



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Regional Coordinating Committee

Annotated Agenda

Wednesday, March 12, 2014

8:00 a.m.

Cook County Conference Room

233 S. Wacker Drive, Suite 800

Chicago, Illinois

1.0 Call to Order 8:00 a.m.

2.0 Agenda Changes and Announcements

3.0 Approval of Minutes – January 8, 2014

ACTION REQUESTED: Approval

4.0 GO TO 2040 Plan Update

4.1 Plan Indicator Targets

GO TO 2040 includes a set of performance measures under each recommendation area intended to serve as benchmarks for monitoring the progress of plan implementation. A revised set of indicators has been developed for the Plan Update and was presented to working committees in the fall. The second phase of this work involves developing short-term and long-term target values for the indicators, including a new short-term target value for the year 2020. Staff will present an overview of the process CMAP used to develop target values for the Plan Update.

ACTION REQUESTED: Discussion

4.2 Major Capital Projects

CMAP is evaluating the benefits and costs of proposed capital projects to help prioritize them for inclusion within the plan's fiscal constraint. Staff will present year-of-expenditure costs for the major capital projects previously discussed with the Transportation Committee and discuss the methods used to estimate these costs. Staff will also discuss the results of CMAP's evaluation of the performance of the projects. Later in the spring, staff will present a recommended list of major capital projects to fit within the plan update's fiscal constraint.

ACTION REQUESTED: Discussion

5.0 Freight Policy Update

Staff will provide an update to the Committee on recent efforts in freight policy, including the following:

- 5.1 Regional Freight Leadership Task Force
- 5.2 CMAP's comment on the draft Primary Freight Network
- 5.3 Coordination with major metropolitan areas, including a joint comment letter on the draft Primary Freight Network and freight principles for reauthorization.

ACTION REQUESTED: Information and Discussion

6.0 Transportation Consent Agenda: Semi-annual GO TO 2040/TIP Conformity Analysis & TIP Amendment

The public comment period ended February 17, 2014. No comments on the Conformity analysis or TIP amendment were received. Changes to six projects make up the proposed amendment. There are changes in the scope of work for two projects; two projects were brought into the TIP; one project was moved out of the TIP; and one project changed its completion year, crossing an analysis year. A memo detailing the proposed amendment and the results of the conformity analysis is attached.

ACTION REQUESTED: Recommend approval to the CMAP Board

7.0 State Legislative Update

Staff will update the Board on relevant legislative activities and the bills that we will be monitoring based on our [State Legislative Framework and Agenda](#).

ACTION REQUESTED: Recommend approval to the CMAP Board

8.0 Community Health, Land Use and Transportation Planning Workshop Update

With the help of CMAP's Human and Community Development Working Committee, CMAP held its first [Making the Connection: Community Health, Land Use, and Transportation Planning Workshop](#) on Monday, December 9, 2013. Staff will give an overview of the workshop, which focused on discussing coordination between public health, land use and transportation as well as understanding how CMAP can work with Counties and the City of Chicago to integrate these three areas into Local Technical Assistance (LTA) work.

ACTION REQUESTED: Information and Discussion

9.0 Other Business

10.0 Public Comment

This is an opportunity for comments from members of the audience. The Chair will recognize non-committee members as appropriate. Non-committee members wishing to address the Committee should so signify

by raising their hand in order to be recognized by the Chair. The Chair will have discretion to limit discussion.

11.0 Next Meeting- June 11, 2014

12.0 Adjournment

Committee Members:

___ Elliott Hartstein, chair

___ Frank Beal

___ Pat Carey

___ Allison Clement

___ Michael Connelly

___ Roger Claar

___ Sheri Cohen

___ Jack Darin

___ Al Larson

___ Andrew Madigan

___ Ed Paesel

___ Leanne Redden

___ Peter Silvestri

___ Thomas Weisner



Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

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Regional Coordinating Committee

DRAFT Minutes

Wednesday, January 8, 2014

Cook County Conference Room

233 S. Wacker Drive, Suite 800

Chicago, Illinois

Committee Members

Present:

Elliott Hartstein, Chair (CMAP Board), Frank Beal (City of Chicago- CMAP Board), Pat Carey (Cook County-Economic Development Cmte.), Allison Clement (Metropolitan Mayors Caucus- Housing Committee), Sheri Cohen (Chicago Dept. Public Health-Human & Community Services Cmte.), Michael Connelly (CTA- Transportation Committee), Jack Darin (Sierra Club- Environment and Natural Resources Cmte.), Al Larson (Northwest Cook County- CMAP Board), Andrew Madigan (City of Chicago- CMAP Board), Ed Paesel (South Suburban Mayors & Managers Assoc.-Land Use Cmte.), Thomas Weisner (Kane/Kendall Counties- CMAP Board)

Members Absent:

Roger Claar (Will County- CMAP Board), Leanne Redden (RTA- CMAP Board), Peter Silvestri (Cook County- CMAP Board)

Others Present:

Bruce Carmitchel- IDOT, Reggie Arkell- FTA, Bruce Christensen- Lake County, Chris Staron- NWMC, Brian Hacker- Metra, Jennifer Becker- Kane/Kendall Council of Mayors, Deb Spencer- Metropolitan Planning Council

Staff Present:

Randy Blankenhorn, Jill Leary, Matt Maloney, Jesse Elam, Don Kopec, Jacki Murdock, Brian Peterson, Lindsay Hollander, Simone Weil, Gordon Smith, Patricia Berry, Elizabeth Schuh, Alex Beata, Ylda Capriccioso, Jason Navota

1.0 Call to Order

Elliott Hartstein-Chair, called the meeting to order at 8:10 a.m., and asked committee members to introduce themselves.

2.0 Agenda Changes and Announcements

There were no agenda changes or announcements.

3.0 Approval of Minutes – October 9, 2013

A motion was made to approve the minutes of the October 9, 2013 meeting as presented. All in favor, the motion carried.

4.0 Transportation Alternatives Program

CMAAP staff Jesse Elam presented the FY 13/14 Transportation Alternatives program. This is a new program under MAP-21 for funding non-motorized transportation, and MPOs have the responsibility for programming the funds. In all, eight projects were selected for funding for a total of \$17.4 million, and CMAAP staff used performance based criteria for making the evaluations. A question was posed about the continuation of this program after this funding cycle. Staff replied that while there will likely be a continuing resolution of MAP-21, the future status of this program is unknown.

A motion was made to recommend approval of the FFY 2013/14 Transportation Alternatives Program to the CMAAP Board. All in favor, the motion carried.

5.0 Reorienting State and Regional Economic Development- Lessons Learned from National Examples

CMAAP staff Simone Weil delivered a presentation of this new staff report—the first installment of a two part series—that explores some of the states and metropolitan regions that have developed innovative strategies to reorient economic development practices. Some of these examples could prove instructive for Illinois and metropolitan Chicago. The examples include broad-based state policies; the implementation of regional collaboration and cluster support; and improvements to transparency and accountability. Based on this research, CMAAP envisions opportunities for the State of Illinois and metropolitan Chicago to improve upon current economic development practices. This research will be undertaken in the next phase of this effort.

Chairman Hartstein led the committee through a brief discussion of the report, specifically related to the major challenges the region faces in attracting and retaining economic development. The members discussed the relevance of this report given the IL General Assembly's recent discussions around reforming tax incentives. Publicly, members of the business community have stated that tax incentives are not critical to their location decisions, but privately, these deals remain pervasive with questionable economic benefit to the region or state. Uncoordinated job training programs and workers compensation laws were also cited as overall detriments to the region's economic future. The importance of local control versus a more regional approach was also addressed. A question was posed to staff about other national examples to draw from. Staff responded that the most relevant examples are showcased in the report.

6.0 GO TO 2040 Update— Financial Plan for Transportation

CMAAP staff Lindsay Hollander presented detailed information on the updated Financial Plan for Transportation as part of the GO TO 2040 Plan Update process. The plan update is scheduled for approval in October of this year. Staff provided an update on final forecasted transportation revenues and expenditures. These include core transportation revenues as well as "reasonably expected revenues", which are new revenues the region

will require if it is to be able to maintain, modernize, and expand the existing system. CMAP staff estimates the following: 1) the expenditures for operating and maintaining the transportation system will exceed the core revenues forecasted to be available over the planning horizon of 2015-40 by approximately \$4.5 billion. Moreover, the expected funding will not allow for additional modernization, enhancements, or expansions to the system. 2) In order to fiscally constrain modernization and expansion activities within the long-range planning context, numerous new sources of reasonably expected revenues should be advanced as major transportation policy priorities in the GO TO 2040 update.

A number of questions were posed to staff about the financial plan document. Committee members asked how the forecasts might affect major capital projects (staff replied that the major capital project list would be provided in the spring), how the state capital bond program was being addressed in the forecasts (staff replied that CMAP had assumed two new major bond programs over the planning horizon), how public private partnerships were being addressed (staff replied that these would be considered on a project-by-project basis with implementers, with relevant assumptions about cost efficiencies), and whether there exists the political will to move forward on some of the reasonably expected revenues (staff replied that an “action plan” would be provided for the next meeting which would clarify some of these issues.)

7.0 2014 State Legislative Agenda

CMAP staff Gordon Smith provided a summary of CMAP’s 2014 state legislative agenda, which includes a number of specific items regarding transportation revenues, performance-based funding, innovative transportation financing, transparency, and more. Committee members asked about CMAP’s overall leadership role with legislation, specifically about reasonably expected revenues and public transit issues. Staff responded that CMAP has not directly led legislative campaigns in the past, but remains directly engaged in the conversations about these important priorities.

8.0 Other Business

There was no other business.

9.0 Public Comment

There was no public comment.

10.0 Next Meeting

The Regional Coordinating Committee meets next on March 12, 2014.

11.0 Adjournment

At 9:30 a.m., a motion to adjourn was made and seconded. All in favor, the motion carried.



MEMORANDUM

To: Regional Coordinating Committee

From: Craig Heither

Date: March 12, 2014

Re: Plan Update Indicator Targets

In November staff presented to the working committees the set of indicators to be used in the update to GO TO 2040. The second phase of this work involves identifying short-term and long-term target values for the performance measures. Including target values in the plan update is essential, as they provide a benchmark against which implementation of specific goals in the plan can be quantified.

The first task in developing these target values was collecting the available data updates for the performance measures. Establishing the current conditions of the indicators set baseline values that were used to develop short-term and long-term targets. For GO TO 2040 indicators that will be included in the plan update, data on the current conditions informed the decision on whether modifying the short-term target values was necessary. For new indicators being introduced, establishing baseline values was essential for developing target values and for understanding the current context of the measure. A new short-term target value for the year 2020 was developed for all of the indicators.

Staff will present an overview of the process CMAP used to develop target values for new indicators and to modify targets for existing indicators, when necessary. Please find a draft report, discussing the indicator targets proposed for the plan update, at the following URL: <http://cmap.is/indicatortargets>.

ACTION REQUESTED: Discussion



MEMORANDUM

To: Regional Coordinating Committee

From: CMAP Staff

Date: March 5, 2014

Re: Project evaluation and costs for the capital element of the GO TO 2040 update

For the major capital element of the GO TO 2040 update, CMAP is estimating the benefits and costs of proposed capital projects to help prioritize them for inclusion within the plan's fiscal constraint. This memo provides year-of-expenditure costs for the major capital projects previously discussed with the Transportation Committee and documents the methods used to estimate these costs. It then provides the results of CMAP's evaluation of the performance of the projects. Later in the spring, staff will present a recommended list of major capital projects to fit within the plan update's fiscal constraint.

Costs of the major capital projects

Fiscal constraint requires costs to be in year-of-expenditure dollars (YOE\$) and to include both capital and operations and maintenance (O&M) costs. Thus, estimates are needed of both types of costs as well as the years in which these expenditures are expected to take place. Through fall and early winter, CMAP staff worked with implementers to update project information including scope, costs, phasing plans, and the portion of the project that would involve the addition of new capacity.

Capital costs

Capital costs were provided directly by the project sponsor. When provided in current year (or earlier) dollars, costs were escalated to YOE\$ by assuming 3 percent annual cost inflation, the same as the assumption used in the GO TO 2040 financial plan for capital maintenance expenditures. Project phasing was taken into account when that information was available. When the sponsor provided costs in YOE\$ but used a different cost escalation factor, costs were deflated to the base year and then escalated at 3 percent. In some cases, project sponsors did not provide a year within the time horizon of the plan. For those projects, the construction year is left blank and no YOE\$ costs are calculated.

In CMAP's financial plan, the constrained cost of major capital projects is only the amount needed to build and operate new capacity. However, many major capital projects include elements of reconstruction as well as capacity addition. For example, add-lanes projects frequently include reconstruction of the existing facility along with addition of the new lane. The proportion of capital costs required for new capacity and reconstruction was provided directly by the project sponsor.

Operating costs

Operating costs were generally estimated from information provided by sponsors. For highway projects, operating costs were estimated by applying unit costs (per year per lane-mile) to the amount of new capacity, then inflating the cost each year by 3 percent. The unit cost estimate for non-tolled highways was derived from costs for FY09 – FY13 operations on the interstate system provided by IDOT District 1. The estimate for Tollway projects was derived from information provided by the Tollway on operating costs for the Elgin-O'Hare Western Access project. The estimate for the Illiana was taken from back-up material for the Illiana Expressway project study.

Except when directly provided by the sponsor, annual operating costs for transit projects were assumed to be 1 percent of the initial construction cost. In these cases, half of the transit operating cost was assumed to be covered through farebox recovery and therefore would reduce the cost of the project required to be fiscally constrained. Again, operating costs were inflated by 3 percent each year. These are the same assumptions previously used for transit projects in the major capital element of the GO TO 2040 plan.

Role of project-specific revenues

Unless they have already been counted in the financial plan forecasts, any revenues specifically generated by a project help offset the constrained cost of the project. Accounting for project revenues is somewhat complex, but the following points can be made for specific projects.

- The Illiana Expressway is assumed to be tolled and to utilize a public-private partnership. [CMAP's earlier analysis of the project](#) found that, under a "moderate" financing scenario (neither optimistic nor pessimistic), a \$710 million public contribution would be required to help fund the Illiana. It was assumed that this amount would have to be provided by 2040. After accounting for financing costs, then, project revenue is estimated to offset 53% of the Illiana Expressway's capital and ongoing operations costs.
- The revenues of Tollway projects funded under Move Illinois are included in the financial plan forecast, with the exception of the Elgin-O'Hare Western Access (EOWA) project. CMAP staff used back-up material provided by the Tollway to estimate the portion of EOWA project costs recovered by tolls from that facility. Additional revenues from congestion pricing were not assumed in the estimate, but based on CMAP staff's work, congestion pricing could offset an additional 9 percent of the constrained cost over and above flat tolling.

- Construction of the extension of IL 53 and IL 120 bypass (the Central Lake County Corridor) is not included in the Move Illinois program. Cost estimates were provided by Tollway staff and revenue estimates were derived from the 2012 Blue Ribbon Advisory Committee recommendations. They include tolling the new capacity as well as tolling existing Route 53, indexing tolls to inflation and congestion pricing.
- The I-55 and I-290 managed lanes projects were assumed to have variable tolling with rates set to keep traffic moving at the speed limit. Both the capital and operating costs of priced managed lanes will be higher than on a newly added general purpose lane, mainly because electronic toll collection (ETC) systems will be needed. However, work by staff suggests that the revenue generated by these lanes would reduce the constrained cost by 24 percent on I-290 and 19 percent on I-55 in comparison to a non-priced managed lane alternative.
- Several projects may have opportunities to generate additional revenue. In particular, projects that create significant additional accessibility in a concentrated area may raise surrounding property values, creating an ideal opportunity to pursue value capture strategies. CMAP staff is seeking guidance from the Transportation Committee and its individual members on how to address these revenue opportunities to lower the constrained costs of projects.

