IDOT, Tollway), Freight Authority, CMAP, municipalities // State (IDOT, Tollway), Freight Authority, CMAP, municipalities	Identify appropriate facilities and corridors, via truckways or truck-only lanes, in order to improve safety and increase efficiencies through separating large trucks and passenger vehicles. Provide an alternative for freight to avoid certAccess to Informationn corridors due to peak hour passenger vehicle congestion. Engage freight-industry stakeholders and communities in early discussions. Suggested corridors to study: Illiana, I-55, connections between intermodal freight terminals // Preserve right-of-way in potential corridors. Engage in feasibility studies and, if appropriate, preliminary engineering and construction. Provide freight-friendly designs, including pavement design, geometrics, sight distance, and land widths. Engage PPPs, as appropriate.	No
55	Freight	Catalog and update the region's truck routes	State (IDOT), CMAP, counties, municipalities	Analyze and map existing truck routes. Identify the gaps and inconsistencies in the current routes. Coordinate a logical and efficient system to update and implement a regional network of truck routes.	No
56	Freight	Address delivery times and parking restrictions	Counties, municipalities	Assess local delivery times and parking restrictions. Make changes where possible to reduce peak-period truck travel.	n/a
57	Freight	Explore the establishment of a governance structure, such as a Freight Authority, to identify issues, guide investments and advocate on behalf of the region	State (IDOT, Tollway), CMAP, counties, municipalities, freight carriers	Analyze and plan to establish a Freight Authority, preferably within an existing agency, to serve as an oversight agency for coordinating freight issues and investments in the Chicago region. The Authority should bring together the public and private sectors, working together toward accomplishing goals of mutual interest and benefit to the region. In its oversight capacity, the proposed body would have the authority to collect revenue (such as user fees or tolls) and issue bonds. The agency's oversight responsibilities would include all freight modes, as well as freight-related economic development opportunities within the region.	Yes
58	Freight	Conduct further study to implement use fees or container charges	State (IDOT, Tollway), CMAP, counties, municipalities, freight carriers	The largest hurdle to implementing improvements for freight is identifying funding and securing a revenue stream. The region should actively study various methods to collect user fees on contAccess to Informationner shipments as potential revenue source.	No
59	Freight	Include freight-related performance measures in project evaluation process	State (IDOT, Tollway), CMAP, counties, municipalities	Develop measures that take into account freight needs and deficiencies in evaluating potential transportation improvements. This performance-based approach will provide a more transparent and quantitative means of project evaluation, and instill more accountability into the project selection process.	No
60	Freight	Enhance freight modeling capacity	CMAP	Develop more robust modeling tools that will better predict local and regional impacts of freight based on changes in national and global freight systems. Also, assist to facilitate a better understanding of regional freight movements and impacts on our transportation network as well as nearby land use.	Yes- Regional Information and Data Development