Managed lanes methodology

Revenue for I-55 and I-290 was estimated from a previous [CMAP study of congestion pricing](#). The costs of building and operating the electronic toll collection (ETC) systems were estimated from backup material for the 2010 study by the Tollway and the Metropolitan Planning Council. To estimate the total project capital cost, the costs related to ETC (detection equipment, gantries, etc.) were added onto the capital costs provided by the implementers. Additional costs related to lane separation were assumed negligible (striping only). Operating costs for ETC were taken from a survey of other managed lanes projects in the backup material. To account for financing costs, construction was assumed to be financed through bonds with a 20-year term, 6 percent interest, and a debt coverage ratio of 2.0. Revenue was assumed to grow at 1 percent while costs grow at 3 percent.

Results

The full list of projects and their costs is in Table 1 starting on the next page. The second-to-last column in bold type indicates the new capacity costs considered for fiscal constraint, while the last column describes the reconstruction costs associated with that new capacity. The “current fiscal constraint status” column indicates whether the project was on the constrained list in GO TO 2040 or amended into the plan since then, with ‘C’ meaning constrained and ‘U’ meaning unconstrained. Currently constrained projects come to \$12.96 billion for new capacity with an additional \$8.53 billion in associated reconstruction costs for \$21.49 billion in total. No YOES costs are provided for projects outside the planning horizon.

Table 1. Costs of major capital projects.

Project	Project information					Costs for new capacity in YOES\$b					Associated reconstruction costs, YOES\$b
	Sponsor	Current fiscal constraint status	Year	Capital cost, 2014\$	Percent of cost for new capacity	Capital cost, YOES\$b	Operating costs to 2040, YOES\$b	Total project cost, YOES\$b	Cost offset by new project-specific revenue	Cost considered for fiscal constraint, YOES\$b	
Elgin O'Hare Western Access*	Tollway	C	2020	2.15	99%	2.52	0.20	2.72	52%	1.11	0.03
I-90 Managed Lane	Tollway	C	2016	1.27	17%	0.23	0.07	0.30	0%	0.30	1.11
Central Lake County Corridor	Tollway	C	2028	2.10	88%	2.78	0.08	2.87	26%	2.12	0.39
I-294/I-57 Interchange Addition	Tollway	C	2024	0.35	75%	0.35	0.01	0.36	0%	0.36	0.12
I-55 Managed Lane	IDOT	C	2020	0.40	80%	0.38	0.03	0.41	19%	0.33	0.10
I-290 Managed Lane	IDOT	C	2020	1.60	20%	0.38	0.01	0.39	24%	0.30	1.53
Illiana Expressway	IDOT	C	2016	1.00	100%	1.06	0.23	1.29	53%	0.71	0.00
I-190 Access Improvements	IDOT	C	2020	0.38	20%	0.09	0.00	0.09	0%	0.09	0.36
Circle Interchange	IDOT	C	2015	0.41	20%	0.08	0.01	0.09	0%	0.09	0.34
Elgin O'Hare Exwy Far West Extension	Tollway	U	-	0.24	100%	-	-	-	-	-	-
Elgin O'Hare Exwy West Extension	Tollway	U	-	0.20	100%	-	-	-	-	-	-
I-294 Central Tri-State Mobility Imprvmnt	Tollway	U	2025	1.04	25%	0.36	0.05	0.41	0%	0.41	1.08
I-55 Add Lanes - I-80 to Coal City Rd.	IDOT	U	-	0.84	20%	-	-	-	-	-	-
I-57 Add Lanes	IDOT	U	2030	0.90	80%	1.15	0.01	1.16	0%	1.16	0.29
I-80 Managed Lanes - Ridge Road to US	IDOT	U	2020	0.75	20%	0.18	0.12	0.30	0%	0.30	0.72
I-80 Managed Lanes - US 30 to I-294	IDOT	U	-	0.45	80%	-	-	-	-	-	-
I-80 to I-55 Connector	IDOT	U	-	0.10	100%	-	-	-	-	-	-
IL 394	IDOT	U	-	0.60	40%	-	-	-	-	-	-
Red Line Extension (South)	CTA	C	2020	1.70	82%	1.66	0.23	1.90	0%	1.90	0.37
Red/Purple Line Modernization	CTA	C	2020	4.20	64%	3.21	(0.06)	3.15	0%	3.15	1.81
UP Northwest Extension	Metra	C	2020	0.58	50%	0.35	0.19	0.54	0%	0.54	0.35
SouthWest Service Improvements	Metra	C	2020	1.03	25%	0.31	0.16	0.47	0%	0.47	0.92
UP North Improvements	Metra	C	2020	0.45	25%	0.13	0.07	0.21	0%	0.21	0.40
UP West Improvements	Metra	C	2017	0.52	25%	0.14	0.08	0.22	0%	0.22	0.43
Rock Island Improvements	Metra	C	2020	0.05	25%	0.02	0.01	0.02	0%	0.02	0.05
West Loop Transportation Ctr: Phase 1	CDOT	C	2020	0.84	75%	0.75	0.30	1.05	0%	1.05	0.25
West Loop Transportation Ctr: Phase 2**	CDOT	U	-	2.09	100%	-	-	-	-	-	-
Blue Line West Extension	CTA	U	-	2.57	75%	-	-	-	-	-	-
Brown Line Extension	CTA	U	-	4.14	75%	-	-	-	-	-	-
Circle Line South (Phase II)	CTA	U	-	1.00	75%	-	-	-	-	-	-
Circle Line North (Phase III)	CTA	U	-	2.24	75%	-	-	-	-	-	-
Orange Line Extension	CTA	U	-	0.50	75%	-	-	-	-	-	-
Yellow Line Enhancements and	CTA	U	-	0.29	75%	-	-	-	-	-	-
Express Airport Train Service	CTA	U	-	1.80	50%	-	-	-	-	-	-

Project	Project information					Costs for new capacity in YOES\$b					Associated reconstruction costs, YOES\$b
	Sponsor	Current fiscal constraint status	Year	Capital cost, 2014\$	Percent of cost for new capacity	Capital cost, YOES\$b	Operating costs to 2040, YOES\$b	Total project cost, YOES\$b	Cost offset by new project-specific revenue	Cost considered for fiscal constraint, YOES\$b	
BNSF Extension	Metra	U	2020	0.84	100%	1.00	0.54	1.54	0%	1.54	0.00
BNSF Improvements	Metra	U	-	0.45	25%	-	-	-	-	-	-
Heritage Corridor Improvements	Metra	U	-	0.20	25%	-	-	-	-	-	-
Metra Electric Improvements	Metra	U	-	0.45	25%	-	-	-	-	-	-
Metra Electric Extension	Metra	U	2020	0.29	50%	0.17	0.09	0.27	0%	0.27	0.17
Milwaukee District North Extension	Metra	U	2020	0.64	75%	0.58	0.31	0.89	0%	0.89	0.19
Milwaukee District North	Metra	U	2020	0.13	75%	0.12	0.06	0.18	0%	0.18	0.04
Milwaukee District West Extension	Metra	U	2020	0.42	75%	0.38	0.20	0.58	0%	0.58	0.13
Milwaukee District West Improvements	Metra	U	-	0.45	25%	-	-	-	-	-	-
North Central Service Improvements	Metra	U	-	0.33	50%	-	-	-	-	-	-
Rock Island Extension	Metra	U	-	0.32	100%	-	-	-	-	-	-
SouthEast Service	Metra	U	2017	0.83	75%	0.68	0.37	1.05	0%	1.05	0.23
SouthWest Extension	Metra	U	-	0.33	50%	-	-	-	-	-	-
STAR Line	Metra	U	-	3.00	100%	-	-	-	-	-	-
Central Area Transitway	CDOT	U	2020	0.36	75%	0.33	0.13	0.46	0%	0.46	0.11
Mid-City Transitway	CDOT	U	-	1.60	100%	-	-	-	-	-	-
Total for all projects										19.79	11.48
Total for currently constrained projects										12.96	8.53

* Operating costs for the Elgin O'Hare Western Access project are already included in the financial plan expenditure forecasts, so they are not counted as part of the constrained cost here.

** In GO TO 2040, the West Loop Transportation Center was considered one project. As a result of the Union Station Master Plan, it was broken into two projects.

Performance of the major capital projects

The primary tool used to evaluate the major capital projects was CMAP's regional travel demand model. The characteristics of individual projects were coded into the model based on information supplied by the project sponsors. Travel conditions in 2040 were compared with the project (build scenario) and without the project (no-build scenario). Economic impacts were calculated using commercial software based on outputs from the travel demand model. Air emissions were computed using U.S. Environmental Protection Agency software. Impacts caused by spinoff development – increase in imperviousness and potential damage to green infrastructure – were estimated using a spreadsheet analysis based, again, on outputs from the travel demand model. The evaluation measures were previously discussed with the Transportation Committee and are similar to the measures used in GO TO 2040:

- **Long-term economic development** – Measured by gross regional product in 2040, which is the total business output in the region less the value of inputs, reported in millions of dollars. This measures long-term gains from a more efficient transportation system rather than short-term gains from economic activity associated with facility construction.
- **Congestion** – Measured by vehicle-hours traveled in congested conditions (“congested VHT”), both in the region as a whole and in a five-mile corridor around the facility.
- **Work trip travel time** – Change in the average commute time in the region, in minutes, by auto or transit.
- **Mode share** – Measured as net new daily transit trips, where transit projects are evaluated for their ability to induce transit trips and highway projects are evaluated for their potential negative effect on transit use.
- **Jobs-housing access** – Measured as the number of jobs that can be reached by auto within 45 minutes or by transit within 75 minutes.
- **Air quality** – Measured as the change in carbon dioxide equivalent emitted by the transportation system in the region, in tons per year. The emissions of pollutants CMAP calculates under the Clean Air Act’s transportation conformity requirements are ozone precursors and fine particulate matter. Emissions of these pollutants generally track with carbon dioxide emissions and for simplicity were not reported.
- **Natural resource preservation** – Two measures were used to try to capture impacts on natural resources: the creation of impervious surface and potential damage to regional green infrastructure. A well-accepted proxy measure for degradation of water resources, impervious surface is created directly by a facility as well as by encouraging spinoff development in undeveloped areas. Potential impact on terrestrial resources was measured by the number of households expected to locate in areas identified as ecologically important in the [Chicago Wilderness Green Infrastructure Vision](#).
- **Infill and reinvestment** – Measured by the percent of trips using the facility that originate within current municipal boundaries, which indicates the extent to which existing communities benefit from a project.
- **Facility condition** – For improvements or additions to existing facilities, reconstruction and modernization is a typical part of the project. Thus, existing facility condition is a relevant metric for prioritization. For highway projects, conditions were measured by the Condition Rating Survey (IDOT roads only). Higher values indicate better condition with a maximum of nine. Facility condition was not examined for transit projects because data are not available to do so.

- **Freight** – Measured as heavy truck vehicle-hours traveled in congested conditions, both in the region as a whole and in a five-mile corridor around the facility. This measure was computed only for highway facilities.

Summary of project evaluation results

Tables 2 and 3 below report the evaluation results as the change in the measure, i.e., the build scenario minus the no-build scenario. The baseline value for 2040 is provided at the bottom of the tables for comparison. Because the projects are small relative to overall travel in the region in 2040, modeling in some cases shows insignificant results. In those cases, the results are reported as '---'. It is important to emphasize that the evaluation is a planning-level comparison rather than the more detailed modeling required for project studies.

Roadway extensions typically have relatively large effects on regional mobility and accessibility. For instance, the Central Lake County Corridor reduces system congestion more than any other project, while the Elgin O'Hare Western Access project makes significantly more jobs available within a 45-minute drive. Several of the roadway extensions have fairly large economic benefits as well, much of which is driven by improved access to customers and suppliers for businesses. On the other hand, these roadway extension projects have higher costs and higher negative impacts as well. The Illiana Expressway is projected to create nearly 2,000 acres of impervious surface and induce the location of about 500 new households in important areas identified in the Green Infrastructure Vision, while the Central Lake County Corridor would create 2,200 acres of impervious surface and potentially induce 1,800 households to locate within the regional green infrastructure network (although the [Illinois Route 53/120 Corridor Land Use Plan](#) that CMAP is developing in conjunction with Lake County is expressly meant to lower such potential impacts). Overall environmental impacts are lower with the Elgin O'Hare Western Access because it is in an already-developed area.

Greenhouse gas emissions (GHG) from roadway extensions are variable. By reducing congestion, highway projects also reduce GHG emissions, since emission rates generally decrease as speeds increase. On the other hand, an overall increase in driving brought about by the project can offset this effect. The balance of these two competing factors is reflected in the handful of highway projects that show significant changes in GHG emissions. Lastly, highway extensions by themselves tend to affect transit ridership negatively. Many of the capital projects have transit elements (typically express bus or bus rapid transit) under consideration for them, but no specific information was available for modeling. Inclusion of transit elements in highway projects is expected to offset negative impacts on overall transit ridership. In one case transit ridership increases with highway construction; this is likely because the project increases accessibility to transit stations by car.

Table 2. Evaluation results for highway projects: 2040 build minus no-build.

Project	Current fiscal constraint status	Gross regional product (\$ millions annually)	Regional congested VHT (daily)	Corridor congested VHT (daily)	Work trip travel time by auto (minutes)	Transit trips (daily)	Number of jobs accessible within 45 minutes by car	Carbon dioxide emissions (tons/year)	Number of households located in Green Infrastructure Vision areas	New impervious surface in project corridor (acres)	Percent of trip origins within current municipal borders	Heavy truck regional congested VHT	Heavy truck corridor congested VHT	Current Condition Rating Survey
Elgin O'Hare Western Access	C	\$598	-10,031	-3,433	-0.14	-882	21,688	38,476	---	---	96%	555	452	7.4
I-90 Managed Lane	C	\$93	-21,048	-13,699	-0.12	-1,366	8,129	88,422	---	732	90%	-1,138	-883	---
Central Lake County Corridor	C	\$1,203	-64,406	-39,788	-0.37	-4,633	8,296	---	1,779	2,203	87%	-5,811	-2,625	---
I-294/I-57 Interchange Addition	C	\$95	---	936	---	-1,011	---	---	---	---	75%	---	141	---
I-55 Managed Lane	C	\$371	-8,347	-3,342	---	-2,531	4,966	---	---	---	94%	---	---	7.8
I-290 Managed Lane	C	\$272	-4,498	-1,566	---	---	5,491	-48,693	---	---	98%	---	-111	8.6
Illiana Expressway	C	\$425	-4,441	-1,471	---	---	3,849	99,528	478	1,948	42%	-997	-78	---
I-190 Access Improvements	C	---	-6,808	-981	---	-1,116	---	---	---	---	89%	---	---	4.5
Circle Interchange	C	\$295	-7,247	1,108	---	-1,073	3,484	---	---	---	97%	---	164	7.6
Elgin O'Hare Exwy Far West Extension	U	---	---	-1,482	---	---	---	---	---	---	97%	---	---	---
Elgin O'Hare Exwy West Extension	U	---	---	-2,808	---	1,202	---	---	---	---	96%	---	---	---
I-294 Central Tri-State Mobility Imprvmt	U	\$609	-15,245	-12,320	---	---	17,664	-66,690	---	---	94%	-3,522	-3,219	---
I-55 Add Lanes - I-80 to Coal City Rd.	U	---	---	-1,739	---	---	---	---	---	---	61%	-522	-256	8.6
I-57 Add Lanes	U	---	---	-6,664	---	---	---	---	---	---	69%	-968	-895	7.7
I-80 Managed Lanes - Ridge Road to US 30	U	---	---	-3,259	---	---	---	---	---	---	77%	---	-218	8.5
I-80 Managed Lanes - US 30 to I-294	U	---	---	-1,129	---	---	---	---	---	---	81%	373	--	8.2
I-80 to I-55 Connector	U	---	7,591	-520	---	---	---	-60,707	---	---	34%	---	---	---
IL 394	U	---	-9,054	-1,294	---	---	---	---	---	---	73%	-377	-93	7.4
Baseline*		\$802,516	1,482,436	---	32.81	1,519,043	1,089,994	32,192,565	52,272	674,928	---	69,426	---	---

* Baseline values of '---' are not included because the statistics are specific to each project.

Table 3. Evaluation results for transit projects: 2040 build minus no-build.

Project	Current fiscal constraint status	Gross regional product (\$ millions annually)	Regional congested VHT (daily)	Corridor congested VHT (daily)	Work trip travel time by transit (minutes)	Transit trips (daily)	Number of jobs accessible within 75 minutes by transit	Carbon dioxide emissions (tons/year)	Number of households located in Green Infrastructure Vision areas	New impervious surface in project corridor (acres)	Percent of trip origins within current municipal borders
Red Line Extension (South)	C	---	---	-860	---	708	2,382	---	---	---	100%
Red/Purple Line Modernization	C	---	---	-2,168	---	1,283	---	---	---	---	100%
UP Northwest Extension	C	---	-8,135	-3,608	---	9,359	17,421	---	356	---	94%
SouthWest Service Improvements	C	\$127	---	956	---	1,722	6,156	---	---	---	98%
UP North Improvements	C	---	-7,502	-4,711	-0.17	3,299	5,415	---	---	---	84%
UP West Improvements	C	---	-9,216	-2,703	-0.20	4,315	19,063	---	---	---	99%
Rock Island Improvements	C	---	---	-1,692	---	2,421	---	---	---	---	100%
West Loop Transportation Center: Phase 1	C	---	---	---	---	---	---	---	---	---	---
West Loop Transportation Center: Phase 2	U	\$417	---	---	-0.89	15,870	34,001	---	---	---	99%
Blue Line West Extension	U	---	---	---	---	4,372	8,153	---	---	---	100%
Brown Line Extension	U	\$149	---	2,743	---	881	---	---	---	---	100%
Circle Line South (Phase II)	U	\$416	---	---	-0.11	5,926	-8,379	-41,194	---	---	100%
Circle Line North (Phase III)	U	\$437	---	---	---	5,583	-4,859	---	---	---	100%
Orange Line Extension	U	---	---	---	---	2,363	---	---	---	---	100%
Yellow Line Enhancements and Extension	U	---	---	---	---	4,124	---	---	---	---	100%
Express Airport Train Service	U	---	---	2,282	---	---	---	---	---	---	100%
BNSF Extension	U	---	---	-718	---	---	---	---	257	---	95%
BNSF Improvements	U	---	---	---	---	3,045	12,104	---	---	---	100%
Heritage Corridor Improvements	U	---	---	---	---	2,822	19,174	---	---	---	99%
Metra Electric Improvements	U	\$211	---	---	---	5,800	---	---	---	---	99%
Metra Electric Extension	U	---	-10,678	---	---	---	---	---	---	---	83%
Milwaukee District North Extension	U	---	---	---	0.18	3,299	---	-42,130	551	524	99%
Milwaukee District North Improvements	U	---	---	---	---	---	---	---	---	---	97%
Milwaukee District West Extension	U	---	---	1,018	---	---	---	---	---	---	96%
Milwaukee District West Improvements	U	---	---	---	---	586	9,975	---	---	---	100%
North Central Service Improvements	U	---	---	---	---	1,286	9,884	-43,180	---	---	98%
Rock Island Extension	U	---	---	493	---	---	---	---	243	---	84%

Project	Current fiscal constraint status	Gross regional product (\$ millions annually)	Regional congested VHT (daily)	Corridor congested VHT (daily)	Work trip travel time by transit (minutes)	Transit trips (daily)	Number of jobs accessible within 75 minutes by transit	Carbon dioxide emissions (tons/year)	Number of households located in Green Infrastructure Vision areas	New impervious surface in project corridor (acres)	Percent of trip origins within current municipal borders
SouthEast Service	U	\$190	---	---	---	5,016	14,381	-52,130	407	---	100%
SouthWest Extension	U	---	---	-56	---	---	---	---	---	---	82%
STAR Line	U	---	---	---	---	1,271	13,978	---	220	---	100%
Central Area Transitway	U	---	---	---	---	7,058	13,726	---	---	---	99%
Mid-City Transitway	U	\$137	---	---	-0.22	4,594	31,697	---	---	---	100%
Baseline*		\$802,516	1,482,436	---	43.96	1,519,043	840,121	32,192,565	52,272	674,928	---

* Baseline values of '---' are not included because the statistics are specific to each project.

Like highway extensions, transit extensions typically have relatively large effects as well. For example, several of the transit extensions are able to put tens of thousands of additional jobs within reach in a reasonable commute time. They also have lower impacts on natural resources in their corridors, although a few do tend to increase development pressure on areas identified in the Green Infrastructure Vision. In general, transit extensions to areas that are poorly served by transit currently tend to show greater net increases in ridership while transit projects in transit-rich areas partly take their riders from existing services. Thus, a commuter rail extension to an outlying area may show a relatively high increase in overall ridership while a rapid transit project shows lower net ridership gains even though it has higher usage. Transit improvements typically have large reconstruction elements associated with them, but new capacity and service enhancement can combine to provide significant benefits. For instance, several of the transit improvement projects make 10,000 - 20,000 more jobs accessible.

With some exceptions, additions to existing highways typically have more modest effects than construction of new facilities. The I-90 managed lane project performs well because of its length and the congestion in the corridor, as does the Central Tristate Mobility Improvements project. Both reduce overall hours traveled in congested conditions with a large portion of the benefit to freight haulers. In general, additions to existing highways would be expected to support infill/reinvestment goals better, but it should be noted that several of the add-lanes projects have relatively low benefit to existing communities because they are on the outer portions of expressways. The add-lanes projects tend to have lower environmental impacts than the highway extension projects.

Two expressway-to-expressway interchanges were modeled. Although it adds some new capacity, the Circle Interchange is mostly a rehabilitation project. While the weighted average condition rating score (7.6) puts it in good condition, portions of it are in much worse condition. While it was not modeled, the project is expected to reduce the number of crashes through the interchange as well. The interchange at I-294/I-57 is a new project at the only location where two interstates cross but do not interchange. Neither project shows a significant regional congestion reduction benefit and is expected to slightly worsen congestion in the surrounding corridor.

Projects not modeled

Several projects identified in the “[universe](#)” of major capital projects discussed with the Transportation Committee in January were not modeled. The reasons are as follows:

- DuPage “J” Line – The Cook-DuPage Corridor Study determined that an arterial rapid transit (ART) system is more feasible. Since this project would no longer be considered a major capital project, it was not modeled.

- O'Hare to Schaumburg Transit Service – Similarly, this project is expected to be bus rapid transit (BRT), likely running in a shoulder lane on the Elgin-O'Hare Expressway. As such, it is not considered a separate major capital project.
- Inner Circumferential rail service – The CREATE Program has shown that freight conflicts make this project infeasible.
- South Lakefront Corridor – The Chicago South Lakefront Corridor Study recommended that the Gold Line project not advance further.

Please note that while they are not itemized with specific costs broken out, ART and BRT projects continue to be priorities for GO TO 2040. These projects are included in the systematic enhancements budget of the financial plan. They should be eligible for federal funding and be allowed to proceed through the federal project development process.

Conclusion

As required by federal regulations, the GO TO 2040 plan update will include a list of fiscally constrained major capital projects, which are priority projects that the region intends to build within the time frame and the funding envelope of the plan. This memo provides year-of-expenditure costs for the major capital projects and summarizes the performance of the projects. A list of prioritized major capital projects will be discussed with the Transportation Committee later in spring.

ACTION REQUESTED: Discussion

###

Update on Regional Freight Leadership Task Force

GO TO 2040 and the subsequent CMAP Freight Cluster Drill-Down Report call for a Regional Freight Authority to be explored to address institutional and funding barriers affecting the freight system in northeastern Illinois. To move this recommendation forward, GO TO 2040 calls for the region to convene freight stakeholders and transportation implementers to discuss potential institutional models for a Regional Freight Authority, including consideration of revenue sources and governance issues. CMAP is convening the Regional Freight Leadership Task Force to meet this call.

In June 2013, the CMAP Board approved the membership of the Regional Freight Leadership Task Force. The Task Force first met in October 2013 and will continue meeting through May 2014, with a final report to the CMAP Board expected in June 2014. The Task Force's webpage is available here: <http://www.cmap.illinois.gov/about/involvement/committees/other-groups/regional-freight-leadership-task-force>, and the direct link to minutes and other meeting materials is available here: <http://www.cmap.illinois.gov/about/involvement/committees/other-groups/regional-freight-leadership-task-force/minutes>. All materials described below are available at the second website.

The remainder of this document summarizes the materials produced to date.

October 18, 2013

The first meeting of the Task Force introduced the scope and membership of the Task Force. Staff presented on the economic importance of freight to northeastern Illinois and also provided an overview of ongoing freight groups at the national, state, and regional levels.

November 15, 2013

The second meeting of the Task Force focused on case studies. Staff provided background material on three freight institutions: the Alameda Corridor Transportation Authority in Southern California, the Freight Mobility Strategic Investment Board in Washington State, and KC SmartPort in the Kansas City metropolitan area. Guest speakers representing each of the case studies presented to the Task Force.

January 10, 2014

The third meeting of the Task Force discussed institutional models. Staff presented a review of the case studies, and also presented background material on conceptual models for freight institutions, reviewed the scope of a "Regional Freight Authority" envisioned in GO TO 2040, and surveyed existing institutions in northeastern Illinois that are relevant to freight.

February 7, 2014

The fourth meeting of the Task Force reviewed potential revenue sources. To frame that discussion, staff provided background information on illustrative project costs, past efforts at regional freight planning, and current programming processes.



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January 22, 2014

U.S. Department of Transportation
Docket Management Facility
1200 New Jersey Avenue, SE
Room W12-140
Washington, DC 20590-0001

Re: Docket No. FHWA-2013-0050

To Whom It May Concern:

The Chicago Metropolitan Agency for Planning (CMAP) appreciates this opportunity to comment on the draft Primary Freight Network element of the National Freight Network (NFN), as published in the Federal Register on November 19, 2013. Goods movement is of critical importance to northeastern Illinois, which is home to seven Interstate highways, six of the seven Class I railroads, the only direct link to the Mississippi River and Great Lakes waterways, and the second busiest U.S. air cargo gateway as measured by value of shipments.

The U.S. DOT has requested comments on numerous aspects of the draft Primary Freight Network (PFN). CMAP has published three guiding principles for the Primary Freight Network, which are presented under the "Policy Comments" below. These principles offer both a critique of the draft PFN and suggestions for improvement. Based on these principles, this letter next offers "Technical Comments" on the draft PFN that recommend the retention, addition, or deletion of specific highway facilities in our region. CMAP consulted with regional stakeholders including the seven counties in our region, the City of Chicago Department of Transportation, the Illinois Tollway, and the Illinois Department of Transportation (IDOT).

Copies of CMAP's geodatabase, which contain our technical edits to the draft PFN, are available via our FTP website:

ftp://ftp.cmap.illinois.gov/pub/data/DraftPFN_CMAP/. The username is "cmapftp" and the case-sensitive password is "CMAPread2013".

Board Members

Gerald Bennett, Chair
Rita Athas
Frank Beal
Roger Claar
Elliott Hartstein
Al Larson
Lisa Laws
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Raul Raymundo
Rick Reinbold
William Rodeghier
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Thomas Weisner

Non-voting Members

André Ashmore
Sean O'Shea
Leanne Redden

Executive Director

Randy Blankenhorn

Policy Comments

Per MAP-21, the purpose of the NFN is to strategically direct resources to the highway corridors that are most critical to freight. The NFN will be composed of the Primary Freight Network (PFN), the remainder of the Interstate system not included in the PFN, and critical rural freight corridors. The PFN will consist of 27,000 centerline miles of roadway that the U.S. DOT will designate, with MAP-21 allowing U.S. DOT to designate an additional 3,000 miles of existing and future roadways. States will then designate critical rural freight corridors. In its Federal Register announcement, U.S. DOT also designated a 41,000-mile PFN network it would prefer to designate in the absence of the 27,000-mile cap.

In light of these national developments in freight policy, CMAP has laid out three guiding principles on how to use and improve the PFN. Discussed as follows, these principles provide the foundation for our PFN comments to U.S. DOT.

Principle 1: Expand the PFN to Include a Multimodal Freight Network

Freight movement encompasses a complex network of truck, rail, water, air, and transfers via intermodal connectors. However, MAP-21 directs U.S. DOT to limit its scope to the highway network. This narrow focus constrains the utility of the PFN, particularly in metropolitan areas. For example, while 67 percent of goods movement in the Chicago region occurs via truck, six of the seven Class I railroads have major terminals in the region, and Chicago remains the only location to directly link the Mississippi and Great Lakes waterways. Further, O'Hare International Airport and Midway International Airport comprise the second busiest air cargo gateway in the U.S. by value of shipments.

Metropolitan areas often serve as critical hubs or gateways for non-highway modes, and these movements will not be captured in either the PFN or NFN. CMAP encourages U.S. DOT and Congress to remain cognizant of this issue and take a broader approach to defining the national freight system in future authorization bills.

Principle 2: Capture Urban Freight Corridors

The draft PFN fails to capture the complex nature of goods movement in metropolitan regions, particularly the "first and last mile." This is partly due to limitations of using national data, which lack the granularity necessary to be useful at the metropolitan level, as well as the restrictive mileage cap. Additionally, by differently weighting the various "freight factors"—criteria and data sources used to develop the network—U.S. DOT could have better reflected the importance of urban freight corridors.

Intermodal connectors provide some of the most important roadway links between the national highway system and intermodal facilities. The CMAP region contains 18 active intermodal terminals, yet many of the routes to these critical terminals are not represented in the PFN. CMAP believes that including these intermodal connectors in the PFN, rather than Interstates, may be more appropriate for large metropolitan areas, especially since all Interstates are already included in the NFN. In efforts to provide U.S. DOT with scenarios that capture more of the urban freight network, CMAP chose to supplement our principal PFN changes and additions with an "Alternative Scenario" described in Appendix D. In both scenarios, CMAP removed

interstate mileage and reallocated it to select intermodal connectors and freight-critical arterial roads.

Principle 3: Utilize Performance-Based Funding

Identifying the roadways that are critical to goods movement is an important first step towards establishing a national freight agenda as advocated in GO TO 2040, the comprehensive regional plan for northeastern Illinois. However, the objective behind the PFN has not been identified, nor has the PFN been attached to a funding source.

As discussed previously, the NFN needs to be expanded to include multimodal freight movement and better capture metropolitan freight movement. With only 27,000 miles of freight roadways across the nation to be identified as critical to goods movement, plus the remainder of the Interstate Highway System, it is vital that the NFN have the greatest impact in improving freight efficiency. Should these elements be addressed so that the PFN reflects the dynamics of metropolitan freight movements, the PFN could be used in a performance-based funding system to select projects. In practice, U.S. DOT could prioritize projects on the PFN or NFN for assistance through discretionary programs like Projects of National and Regional Significance (PNRS), Transportation Investments Generating Economy Recovery (TIGER), and Transportation Infrastructure Finance and Innovation Act (TIFIA).

Further, an appropriately designated PFN and NFN could be **tied to any new freight “core” funding program**, much as the National Highway Performance Program is currently restricted to the National Highway System. Such an approach would steer federal resources to freight-significant highway corridors.

The NFN, particularly in urban areas, should benefit from additional incentives. First, the federal government could **allow larger federal cost participation** on NFN routes, covering up to 95 percent of total project costs. This share would be consistent with the incentive currently offered in MAP-21 for eligible projects identified in state freight plans. This incentive could also apply to all federal funding sources, not only to a future freight core program.

Additionally, the federal government could further incentivize investments in the NFN by **removing barriers to tolling these facilities**. Allowing the tolling of both existing and future capacity on the NFN would enable state and local governments to manage passenger travel demand and also fund additional improvements within these corridors. It is important to note that an *eligibility* to allow tolling is not a *requirement* to allow tolling; state and local governments should have the discretion to implement tolling where it best meets local needs.

Technical Comments

The U.S. DOT requested that freight stakeholders inspect the draft PFN and propose route additions and deletions while providing justification for each action. CMAP made edits to the draft 27,000 mile PFN network, but we also made comments on errors in and expected future changes to an expanded 41,000-mile network, per U.S. DOT’s request. This 41,000-mile network was studied by the U.S. DOT when considering the proposed PFN designation.

CMAQ used the shapefile provided by U.S. DOT to assess the adequacy of the PFN in capturing urban freight movement in the Chicago region. As mentioned in the Policy Comments, CMAQ made changes that emphasize intermodal connectors and the arterial network as opposed to the Interstate network, since all Interstates will be captured in the NFN.

Segments Added, Subtracted and Retained in the Draft PFN

Along with this letter, CMAQ is submitting a geodatabase that specifies the recommended additions and deletions to the draft PFN in northeastern Illinois. Appendix A includes a map that provides a regional overview of these changes. Appendix B itemizes CMAQ's recommended changes to the draft PFN.

Listed in Appendix B, each segment in the PFN is given a suggested action, an explanation for that action, and any supporting data. The suggested actions include:

- Segment is recommended for addition to the Primary Freight Network.
- Segment is recommended for deletion from the Primary Freight Network.
- Segment is recommended to remain in the Primary Freight Network.

As requested by U.S. DOT, the mileage added to the PFN in the CMAQ region was roughly equal to the mileage we deleted from the PFN. See Tables 1 and 2 for more details.

Table 1. Changes Made to the PFN in the CMAQ Region

Mileage with No Change	Mileage Added	Mileage Deleted
325	53.52	53.55

Table 2. Net Effects of PFN Changes

Original Mileage	Recommended Mileage	Difference in Mileage
379	378	-0.03

In the suggested edits listed in Appendix B, CMAQ eliminated Interstate and expressway facilities from the PFN that did not provide connections outside the region, including I-94/Edens Expressway, I-88, I-355, and portions of I-57. CMAQ chose to retain Interstate mileage that provides connectivity outside of northeastern Illinois (e.g., I-94/Tri-State Tollway, I-90, I-80, I-57, and I-55), and that accommodates critical through movements and access to major regional industrial corridors (e.g., I-294, I-290). CMAQ also noted the Elgin O'Hare Western Access project, a new facility that has broken ground and will be critical to future freight movements (the Elgin O'Hare Western Access project is also identified as a major capital project in GO TO 2040.) CMAQ also recommends eliminating US 41/South Lake Shore Drive from the PFN, since trucks are prohibited on this highway except on a short section of auxiliary lanes.

For arterial roads and intermodal connectors, CMAP recommends the addition of full highway corridors on the National Highway System (NHS) providing linkages to NHS Intermodal Freight Connectors and the intermodal connectors themselves. Several of the corridors were only partially included in the FHWA proposal, without logical termini. These additions will provide continuous routes with logical termini providing access to substantial truck trip generators. To support these additions, CMAP provided brief explanations and supporting data, including the number of daily heavy commercial vehicles (HCVs), HCVs as a percent of annual average daily traffic (AADT), and annual intermodal terminal volumes supported by the NHS mainline corridor or connector.

Technical Corrections to the 41K Draft PFN

While not included in its recommended changes to the draft PFN, CMAP wanted to take this opportunity to point out several suggested corrections to U.S. DOT's list of intermodal connectors, which were included in U.S. DOT's expanded 41,000-mile study network. Some of these edits are included in both the 27,000 and 41,000-mile network.

Appendix C lists CMAP's corrections to the expanded 41,000-mile network and expected future updates; these segments are not included in our suggested changes to the PFN. Specifically, these comments include:

- Changes to the status or route of the segment to reflect existing conditions.
- Changes to NHS intermodal freight connectors approved by the Chicago region's MPO Policy Committee that modify the 41,000-mile network.
- Segment represents future construction recommended for future addition to primary freight network. As mentioned earlier, MAP-21 allows for U.S. DOT to designate an additional 3,000 centerline miles of existing and future unbuilt roadways to the PFN. Accordingly, these routes are not included in the 53.5 modified miles, and are assigned 0.0 miles in the detailed table in Appendix C.

CMAP's MPO Policy Committee has approved changes to NHS intermodal freight connectors IL30P_03 (Stony Island, a bridge that doesn't exist), IL122R_01 (West Ave., a relocated terminal gate), IL122R_02 (West, 157th, and Park, a relocated terminal gate), and IL27R_01 (Jefferson and Fort Hill, a closed intermodal terminal). These NHS changes have been approved by IDOT and U.S. DOT and are included in Appendix C. Additionally, CMAP's MPO Policy Committee has approved changes to several additional connectors, which are expected to be approved by IDOT and U.S. DOT in the near future. These changes are also listed in Appendix C.

Conclusion

CMAP applauds the recent and increasing federal interest in freight. Not only is goods movement critical to our nation's economic competitiveness, but it plays a disproportionate role in the Chicago region, which is North America's preeminent freight and logistics hub.

Our policy comments on the draft Primary Freight Network are guided by three principles: (1) expand the PFN to include a multimodal freight network, (2) capture urban freight corridors,

and (3) utilize for performance-based funding. Achieving the first two principles will help to establish a transportation system that could be used to help steer resources to the nation's most critical freight facilities.

Our primary technical comments are included in the first scenario described in this letter and outlined in Appendices A, B, and C. Included in Appendix D is an Alternative Scenario that removes all interstates and instead highlights arterial streets with 1,000 HCV or more per day. While the Alternative Scenario is not a complete picture of the urban freight network, it better captures the urban freight system and highlights connections to the intermodal connectors and arterial roadways that connect freight facilities and major generators of freight activity to the larger Interstate system.

Thank you for this opportunity to comment. Please let us know if we can provide further information.

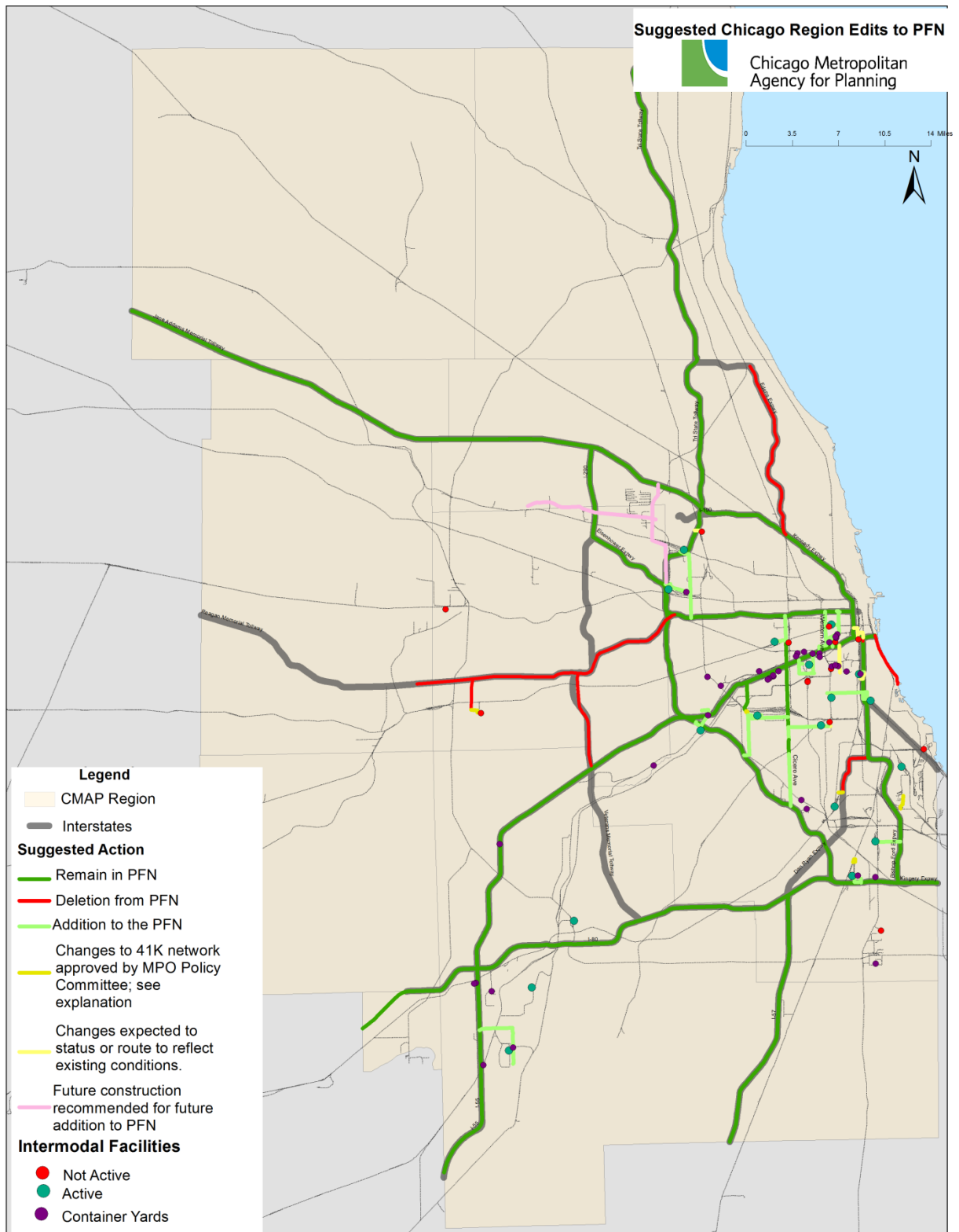
Sincerely,

A handwritten signature in blue ink, appearing to read "Randall S. Blankenhorn". The signature is fluid and cursive, with the first name being more prominent.

Randall S. Blankenhorn
Executive Director

JM:RSB/stk
attachment

Appendix A: Edits to the Draft PFN, Regional Map



Appendix B: Segments to Add, Delete and Retain in the PFN

Name	Action	Segment Limits	Explanation	Supporting Data	Length (Miles)
I90	Support Primary Freight Network Recommendation	I-90 from DeKalb Co Line to I-94 junction (south)	Serves critical freight infrastructure and high-volume through freight traffic		66.7
I294	Support Primary Freight Network Recommendation	I-294 from I-94 (Deerfield) to I-80 (Hazel Crest)	Serves critical freight infrastructure and high-volume through freight traffic		46.5
I290	Support Primary Freight Network Recommendation	I-290 from I-90 (Schaumburg) to I-90/94 (at Circle)	Serves critical freight infrastructure and high-volume through freight traffic		28.8
I80	Support Primary Freight Network Recommendation	I-80 from Morris Two Line, Grundy Co to Indiana	Serves critical freight infrastructure and high-volume through freight traffic		45.9
I55	Support Primary Freight Network Recommendation	I-55 from US 41/Lake Shore Dr to Grundy Co Line	Serves critical freight infrastructure and high-volume through freight traffic		58.0
I57	Support Primary Freight Network Recommendation	I-57 from I-80 to Kankakee County Line	Serves critical freight infrastructure and high-volume through freight traffic		19.0
I94	Support Primary Freight Network Recommendation	I-94 from I-90 junction (south) to I-80	Serves critical freight infrastructure and high-volume through freight traffic		14.9

Name	Action	Segment Limits	Explanation	Supporting Data	Length (Miles)
S50	Support Primary Freight Network Recommendation	IL 50 from Ogden Ave to 79th Street	IL 50 Freight Corridor. Access to Midway Airport, CSX Bedford Park, NS Landers, BNSF Cicero Terminals	IL 50 HCV up to 7650; 14% HCV. CSX Bedford Park lifts 838,168. NS Landers: 419,582, Cicero 418,003	6.3
S43	Support Primary Freight Network Recommendation	IL 43 from I-55 to 71st Street	IL 43 Freight Corridor. Access to CSX Bedford Park terminal	IL 43 HCV up to 4300, 9% HCV. CSX Bedford Park annual lifts 838,168	2.5
S50	Support Primary Freight Network Recommendation	IL 50 from 87th Street to US 12/20	IL 50 Freight Corridor. Access to Midway Airport, CSX Bedford Park, NS Landers, BNSF Cicero Terminals	IL 50 HCV up to 9000 21% HCV. CSX Bedford Park lifts 838,168. NS Landers: 419,582, Cicero 418,003	1.0
Pulaski Rd	Support Primary Freight Network Recommendation	Pulaski from 0.15 miles south of I-55 to 41st/14R	Access to 14R BNSF Corwith intermodal terminal	4050 HCV; 10% HCV. BNSF Corwith annual lifts: 806,336	0.1
I94	Support Primary Freight Network Recommendation	I-94 from Wisconsin State Line to I-294	Serves critical freight infrastructure and high-volume through freight traffic		24.0
I88	Delete from Primary Freight Network	I-88 from I-290 to 21.54 miles west of I-294	Segment does not provide through connectivity outside of the region. Interstate highways are included in National Freight Network		20.8
S59	Delete from Primary Freight Network	IL 59 from I-88 to Jefferson	BNSF Auto Transload 27R has been closed. Connector deletion approved by MPO, IDOT, and FHWA	N.A.	2.3

Name	Action	Segment Limits	Explanation	Supporting Data	Length (Miles)
I57	Delete from Primary Freight Network	II-57 from -94 to 4.06 miles south of I-94	Segment does not provide through connectivity outside of the region. Interstate highways are included in National Freight Network		3.9
I355	Delete from Primary Freight Network	I-355 from I-88 to 0.22 miles north of I-55	Segment does not provide through connectivity outside of the region. Interstate highways are included in National Freight Network		6.9
U41	Delete from Primary Freight Network	US 41 from I-55 to 54th Street	Trucks are prohibited on this section of US 41, except a short section of auxiliary lanes.	Trucks prohibited except for short section.	4.0
La Salle Ave	Delete from Primary Freight Network	I-90/94 Chinatown feeder ramp, not LaSalle St	Interstate Ramp, not intermodal connector	N.A.	0.3
I94	Delete from Primary Freight Network	I-94 from US 41 junction to I-90 junction (north)	Segment does not provide through connectivity outside of the region. Interstate highways are included in National Freight Network		13.5

Name	Action	Segment Limits	Explanation	Supporting Data	Length (Miles)
US 12/45	Add to Primary Freight Network	US 12/45 from IL 64 to US 20	US 12/45, not IL 21. Mannheim Corr. NHS route serving 3R CP Bensenville and 4R UP Global II intermodal connectors	3350 HCV; 9% HCV. US 12/45, not IL 21. UP Global II lifts: 255,749; CP Bensenville Lifts: 243,322	0.7
US 12/45	Add to Primary Freight Network	US 12/45 from Belmont Ave to IL 64	US 12/45, not IL 21. Mannheim Corr. NHS route serving 3R Bensenville and 4R UP Global II intermodal connectors	2750 HCV varies; 7% HCV. US 12/45, not IL 21. UP Global II lifts: 255,749; CP Bensenville: 243,322	1.9
S50	Add to Primary Freight Network	IL 50 from I-294 to .25 miles north of I-294	IL 50 Freight Corridor. Access to Midway Airport, CSX Bedford Park, NS Landers, and BNSF Cicero Terminals	IL 50 HCV up to 4000, 10% HCV. CSX Bedford Park lifts 838,168. NS Landers: 419,582, Cicero 418,003	0.3
S50	Add to Primary Freight Network	IL 50 from 79th Street to 87th Street	IL 50 Freight Corridor. Access to Midway Airport, CSX Bedford Park, NS Landers, and BNSF Cicero Terminals	IL 50 HCV up to 3,350; 8% HCV. CSX Bedford Park lifts 838,168. NS Landers: 419,582, Cicero 418,003	0.9
S50	Add to Primary Freight Network	IL 50 from I-290 to Ogden Ave	IL 50 Freight Corridor. Access to Midway Airport, CSX Bedford Park, NS Landers, and BNSF Cicero Terminals	IL 50 HCV up to 2900. 9% HCV. CSX Bedford Park lifts 838,168. NS Landers: 419,582, Cicero 418,003	1.8
IL4R_01	Add to Primary Freight Network	US 20 from 4R west to IL 64 and east to US 12/45	Access to UP Global II intermodal terminal	UP Global Two annual lifts: 255,749; Daily HCV: 2,550; 10% HCV	1.9
IL4R_02	Add to Primary Freight Network	Railroad Ave from US 20 to IL 64	Access to UP Global II intermodal terminal	UP Global Two annual lifts: 255,749. Daily HCV: 2000; 21% HCV	0.2

Name	Action	Segment Limits	Explanation	Supporting Data	Length (Miles)
IL121R_01	Add to Primary Freight Network	59th from 121R to Western Ave and e to I-90/94	Provides access to CSX 59th St terminal	1400 daily HCV; 12% HCV; 59th terminal annual lifts: 261,025	2.6
IL3R_01	Add to Primary Freight Network	Franklin, Williams, Belmont from 3R to US 12/45	Access to CP Bensenville intermodal terminal; Schiller Park intermodal consolidated at Bensenville	CP Bensenville intermodal annual lifts 243,322 (with Schiller Park, consolidated into Bensenville)	0.9
IL20R_02	Add to Primary Freight Network	Santa Fe and 67th from 20R terminal to US 45	Provides access to BNSF Willow Springs terminal	BNSF Willow Springs annual lifts 512,604	1.8
IL23R_03	Add to Primary Freight Network	Center, 171st from 122R N to 167th and SE to IL 1	Access to CN Gateway. 23R Moyers has been consolidated into 122R CN Gateway	CN Gateway Intermodal Terminal annual lifts: 440,000	1.1
IL14R_03	Add to Primary Freight Network	41st from 14R gate to Pulaski	Provides access to BNSF Corwith	BNSF Corwith annual lifts: 806,336	0.2
IL9R_01	Add to Primary Freight Network	Damen: Blue Island-29th; Blue Isd: Western-Ashland	Access to UP Global I (8R). 9R BNSF Western Terminal has been closed.	Damen:1000 daily HCV; 7% HCV; Global I annual lifts: 308,097	1.7
IL8R_01	Add to Primary Freight Network	15th, Ashland, Congress/Van Buren from 8R to I-290	Access to UP Global I intermodal terminal	Ashland 1950 daily HCV; 7% HCV; Global I annual lifts: 308,097	1.5
IL19R_01	Add to Primary Freight Network	71st from IL 43 to 19R terminal entrance	Provides access to CSX Bedford Park terminal	CSX Bedford Park annual lifts 838,168	0.2
IL14R_01	Add to Primary Freight Network	Kedzie from 14R north to I-55 and south to Archer	Provides access to and from BNSF Corwith terminal	2600 daily HCV; 9% HCV; BNSF Corwith annual lifts: 806,336	1.0
IL14R_03	Add to Primary Freight Network	Pulaski and 47th from 14R/41st to Kedzie	Provides access to and from BNSF Corwith terminal	Pulaski 4050 daily HCV, 10% HCV; BNSF Corwith annual lifts: 806,336	1.7

Name	Action	Segment Limits	Explanation	Supporting Data	Length (Miles)
IL9R_02	Add to Primary Freight Network	31st and California from Western to I-55	Access to UP Global I (8R). 9R BNSF Western Terminal has been closed.	California:2350 daily HCV; 12% HCV; Global I annual lifts: 308,097	0.9
IL14R_03	Add to Primary Freight Network	Pulaski from I-55 to 0.15 miles south of I-55	Provides access to and from BNSF Corwith	Pulaski 4050 daily HCV, 10% HCV; BNSF Corwith annual lifts: 806,336	0.1
IL5R_01	Add to Primary Freight Network	26th from Central Ave to Ogden Ave	Access to BNSF Cicero intermodal terminal	BNSF Cicero annual lifts: 418,003	1.0
IL20R_01	Add to Primary Freight Network	75th St from I-294 interchange to 20R terminal	Provides access to BNSF Willow Springs terminal	BNSF Willow Springs annual lifts 512,604	0.6
IL22R_01	Add to Primary Freight Network	Indiana Av and IL 83 from 22R terminal to I-94	Provides access to UP Yard Center terminal	IL 83 HCV: 2,500; HCV 8%; UP Yard Center annual lifts: 273,600	2.0
IL19R_03	Add to Primary Freight Network	73rd St and Sayre from IL 50 to 19R terminal	Provides access to and from CSX Bedford Park terminal	CSX Bedford Park annual lifts 838,168	2.9
IL16R_02	Add to Primary Freight Network	61st, State, 59th from 16R N to I-90/94, S to 63rd	Provides access from NS 63rd St terminal	State 2,000 HCV, 13% HCV, NS 63rd annual lifts 312,750	0.8
IL16R_01	Add to Primary Freight Network	Frontage roads and 63rd from I-90/94 ramps to 16R	Provides access to NS 63rd St terminal	63rd 1950 HCV, 14% HCV, NS 63rd annual lifts: 312,750	1.5
IL18R_01	Add to Primary Freight Network	79th from 18R west to IL 50 and east to Western	Provides access to and from NS Landers terminal	79th St 2400 HCV (varies), 10% HCV, NS Landers annual lifts 419,582	2.9
IL123R_1	Add to Primary Freight Network	Baseline and Arsenal from 123R to I-55 (relocated)	Serves 123R BNSF Logistics Park and new UP Joliet terminals	5600 daily HCV; 45% HCV; BNSF Logistics Park annual lifts: 893,306; UP Joliet annual lifts: 347,737	5.1

Name	Action	Segment Limits	Explanation	Supporting Data	Length (Miles)
IL25R_01	Add to Primary Freight Network	Damen from 29th to I-55	Access to UP Global I (8R). 25R IMX Terminal has been closed.	UP Global I intermodal terminal annual lifts: 308,097	0.1
IL19R_03	Add to Primary Freight Network	Narragansett from 19R gate to 73rd St	Provides access from CSX Bedford Park exit gate	CSX Bedford Park terminal annual lifts: 838,168	0.2
S43/U12/ U20	Add to Primary Freight Network	IL 43: 71st to US 12/20; US 12/20: I-294 to IL 43	IL 43 Freight Corridor. Access to CSX Bedford Park	IL 43 HCV up to 3760, 9%HCV. CSX Bedford Park annual lifts 838,168	3.3
S50	Add to Primary Freight Network	IL 50 from US 12/20 to .25 miles north of I-294	IL 50 Freight Corridor. Access to Midway Airport, CSX Bedford Pk, NS Landers, BNSF Cicero	HCV up to 4800, 12% HCV. CSX Bedford Park lifts 838,168. NS Landers: 419,582, Cicero 418,003	3.5
U45/U12 /U20	Add to Primary Freight Network	US 12/20/45 from US 20 Lake St to I-290	US 12/20/45, not IL 21. Mannheim Corr. NHS route serving 3R Bensenville and 4R intermodal connectors	HCV up to 3050; 8% HCV. UP Global II lifts: 255,749; CP Bensenville Lifts: 243,322 (with closed Schiller Park, consolidated into Bensenville)	1.8
Western Avenue	Add to Primary Freight Network	Western Avenue from I-290 to 79th Street	Western Ave Corridor. Serves UP Global I. Global I connectors rely on this NHS mainline.	UP Global I intermodal terminal annual lifts: 308,097. HCV up to 3450, 12% HCV.	2.5
IL8R_02	Add to Primary Freight Network	Ashland Ave from 15th to I-55	Access to UP Global I intermodal terminal	Up to 2400 daily HCV; 7% HCV; Global I annual lifts: 308,097	0.7
IL14R_02	Add to Primary Freight Network	Kedzie and 47th from Archer to Western	Provides access to and from BNSF Corwith and NS 47th terminals	2600 daily HCV; 16% HCV; BNSF Corwith annual lifts: 806,336	1.4

Name	Action	Segment Limits	Explanation	Supporting Data	Length (Miles)
IL14R_02	Add to Primary Freight Network	Kedzie and 47th from Archer to Western	Provides access to and from BNSF Corwith and NS 47th terminals	2600 daily HCV; 16% HCV; BNSF Corwith annual lifts: 806,336	1.4
IL11R_02	Add to Primary Freight Network	47 th from 15R NS 47 th to I-90/94	11 R CN Railport terminal closed. But this connector serves 15R NS 47th	NS 47th annual lifts: 566,586	1.7
IL23R_01	Add to Primary Freight Network	Halsted from 171st terminal to I-80	Access to CN Gateway. 23R Moyers has been consolidated into 122R CN Gateway terminal	CN Gateway Intermodal Terminal annual lifts: 440,000	1.0

Appendix C: Technical Corrections to the Draft PFN and Suggestions for Future Additions

Name	Action	Segment Limits	Explanation	Supporting Data	Length (Miles)
IL30P_03	Correction to 41K Network	Stony Island from 122nd to 130th	Road is discontinuous. Section from 122nd to gate north of 130th has been removed from NHS	N.A. No bridge exists as shown on shapefile.	1.0
IL122R_01	Correction to 41K Network	West Ave from 122R CN Gateway to 159th	FHWA approved CMAP/IDOT recommendation to delete connector. Gate relocated.	N.A.	0.1
IL122R_02	Correction to 41K Network	West Av, 157th, Park from 122R CN Gateway to 159th	FHWA approved CMAP/IDOT recommendation to delete connector. Gate relocated.	N.A.	0.4
IL19R_02	Correction to 41K Network	IL 43 frontage roads	MPO Policy Committee approved removal of these roads from NHS; final approvals are pending	N.A.	0.4
IL21R_01	Correction to 41K Network	119th from I-57 to 21R terminal entrance	Small volume of trucks falls below NHS eligibility threshold.	Blue Island annual lifts estimated 40,345. < 100 vehicles per direction per day.	0.3
IL27R_01	Correction to 41K Network	Jefferson and Fort Hill from former 27R to IL 59	BNSF Auto Transload 27R has been closed. Connector deletion approved by MPO, IDOT, and FHWA	N.A.	0.6
IL122R_01	Correction to 41K Network	West Ave from 122R CN Gateway to 159th	FHWA approved CMAP/IDOT recommendation to delete connector. Gate relocated.	N.A.	0.1
IL1R_01	Future 41K MPO Changes Are Expected	Lawrence from US 12/45 to former 1R terminal	1R Schiller Park terminal has closed	N.A.	0.4

Name	Action	Segment Limits	Explanation	Supporting Data	Length (Miles)
IL10R_02	Future 41K MPO Changes Are Expected	18th and Canal from I-90/94 to 10R UP Canal (26th)	10 R UP Canal Street (26th) terminal has closed; now container yard; connector under review.		1.1
IL15R_01	Future 41K MPO Changes Are Expected	51 st from 15R exit to I-90/94	Access from NS 47th; interchange realigned; access changes expected with terminal expansion.	51st 1,850 daily HCV; 9% HCV; NS 47th annual lifts: 566,586	0.2
IL11R_01	Future 41K MPO Changes Are Expected	Ashland and 43rd from I-55 to 11R CN Railport	11 R CN Railport terminal has closed. Now container depot for BNSF Corwith		2.1
IL15R_02	Future 41K MPO Changes Are Expected	Frontage roads from 47th St to I-90/94 ramps	I-90/94 interchanges were substantially redesigned.	N.A.	0.5
IL10R_01	Future 41K MPO Changes Are Expected	Archer from Canal to I-90/94 Chinatown Feeder	10 R UP Canal Street (26th) terminal has closed; now container yard; connector under review.		0.4
IL10R_01	Future 41K MPO Changes Are Expected	I-90/94 Chinatown Feeder from Cermak Rd to I-55	This is an interstate interchange ramp. It is not an intermodal connector.		0.4
IL17R_01	Future 41K MPO Changes Are Expected	79th from 17R to Western Ave	17R CSX Forest Hill has closed	N.A.	0.2
IL11R_02	Future 41K MPO Changes Are Expected	Ashland from 43rd St to 47th St	11 R CN Railport terminal closed.		0.5
Elgin-O'Hare-Western-Access	Future Primary Freight Network Recommendation	Elgin-O'Hare from US 20 to O'Hare; West Bypass	Major Capital Improvement serving O'Hare freight hub		0.0

Appendix D: Alternative PFN Scenario

Because the intended near-term use of the Primary Freight Network (PFN) is unclear, CMAP also developed an alternative PFN to reflect different assumptions. This Alternative Scenario removes all interstates and instead highlights arterial streets with 1,000 HCV or more per day.

As discussed previously, the National Freight Network (NFN) will consist of any remaining Interstate segments not included in the PFN. As such, this alternative network eliminates all Interstate mileage from the draft PFN and substitutes those miles to better describe the urban freight network on the region's arterial system. Doing so helps to better capture the "first and last mile" freight movements in our region and more accurately reflect the reality of goods movement at the local level within a complex metropolitan area. Again, we stress that the entire Interstate system – which plays a vital role in goods movement – is still incorporated into the NFN.

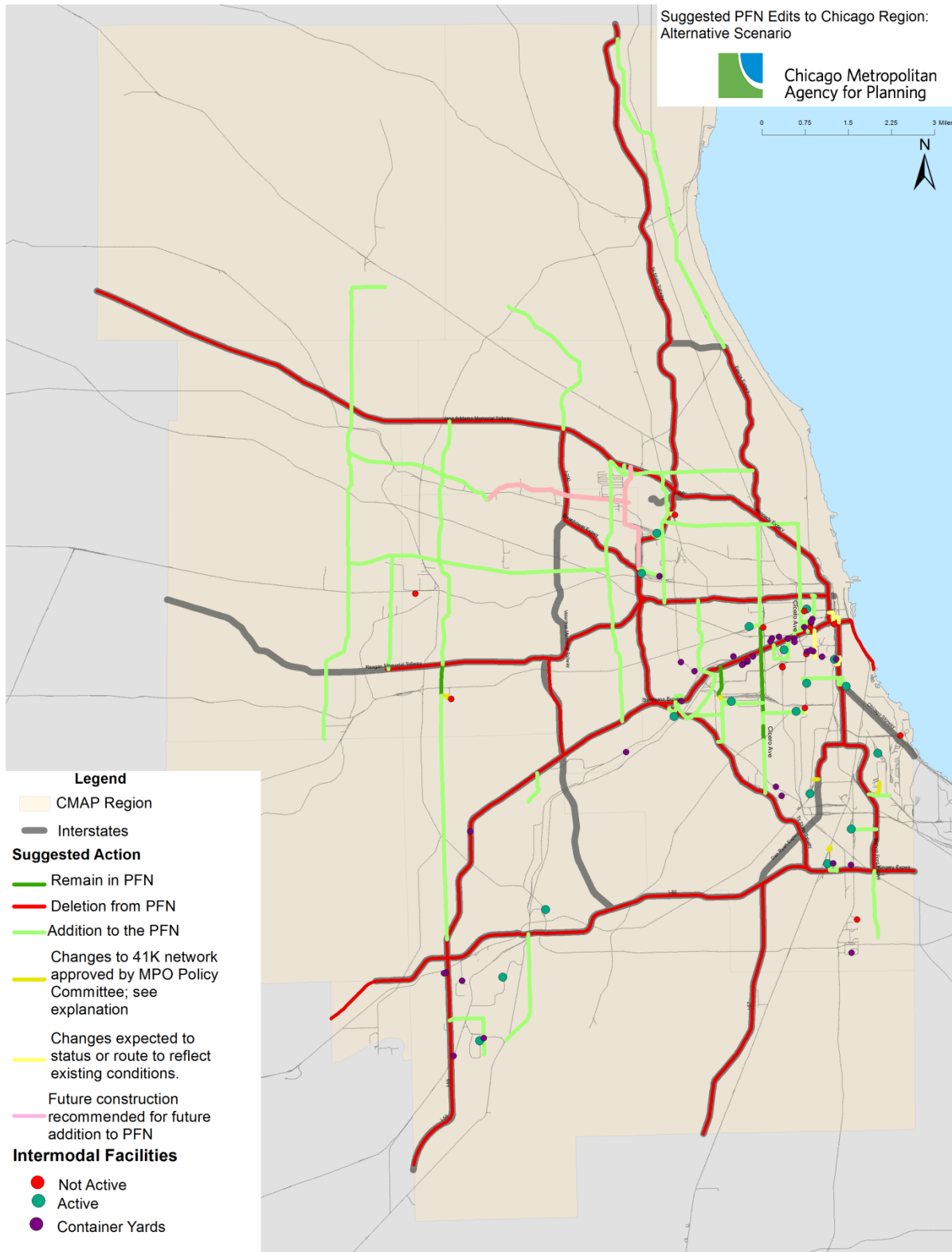
To develop this alternative PFN network, CMAP staff identified arterial routes in the seven-county region with heavy commercial vehicle (HCV) counts of at least 1,000 vehicles per day. We then adjusted these facilities to ensure logical termini and network connectivity. As above, this alternative network resulted in roughly equal mileage to the draft PFN issued by FHWA. Table 3 describes the net mileage under the alternative PFN network.

Table 3. Changes to the PFN under the Alternative Scenario

Mileage With No Change	Mileage Added	Mileage Deleted	Original Mileage	New Mileage	Difference in Mileage
12.7	365.8	366.5	379	378.5	-0.7

Note that this alternative PFN includes the same intermodal freight connectors shown in Appendix A. Further, we offer the same technical corrections to the expanded 41,000-mile network and expected future updates as listed in Appendix C. A map below depicts the alternative PFN. Additionally, a table below itemizes the changes included in the alternative PFN and the rationale for these changes.

Alternative Scenario Regional Map



Alternative Scenario—Segments to Add, Delete and Retain in the PFN

Name	Action	Segment Limits	Explanation	Supporting Data	Length (Miles)
US 12/45	Add to Primary Freight Network	US 12/45 from IL 64 to US 20	US 12/45, not IL 21. Mannheim Corr. NHS route serving 3R Bensenville and 4R UP Global II intermodal connectors	3350 HCV; 9% HCV. US 12/45, not IL 21. UP Global II lifts: 255,749; CP Bensenville Lifts: 243,322	0.7
US 12/45	Add to Primary Freight Network	US 12/45 from Belmont Ave to IL 64	US 12/45, not IL 21. Mannheim Corr. NHS route serving 3R Bensenville and 4R UP Global II intermodal connectors	2750 HCV varies; 7% HCV. US 12/45, not IL 21. UP Global II lifts: 255,749; CP Bensenville: 243,322	2.0
S50	Add to Primary Freight Network	IL 50 from I-294 to .25 miles north of I-294	IL 50 Freight Corridor. Access to Midway Airport, CSX Bedford Park, NS Landers, and BNSF Cicero Terminals	IL 50 HCV up to 4000, 10% HCV. CSX Bedford Park lifts 838,168. NS Landers: 419,582, Cicero 418,003	0.3
S50	Add to Primary Freight Network	IL 50 from 79th Street to 87th Street	IL 50 Freight Corridor. Access to Midway Airport, CSX Bedford Park, NS Landers, and BNSF Cicero Terminals	IL 50 HCV up to 3,350; 8% HCV. CSX Bedford Park lifts 838,168. NS Landers: 419,582, Cicero 418,003	1.0
S50	Add to Primary Freight Network	IL 50 from I-290 to Ogden Ave	IL 50 Freight Corridor. Access to Midway Airport, CSX Bedford Park, NS Landers, and BNSF Cicero Terminals	IL 50 HCV up to 2900. 9% HCV. CSX Bedford Park lifts 838,168. NS Landers: 419,582, Cicero 418,003	1.9
IL4R_01	Add to Primary Freight Network	US 20 Lake from 4R west to IL 64, east to US 12/45	Access to UP Global II intermodal terminal	UP Global Two annual lifts: 255,749; Daily HCV: 2,550; 10% HCV	2.0
IL4R_02	Add to Primary Freight Network	Railroad Ave from US 20 to IL 64	Access to UP Global II intermodal terminal	UP Global Two annual lifts: 255,749. Daily HCV: 2000; 21% HCV	0.2
IL121R_01	Add to Primary Freight Network	59th from 121R w to Western Ave and e to I-90/94	Provides access to CSX 59th St terminal	1400 daily HCV; 12% HCV; 59th terminal annual lifts: 261,025	2.7

Name	Action	Segment Limits	Explanation	Supporting Data	Length (Miles)
IL3R_01	Add to Primary Freight Network	Franklin, Williams, Belmont from 3R to US 12/45	Access to CP Bensenville intermodal terminal; Schiller Park intermodal consolidated at Bensenville	CP Bensenville intermodal annual lifts 243,322 (with Schiller Park, consolidated into Bensenville)	1.0
IL20R_02	Add to Primary Freight Network	Santa Fe and 67th from 20R terminal to US 45	Provides access to BNSF Willow Springs terminal	BNSF Willow Springs annual lifts 512,604	1.8
IL23R_03	Add to Primary Freight Network	Center, 171st from 122R N to 167th and SE to IL 1	Access to CN Gateway. 23R Moyers has been consolidated into 122R CN Gateway	CN Gateway Intermodal Terminal annual lifts: 440,000	1.2
IL14R_03	Add to Primary Freight Network	41st from 14R gate to Pulaski	Provides access to BNSF Corwith	BNSF Corwith annual lifts: 806,336	0.3
IL9R_01	Add to Primary Freight Network	Damen: Blue Island-29th; Blue Isd: Western-Ashland	Access to UP Global I (8R). 9R BNSF Western Terminal has been closed.	Damen:1000 daily HCV; 7% HCV; Global I annual lifts: 308,097	1.7
IL8R_01	Add to Primary Freight Network	15th, Ashland, Congress/Van Buren from 8R to I-290	Access to UP Global I intermodal terminal	Ashland 1950 daily HCV; 7% HCV; Global I annual lifts: 308,097	1.5
IL19R_01	Add to Primary Freight Network	71st from IL 43 to 19R terminal entrance	Provides access to CSX Bedford Park terminal	CSX Bedford Park annual lifts 838,168	0.3
IL14R_01	Add to Primary Freight Network	Kedzie from 14R north to I-55 and south to Archer	Provides access to and from BNSF Corwith terminal	2600 daily HCV; 9% HCV; BNSF Corwith annual lifts: 806,336	1.1
IL14R_03	Add to Primary Freight Network	Pulaski and 47th from 14R/41st to Kedzie	Provides access to and from BNSF Corwith	Pulaski 4050 daily HCV, 10% HCV; BNSF Corwith annual lifts: 806,336	1.8
IL9R_02	Add to Primary Freight Network	31st and California from Western to I-55	Access to UP Global I (8R). 9R BNSF Western Terminal has been closed.	California:2350 daily HCV; 12% HCV; Global I annual lifts: 308,097	0.9
IL14R_03	Add to Primary Freight Network	Pulaski from I-55 to 0.15 miles south of I-55	Provides access to and from BNSF Corwith	Pulaski 4050 daily HCV, 10% HCV; BNSF Corwith annual lifts: 806,336	0.2

Name	Action	Segment Limits	Explanation	Supporting Data	Length (Miles)
IL5R_01	Add to Primary Freight Network	26th from Central Ave to Ogden Ave	Access to BNSF Cicero intermodal terminal	BNSF Cicero annual lifts: 418,003	1.0
IL20R_01	Add to Primary Freight Network	75th St from I-294 interchange to 20R terminal	Provides access to BNSF Willow Springs terminal	BNSF Willow Springs annual lifts 512,604	0.7
IL22R_01	Add to Primary Freight Network	Indiana Av and IL 83 from 22R terminal to I-94	Provides access to UP Yard Center terminal	IL 83 HCV: 2,500; HCV 8%; UP Yard Center annual lifts: 273,600	2.1
IL19R_03	Add to Primary Freight Network	73rd St and Sayre from IL 50 to 19R terminal	Provides access to and from CSX Bedford Park terminal	CSX Bedford Park annual lifts 838,168	3.0
IL16R_02	Add to Primary Freight Network	61st, State, 59th from 16R N to I-90/94, S to 63rd	Provides access from NS 63rd St terminal	State 2,000 HCV, 13% HCV, NS 63rd annual lifts 312,750	0.9
IL16R_01	Add to Primary Freight Network	Frontage roads and 63rd from I-90/94 ramps to 16R	Provides access to NS 63rd St terminal	63rd 1950 HCV, 14% HCV, NS 63rd annual lifts: 312,750	1.6
IL18R_01	Add to Primary Freight Network	79th from 18R west to IL 50 and east to Western	Provides access to and from NS Landers terminal	79th St 2400 HCV (varies), 10% HCV, NS Landers annual lifts 419,582	3.0
IL123R_1	Add to Primary Freight Network	Baseline and Arsenal from 123R to I-55 (relocated)	Serves 123R BNSF Logistics Park and new UP Joliet terminals	5600 daily HCV; 45% HCV; BNSF Logistics Park annual lifts: 893,306; UP Joliet annual lifts: 347,737	5.3
IL25R_01	Add to Primary Freight Network	Damen from 29th to I-55	Access to UP Global I (8R). 25R IMX Terminal has been closed.	UP Global I intermodal terminal annual lifts: 308,097	0.1
IL19R_03	Add to Primary Freight Network	Narragansett from 19R gate to 73rd St	Provides access from CSX Bedford Park exit gate	CSX Bedford Park terminal annual lifts: 838,168	0.2
U12	Add to Primary Freight Network	US 12/45 from Touhy Ave to Belmont	Mannheim Corr. NHS route serving O'Hare Airport and 3R Bensenville and 4R intermodal connectors	Up to 4400 HCV; 10% HCV; US 12/45, not IL 21. UP Global II lifts: 255,749; CP Bensenville: 243,322	5.3

Name	Action	Segment Limits	Explanation	Supporting Data	Length (Miles)
Elmhurst/ Touhy	Add to Primary Freight Network	Elmhurst: I-90 to Touhy; Touhy: Elmhurst to I-94	Partial NHS route serving O'Hare Airport and high truck volumes	HCV 1-5K; Touhy is on NHS; Up to 14% HCV.	10.4
S43/U12/U20	Add to Primary Freight Network	IL 43: 71st to US 12/20; US 12/20: I-294 to IL 43	IL 43 Freight Corridor. Access to CSX Bedford Park	IL 43 HCV up to 3760, 9%HCV. CSX Bedford Park annual lifts 838,168	3.4
S50	Add to Primary Freight Network	IL 50 from US 12/20 to .25 miles north of I-294	IL 50 Freight Corridor. Access to Midway Airport, CSX Bedford Pk, NS Landers, BNSF Cicero	HCV up to 4800, 12% HCV. CSX Bedford Park lifts 838,168. NS Landers: 419,582, Cicero 418,003	3.7
U45/U12/U20	Add to Primary Freight Network	US 12/20/45 from US 20 Lake St to I-290	US 12/20/45, not IL 21. Mannheim Corr. NHS route serving 3R Bensenville and 4R intermodal connectors	HCV up to 3050; 8% HCV. UP Global II lifts: 255,749; CP Bensenville Lifts: 243,322	1.9
Western Avenue	Add to Primary Freight Network	Western Avenue from I-290 to 79th Street	Western Ave Corridor. Serves UP Global I. Global I connectors rely on this NHS mainline.	HCV up to 3450, 12% HCV. Global I annual lifts: 308,097	2.5
IL8R_02	Add to Primary Freight Network	Ashland Ave from 15th to I-55	Access to UP Global I intermodal terminal	Up to 2400 daily HCV; 7% HCV; Global I annual lifts: 308,097	0.7
IL14R_02	Add to Primary Freight Network	Kedzie from Archer to 47th	Provides access to and from BNSF Corwith and NS 47th terminals	2600 daily HCV; 16% HCV; BNSF Corwith annual lifts: 806,336	0.3
IL11R_02	Add to Primary Freight Network	47th from Ashland Avenue to I-90/94	11 R CN Railport terminal closed. But this connector serves 15R NS 47th and 14R BNSF Corwith		0.4
IL23R_01	Add to Primary Freight Network	Halsted from 171st terminal to I-80	Access to CN Gateway. 23R Moyers has been consolidated into 122R CN Gateway terminal	CN Gateway Intermodal Terminal annual lifts: 440,000	0.3
US 41	Add to Primary Freight Network	US 41 from I-94 (Tri-State) to I-94 (Edens)	NHS route serving high volume of trucks	HCV 5000 to 7000	65.8
IL 53	Add to Primary Freight Network	IL 53 from US 12 to I-90	NHS route serving high volume of trucks	HCV 4000 to 6000	5.7

Name	Action	Segment Limits	Explanation	Supporting Data	Length (Miles)
IL 59	Add to Primary Freight Network	IL 59 from Jefferson to I-55	NHS route serving high volume of trucks	HCV 2000 to 3000	18.2
IL 394	Add to Primary Freight Network	IL 394 from I-80 to US 30	NHS route serving high volume of trucks	HCV 5000 to 7000	5.0
130th Street	Add to Primary Freight Network	130th Street from I-94 to Torrence	NHS route serving high volume of trucks	HCV 2-3K	1.6
S171	Add to Primary Freight Network	IL 171 from I-290 to US 12/20/45	State Highway and Partial NHS route serving high volume of trucks	HCV 2-3K	10.7
79th Street	Add to Primary Freight Network	79th Street from US 12/20/45 to IL 43/Harlem Ave	State Highway serving high volume of trucks	HCV approximately 3K	2.8
Western Avenue	Add to Primary Freight Network	Western Avenue from IL 19 Irving Park to I-290	NHS Route serving high volume of trucks	HCV 2-4K	5.4
S50	Add to Primary Freight Network	IL 50 from IL 19 Irving Park to I-290	NHS Route serving high volume of trucks	HCV 2-4K	5.6
S19	Add to Primary Freight Network	IL 19 Irving Park from US12/45 to Western Ave	NHS Route serving high volume of trucks	HCV 2-4K	10.1
US12	Add to Primary Freight Network	US 12 from IL 22 to IL 53	NHS Route serving high volume of trucks	HCV 2-4 K	6.9
US20	Add to Primary Freight Network	US 20 from Randall Road to Elgin-O'Hare Expressway	NHS Route serving high volume of trucks	HCV 2-4K	11.2
IL83	Add to Primary Freight Network	IL 83 from IL 72 Higgins to I-55	NHS Route serving high volume of trucks	HCV 2-7K	19.7
IL72	Add to Primary Freight Network	IL 72 from IL 83 Busse Rd to Elmhurst/Touhy	NHS Route serving high volume of trucks	HCV 2K	1.5
IL64	Add to Primary Freight Network	IL 64 North Ave from Randall Road to IL83	NHS route serving high volume of trucks	HCV 3-5K	19.6
Rekow Rd	Add to Primary Freight Network	Rakow Rd from Randall Rd to IL31	NHS route serves a high volume of freight	HCV 2000 to 3000	3.5

Name	Action	Segment Limits	Explanation	Supporting Data	Length (Miles)
Randall/ Orchard Rd	Add to Primary Freight Network	Randall Rd from Rakow Rd to US30	NHS route serving high volume of trucks	HCV 1000 to 3000	63.2
Kirk/ Farnsworth	Add to Primary Freight Network	Kirk and Farnsworth from IL 64 North to I-88	NHS route serving a high volume of trucks	HCV 1000 to 3000	8.5
IL53/Joliet Rd	Add to Primary Freight Network	IL 53 from I-80 to Walter Strawn Drive	NHS route serving high volume of trucks	HCV 3000 to 4000	8.6
US 12/20/45	Add to Primary Freight Network	US 12/20/45 La Grange Rd from 67th St to IL 171	NHS Route serving high volume of trucks	HCV 2-5 K	2.0
IL53/Joliet Rd	Add to Primary Freight Network	IL 53 from I-55 to Normantown Road	NHS route serving high volume of trucks	HCV 2000 to 4000	2.5
IL 59	Add to Primary Freight Network	IL 59 from I-90 to I-88	NHS route serving high volume of trucks	HCV 2000 to 3000	18.8
I90	Delete from Primary Freight Network	I-90 from DeKalb Co Line to I-94 junction (south)	Interstate highways are included in National Freight Network		69.3
I294	Delete from Primary Freight Network	I-294 from I-94 (Deerfield) to I-80 (Hazel Crest)	Interstate highways are included in National Freight Network		48.3
I290	Delete from Primary Freight Network	I-290 from I-90 (Schaumburg) to I-90/94 (Circle)	Interstate highways are included in National Freight Network		29.9
I80	Delete from Primary Freight Network	I-80 from Morris Twp Line, Grundy Co to Indiana	Interstate highways are included in National Freight Network		47.6
I55	Delete from Primary Freight Network	I-55 from US 41/Lake Shore Dr to Grundy Co Line	Interstate highways are included in National Freight Network		60.2
I88	Delete from Primary Freight Network	I-88 from I-290 to 21.54 miles west of I-294	Interstate highways are included in National Freight Network		21.5

Name	Action	Segment Limits	Explanation	Supporting Data	Length (Miles)
I57	Delete from Primary Freight Network	I-57 from I-80 to Kankakee County Line	Interstate highways are included in National Freight Network		19.8
I57	Delete from Primary Freight Network	I-57 from I-94 to 4.06 miles south of I-94	Interstate highways are included in National Freight Network		4.1
I94	Delete from Primary Freight Network	I-94 from I-90 junction (south) to I-80	Interstate highways are included in National Freight Network		15.5
I355	Delete from Primary Freight Network	I-355 from I-88 to 0.22 miles north of I-55	Interstate highways are included in National Freight Network		7.2
U41	Delete from Primary Freight Network	US 41 from I-55 to 54th Street	Trucks are prohibited on this section of US 41, except of short section of auxiliary lane	Trucks prohibited except for short section.	4.2
La Salle Ave	Delete from Primary Freight Network	I-90/94 Chinatown feeder ramp, not LaSalle St	Interstate Ramp, not intermodal connector	N.A.	0.3
I94	Delete from Primary Freight Network	I-94 from Wisconsin State Line to I-294	Interstate highways are included in National Freight Network		24.9
I94	Delete from Primary Freight Network	I-94 from US 41 junction to I-90 junction (north)	Interstate highways are included in National Freight Network		14.0
S59	Support Primary Freight Network Recommendation	IL 59 from I-88 to Jefferson	NHS Route serving high volume of trucks BNSF Auto Transload 27R has been closed.	HCV 2-3K	2.3
S50	Support Primary Freight Network Recommendation	IL 50 from Ogden Ave to 79th Street	IL 50 Freight Corridor. Access to Midway Airport, CSX Bedford Park, NS Landers, BNSF Cicero Terminals	IL 50 HCV up to 7650; 14% HCV. CSX Bedford Park lifts 838,168. NS Landers: 419,582, Cicero 418,003	6.5
S43	Support Primary Freight Network Recommendation	IL 43 from I-55 to 71st Street	IL 43 Freight Corridor. Access to CSX Bedford Park terminal	IL 43 HCV up to 4300, 9% HCV. CSX Bedford Park annual lifts 838,168	2.6

Name	Action	Segment Limits	Explanation	Supporting Data	Length (Miles)
S50	Support Primary Freight Network Recommendation	IL 50 from 87th Street to US 12/20	IL 50 Freight Corridor. Access to Midway Airport, CSX Bedford Park, NS Landers, BNSF Cicero Terminals	IL 50 HCV up to 9000 21% HCV. CSX Bedford Park lifts 838,168. NS Landers: 419,582, Cicero 418,003	1.1
Pulaski Rd	Support Primary Freight Network Recommendation	Pulaski from 0.15 miles south of I-55 to 41st/14R	Access to 14R BNSF Corwith intermodal terminal	4050 HCV; 10% HCV. BNSF Corwith annual lifts: 806,336	0.1



February 14, 2014

Docket Management Facility
U.S. Department of Transportation
1200 New Jersey Avenue, SE, W12-140
Washington, D.C. 20590-0001

**RE: Federal Highway Administration (FHWA), [Docket No. FHWA-2013-0050];
Designation of the Primary Freight Network**

Dear Sir or Madam,

On behalf of the undersigned major Metropolitan Planning Organizations (MPOs), we appreciate the opportunity to comment in response to the U.S. Department of Transportation's (U.S. DOT) draft initial designation of the highway Primary Freight Network (PFN), published in the Federal Register on November 19, 2013.

Our metropolitan regions serve as critical trade gateways and key nodes in the national distribution of freight with the physical capacity, including extensive warehousing and logistics centers, to handle large freight volumes and the ability to seamlessly transfer shipments between modes. Together, 12 billion tons of freight valued at over \$14 billion traverse our regions annually to serve the national freight system. Planning for freight movement is a critical issue in our regions and we have taken a great interest in the designation of the PFN as a result.

As requested in the Federal Register, we are submitting our comments pertaining to the following key aspects of the National Freight Network (NFN):

- Specific Route Modifications to the Highway Primary Freight Network
- Methodology for Achieving a 27,000-Mile Final Designation
- How the National Freight Network May Fit into a Multimodal National Freight System
- Suggestions for an Urban Area Route Designation Process
- How the National Freight Network and Components Could Be Used in the Future.

Detailed comments are provided below for each of these areas. We recognize that the PFN will continue to evolve beyond MAP-21 with future opportunities for the designation of routes and potentially corridors. As such, we thank you for this opportunity to provide early input and to collaborate in this very important process.

Specific Route Modifications to the Highway Primary Freight Network

We appreciate the detailed work conducted by FHWA. We recognize the difficulties in identifying a highway network representative of the most critical national freight routes, particularly given the challenges in designating a highway PFN under the criteria identified by Congress and the imposed cap of 27,000 centerline miles of roadway. In addition, as acknowledged by FHWA and stated in the

Federal Register, the currently available national data do not fully capture the complexity of freight movement in metropolitan regions. We recommend that FHWA work directly with MPOs to overcome the known limitations in the national databases by leveraging local knowledge about freight routes and goods movement.

It is imperative to capture the many “first and last mile” connections serving freight facilities in our metropolitan regions, including seaports, airports, intermodal yards, and land ports of entry. A functioning freight network must include critical freight intermodal connectors that link to the national highway system and handle large volumes of trucks moving between terminals and transferring shipments between modes.

Methodology for Achieving a 27,000-Mile Final Designation

We concur with FHWA’s assessment that each of the factors defined by Congress yields different networks. We understand that the aggregation of multiple factors results in a network coverage with numerous gaps and some illogical segments. Despite FHWA’s best efforts to employ a technically objective methodology, we believe that the resulting national network coverage will necessarily have shortcomings given the criteria and mileage constraints if only technical factors were applied. As such, we urge FHWA to continue soliciting input and collaborating with major metropolitan regions to help prioritize the miles for final PFN designation.

Local knowledge of actual use on the highway system is critical to help FHWA prioritize the final PFN. MPOs and their local stakeholders are closest to the daily impacts from goods movement and understand the complexities of how multiple routes are used to serve the national freight system. We believe that the limitations in national data and the resulting gaps require FHWA to use a bottom-up process to define the final PFN.

How the National Freight Network May Fit into a Multimodal National Freight System

We support efforts to expand the PFN and more broadly designate a multimodal network. Although we understand that statute currently limits the highway PFN to 27,000 centerline miles, we suggest starting with the FHWA’s initial 41,518 centerline mile highway network to develop a more comprehensive, multimodal freight network that encompasses highways, key arterials, freight rail, navigable waterways, inland ports, seaports, land ports of entry, freight intermodal connectors, and airports. A highway focused PFN misses the intricacies of how multiple modes are used in the distribution of freight, particularly in metropolitan regions where high volumes of transfers between modes often occur to service the national system.

Further, we are very supportive of FHWA’s suggestions for a more comprehensive corridor-based approach to the PFN to allow for the designation of multiple parallel routes in each region. A corridor-based approach would provide an opportunity to encompass adjacent rail lines, intermodal facilities, as well as critical local arterial routes. This also allows for redundancies to ensure the continuous movement of goods.

Suggestions for an Urban Area Route Designation Process

We support establishing a formalized process for designating critical urban freight routes, including first and last mile critical intermodal connectors. We believe that MPOs and their local stakeholders are best positioned to identify and prioritize these routes. We strongly recommend establishing a formalized process to ensure that MPOs and their local stakeholders, representing major gateways and trade hubs, are consulted with in addition to State Departments of Transportation (State DOTs) in designating critical urban freight routes. A formalized process for

MPOs also encourages urbanized areas to develop metropolitan freight plans and to assess freight bottleneck locations and chokepoints as part of the designation process.

How the National Freight Network and Components Could Be Used in the Future

Moving Ahead for Progress in the 21st Century (MAP-21) identifies for the first time a national interest in freight. The PFN designation process serves as a major step in recognizing a national priority network for investment. However, the value of the PFN is limited without dedicated resources to address freight needs. With the future designation of a more broadly defined multimodal network, we recommend that dedicated funding be made available to support freight projects included in an approved Regional Transportation Plan or Transportation Improvement Program. These projects should be prioritized on the basis of demonstrable contribution to the performance and efficiency of the PFN and NFN, as well as to mitigate adverse freight movement impacts on surrounding communities.

Although MAP-21 provides modest funding, subject to appropriation, for the Projects of National and Regional Significance (PNRS), the PNRS program should be expanded to provide funding support to a more robust, multimodal PFN. An expanded PNRS program should build on considerable past efforts, including the freight corridor designations and funding program established under the previous federal transportation authorization, SAFETEA-LU.

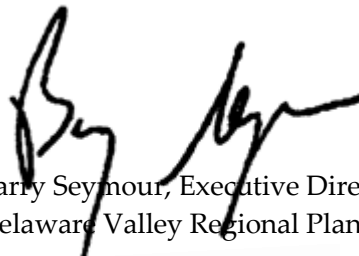
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We hope that these comments will help FHWA designate a national PFN and look forward to continuing collaboration between the federal government and metropolitan regions that serve as critical freight gateways and trade hubs.

Sincerely,




Hasan Ikhrata, Executive Director
Southern California Association of Governments



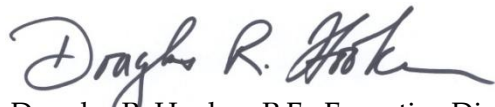
Barry Seymour, Executive Director
Delaware Valley Regional Planning Commission



Irma San Roman, Executive Director
Miami-Dade Metropolitan Planning Organization



Mary K. Murphy, Executive Director
North Jersey Transportation Planning Authority



Douglas R. Hooker, P.E., Executive Director
Atlanta Regional Commission



Gary Gallegos, Executive Director
San Diego Association of Governments



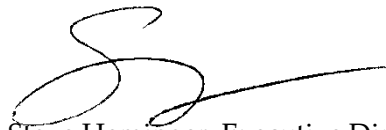
Mike Eastland, Executive Director
North Central Texas Council of Governments



Josh Brown, Executive Director
Puget Sound Regional Council

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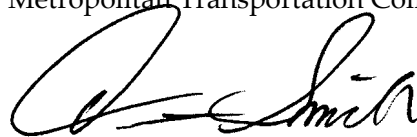
Paul E. Tait, Executive Director
Southeast Michigan Council of Governments

A handwritten signature in black ink, appearing to read "Steve Heminger".

Steve Heminger, Executive Director
Metropolitan Transportation Commission

A handwritten signature in blue ink, appearing to read "Randall S. Blankenhorn".

Randall S. Blankenhorn, Executive Director
Chicago Metropolitan Agency for Planning

A handwritten signature in black ink, appearing to read "Dennis Smith".

Dennis Smith, Executive Director
Maricopa Association of Governments

Freight Policy and Funding Under a New Transportation Bill

The Role of Metropolitan Regions in the National Distribution of Freight

Freight is the lifeblood of the American economy. Businesses rely on complex supply chains to receive inputs and ship outputs to customers—all while minimizing transportation and warehousing costs. As consumers, nearly everything we buy – from food to clothing to electronics and durable goods – arrives via the freight system. The nation's extensive network of highways, railroads, waterways, airports, and pipelines ships a total of 17.6 billion tons of freight each year, totaling \$16.8 trillion in value in 2011.¹

The United States is home to a vast freight system – over 4 million route-miles of public roads, almost 140,000 miles of rail, and some 11,000 miles of navigable channels. While many communities host freight facilities and are impacted by freight operations, metropolitan areas play a critical role in managing goods movement. These regions are key nodes in the system, places with the ability to seamlessly transfer shipments between modes, the physical capacity to handle large freight volumes, extensive warehousing and logistics centers, and the appropriate skilled workforce to coordinate and manage goods movement.

These hubs and gateways are vital for export and import activity and the national movement of freight, but experience highly localized impacts such as congestion, pollution, and community disruption. With the largest concentrations of people and highly complex transportation systems, these metropolitan areas are closest to the daily impacts and understand the issues that arise from goods movement. As such, it is critical to involve these key freight regions in the larger national discussion on freight. A decision-making process that includes this perspective is required to truly address national freight issues as well as ensure international economic competitiveness.

Moving Ahead for Progress in the 21st Century (MAP-21), the current federal transportation authorization law, identifies a national interest in freight for the first time. MAP-21 directs the U.S. Department of Transportation (U.S. DOT) to develop a national freight policy, identify a national priority network for investment, and creates incentives for states to prepare their own freight plans. However, MAP-21 misses an opportunity to recognize the importance of metropolitan areas in setting and implementing freight policy. The law should be expanded beyond the highway system, and clarified to include the multimodal nature of the freight system.

On the funding side, MAP-21 fails to provide dedicated resources to address freight needs. The law fails to provide core formula funding for freight, although it did provide modest funding,

¹ U.S. Department of Transportation, Federal Highway Administration: Freight Management and Operations. Freight Facts and Figures 2012.
http://www.ops.fhwa.dot.gov/freight/freight_analysis/nat_freight_stats/docs/12factsfigures/

subject to appropriation, for the Projects of National and Regional Significance (PNRS) program. PNRS, along with the competitive TIGER grant program, has provided funding for large, complex freight projects in the past, although neither program has ever provided a level of funding commensurate with investment needs.

Principles for Freight in a New Federal Transportation Bill

MAP-21, while providing some federal interest in freight, leaves room for clarification. As the metropolitan planning organizations representing the nation's largest regions and key freight hubs, we recommend the following three principles for freight in the next transportation reauthorization bill:

- Integrate metropolitan regions into the freight investment decision-making process.
- Dedicate a range of funding sources and authorize a minimum of \$2 billion funding per year for freight investments, consistent with proposals from national freight advocacy organizations.
- Redefine the national freight network to comprise a multimodal transportation system.

We support a robust federal role in freight policy. The speedy and reliable movement of goods is a cornerstone of interstate commerce in the global economy, and thus of federal concern. Freight flows touch multiple jurisdictions and freight projects with broad impact can be difficult for a single agency to fund. Past transportation reauthorization bills have historically overlooked the freight system while needs have grown. It is time for the federal government to provide the leadership and resources to support a resilient national freight network.

The remainder of this section elaborates each of the three reauthorization principles for the freight system.

Integrate metropolitan regions into the freight investment decision-making process

Metropolitan Planning Organizations (MPOs) play a central role in linking transportation planning and communities. Considering the importance of metropolitan areas in goods movement, as well as the highly-localized impacts of freight, the next reauthorization bill should provide a key role for MPOs in prioritizing and selecting freight projects. This role should include eligibility to apply for new national competitive grants.

Additionally, the next transportation reauthorization bill should provide for MPOs to be directly involved in the state freight planning process. It is critical to establish a bottom-up decision-making process through metropolitan areas to establish national policies and programs for freight. The nation's metropolitan regions play a pivotal role in the movement of freight, yet MAP-21 does not require their participation in state freight planning. Metropolitan areas should have a greater voice in prioritizing projects through this process, especially given the increased federal cost participation for eligible projects identified in state freight plans. We support the increased federal share of 95 percent for such projects and further recommend that this important incentive be retained in the next reauthorization bill.

Dedicate a range of funding sources for freight investments

We recommend securing additional revenue to create a separately funded freight account, similar to the Highway Account and Mass Transit Account in the federal Highway Trust Fund.

Such a “Freight Trust Fund” (FTF) would support intermodal access, access to terminals, truckways, highway operational improvements, highway-rail grade separations, and similar investments across a variety of modes. Further, a small but capable Office of Freight Planning and Development within the Office of the Secretary of Transportation at U.S. DOT could be established to administer FTF money through a competitive grant program, whereby merit-based criteria identify and prioritize freight projects with a demonstrable contribution to national freight efficiency. The criteria used for competitive federal freight investments would ensure the maximum national benefit.

Long-term funding must be made available to ensure that, once a project is approved, funds will flow through to project completion. Funds would be available to support multi-jurisdictional and multi-state projects, regardless of mode, selected on the basis of objective measures designed to maximize and enhance system performance, while advancing related policy objectives such as environmental improvement.

We support and recognize that Congress may select from a menu of funding options to address the current Highway Trust Fund imbalance and establish a dedicated freight funding stream. An FTF could be funded via a number of transportation user fees, including higher motor fuel taxes and tire taxes. Additionally, excise taxes, taxes on freight equipment, and customs duties should also be considered. Congress should consider a range of funding options to authorize a minimum of \$2 billion funding per year for freight investments. Diversified funding sources should provide a stable funding stream for an FTF and ensure that the burden of financing freight investments is spread across a number of user groups. It is critical that the selected revenue sources not only provide stable funding, but that they also have a rational nexus to the benefits received by users of the freight system.

While the FTF would provide a dedicated source for freight project funding, participation in this program would not preclude projects from seeking funding from existing federal, state, and local sources, reflecting the multiple benefits they can provide to local communities as well as to national freight movement.

Redefine the national freight network to comprise a multimodal transportation system

We believe that a broad, multimodal perspective is required for the freight transportation system. As such, the National Freight Network should be expanded to comprise roadways, freight rail, navigable waterways, inland ports, seaports, land ports of entry, freight intermodal connectors, and airports. Further, it is in the nation’s economic interest that the Primary Freight Network should be increased beyond the maximum of 27,000 centerline miles to accommodate a multimodal network.

The federal government should consider all freight modes as an integrated system, rather than as independent modes supported by standalone and financially stove-piped programs. To move national policy in this direction, we recommend that the U.S. DOT, in collaboration with the National Freight Advisory Committee, assess critical variables that can drive mode share for freight movements by 2040. This analysis should take into account the forecasted mix and volume of transported goods, the existing and future physical and operational capacity of the various modal systems, particularly in metropolitan areas, and the potential impacts of any

mode shift on congestion, transit service, the environment, and the economy. Further, U.S. DOT should research policies that can facilitate efficient mode share, including tax breaks on certain types of infrastructure investment, partnerships with the private sector, and increased federal support for selected work types. The analysis should yield findings detailed enough to consider the impacts of expanded capacity in major metropolitan areas.

Building Support for a New Federal Freight Agenda

Freight is the cornerstone of our national economy, and we believe the importance of adequately supporting our freight system grows every day. A robust freight agenda for the next federal reauthorization bill should include an expanded role for metropolitan areas in national policy – these locations are the key origins and destinations of freight flows, and experience the local impacts of the freight system on a daily basis. It should also provide additional dedicated revenues to support freight investment, and consider a research agenda to help chart national policy over the long term.

In the upcoming months, we will continue to reach out to other metropolitan areas to build support for a common federal agenda based on the reauthorization principles identified above. We will present these principles to congressional members and staff, national organizations, and U.S. DOT as we make the case for a more robust national freight investment policy in the next transportation reauthorization bill.



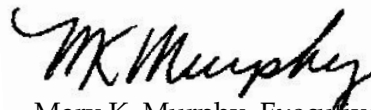
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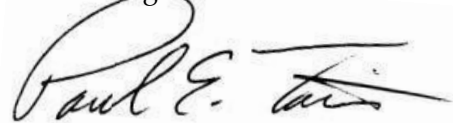
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SouthEast Michigan Council of Governments



Randall S. Blankenhorn, Executive Director
Chicago Metropolitan Agency for Planning



Gary Gallegos, Executive Director
San Diego Association of Governments



Josh Brown, Executive Director
Puget Sound Regional Council

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Steve Heminger, Executive Director
Metropolitan Transportation Commission

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Dennis Smith, Executive Director
Maricopa Association of Governments

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Jack Steele, Executive Director
Houston-Galveston Area Council



Chicago Metropolitan Agency for Planning

Agenda Item No. 6.0

233 South Wacker Drive
Suite 800

Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

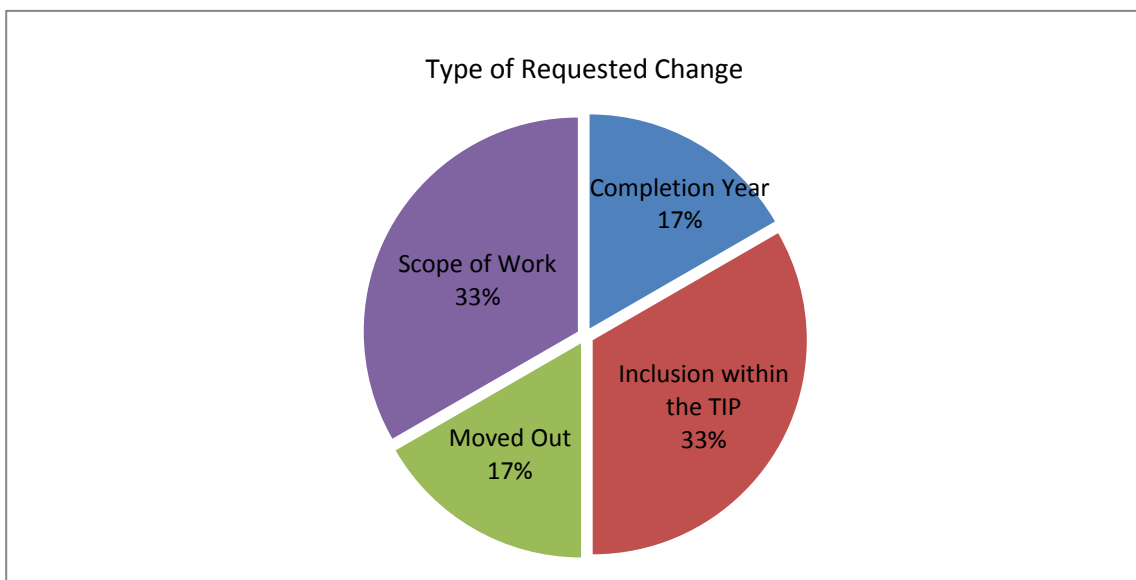
To: Regional Coordinating Committee

From: CMAP Staff

Date: March 5, 2014

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

In accordance with the [biannual conformity analysis policy](#), CMAP staff asked programmers to submit changes to projects included in the regional air quality analysis of the Transportation Improvement Program (TIP) and GO TO 2040. Of the changes requested, six (6) projects require air quality conformity analysis. Below is a summary of the types of requested changes.



If the TIP amendments are approved, two new non-exempt projects will be included in the TIP. These projects are included in the conformity analysis because funding for phases beyond preliminary engineering has been identified in the TIP. Both projects are moving closer to construction. Preliminary engineering is exempt from conformity analysis. The two new projects are:

- TIP ID [18-14-0004](#): a new Auburn Park Metra Station along the Rock Island District Line between the 35th St/Bronzeville and Gresham stations at 79th and S. Wallace Streets.
- TIP ID [06-03-0005](#): Adding lanes on 143rd Street from Will Cook Road to IL 7 Wolf Road.

Scope changes have been requested for two existing projects. The scope of a project is determined by the [work type](#) included in the project.

- Non-exempt work types may affect air quality and must be tested for conformity. Examples of non-exempt work types are adding lanes to a road, signal timing and extending a rail line.
- Exempt tested work types do not require an air quality conformity analysis, but the region has chosen to include the impacts of the work types in the travel demand model. Exempt tested projects include new commuter parking lots and road lane widening to standard (e.g., 10 feet to 12 feet).
- Exempt work types do not require an air quality conformity analysis. Examples of exempt work types are road resurfacing and bus rehabilitation.

The two projects for which scope changes have been requested are:

- TIP ID [12-02-9024](#): Illiana Expressway from I-55 to I-65. The sponsor has requested addition of two new non-exempt work types to include the expansion of interchanges and new auxiliary lanes that correlate with the requested location change (discussed below).
- TIP ID [06-00-0042](#): 143rd Street from Wolf Road to US 45 LaGrange Road. The sponsor has requested a new work type for adding lanes.

A sponsor requested location changes for an existing non-exempt TIP project. This change requires a conformity amendment. The project is:

- TIP ID [12-02-9024](#): Illiana Expressway from I-55 to I-65. The sponsor requested the limits include improvements on I-55 between Lorenzo Road & IL 129.

One non-exempt project moved out of the current years of the TIP and is not anticipated to be completed within the next four years:

- TIP ID [10-00-0130](#): Aptakisic Road from IL 83 to Buffalo Grove Road.

Completion year indicates when a project is anticipated to be in service to users. The conformity analysis is conducted for selected years between now and 2040. The analysis years are currently 2015, 2025, 2030 and 2040. If a change in completion year crosses an analysis year, the project must be included in a new conformity analysis. Sponsors indicated that several projects have updated completion years, but only one of those crossed an analysis year.

The sponsor's requested completion year change moves the following project from the 2015 analysis year to the 2025 analysis year:

- TIP ID [01-94-0006](#): Red Line Extension from US 12 20 95th Street to 130th Street.

GO TO 2040 Major Capital Projects

Two GO TO 2040 Major Capital Projects are included in this report due to the implementation time frame, and changes of project scope & location. Those projects are:

- TIP ID [01-94-0006](#): Red Line Extension from US 12 20 95th Street to 130th Street, the sponsor has requested moving the completion year from 2015 to 2020.
- TIP ID [12-02-9024](#): Illiana Corridor Project from I-55 to I-65. The sponsor has requested including funding and work for the I-55 from Lorenzo Road to IL 129 project to the Illiana corridor.

Each TIP ID includes a hyperlink to the TIP database for further project information. Changes are included in the attached report.

TIP projects are also viewable in a map format. The TIP map is available at <http://www.cmap.illinois.gov/programs-and-resources/tip/tip-data/tip-map>.

The 2015, 2025, 2030 and 2040 highway and transit networks were coded to include the project changes listed in the “Non-Exempt Projects Requiring Conformity Determination” report. The regional travel demand model was run using the updated networks. The resultant vehicle miles traveled (VMT) by vehicle class, speed, time of day and facility type were entered into US Environmental Protection Agency’s MOVES model. The model generated on-road emission estimates for each precursor or direct pollutant in each analysis year.

For ozone precursors, the resulting emissions inventories estimates fell below the applicable budgets for the maintenance State Implementation Plan (SIP).

Both the annual direct PM_{2.5} and NO_x emissions inventories are below the applicable budgets from the attainment SIP.

Direct PM_{2.5} and NO_x Emissions in Tons per Year for PM_{2.5} Conformity

Year	Fine Particulate Matter		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2015	2,448.22	5,100.00	52,121.98	127,951.00
2025	1,643.84	2,377.00	29,535.27	44,224.00
2030	1,585.78	2,377.00	27,940.64	44,224.00
2040	1,682.44	2,377.00	29,288.02	44,224.00

conformity is demonstrated by comparison of analysis year emissions to the SIP budgets

VOC and NO_x Emissions in Tons per Summer Day for Ozone Conformity

Year	Volatile Organic Compounds		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2015	59.22	117.23	137.22	373.52
2025	44.39	48.13	75.33	125.27
2030	43.85	48.13	70.89	125.27
2040	47.02	48.13	74.10	125.27

conformity is demonstrated by comparison of analysis year emissions to the SIP budgets

Notes:

Off-model benefits are not included in the total emissions estimates

Results updated 12/27/2013

ACTION REQUESTED: Recommend approval to the CMAP Board.

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Chicago Metropolitan
Agency for Planning

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Conformity Amendments

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
01-94-0006	CMAP Completion Year	\$0	\$0	\$ 0	
Before Revision: RED LINE EXTENSION FROM US 12 US 20 95TH ST (COOK) TO 130TH (COOK)					
After Revision: CTA- 194.007 Red Line Extension FROM US 12 US 20 95TH ST (COOK) TO 130TH (COOK)					
Completion Year Before Revision: 2015					
Completion Year After Revision: 2020					
Project Work Types Before Revision:					
RAIL LINE - EXTEND LINE					
Project Work Types After Revision:					
RAIL LINE - EXTEND LINE					
Financial Data Before Revision					
Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
TBD	CONSTRUCTION	MYB	1050000	0	
5339	IMPLEMENTATION	10	285	285	FY09 5339AA
5339	IMPLEMENTATION	10	285	285	FY09 5339AA
5339	IMPLEMENTATION	10	285	285	FY09 5339AA
5309B	IMPLEMENTATION	11	4687	3749	5309 Rail Mod
5309B	IMPLEMENTATION	MYB	194977	194977	FIX-OUTYEAR
SB	IMPLEMENTATION	MYB	194977	0	SB-OUTYEAR
5339	IMPLEMENTATION	MYB	2000	2000	
Financial Data After Revision					
Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
TBD	CONSTRUCTION	MYB	1050000	0	
5339	IMPLEMENTATION	10	285	285	FY09 5339AA
5339	IMPLEMENTATION	10	285	285	FY09 5339AA
5339	IMPLEMENTATION	10	285	285	FY09 5339AA
5309B	IMPLEMENTATION	11	4687	3749	5309 Rail Mod
5309B	IMPLEMENTATION	MYB	194977	194977	FIX-OUTYEAR
SB	IMPLEMENTATION	MYB	194977	0	SB-OUTYEAR
5339	IMPLEMENTATION	MYB	2000	2000	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
06-00-0042	Southwest Council of Mayors Project Scope Change	\$0	\$2958	\$ 2958	
FAU 1600 143RD STREET FROM FAU 2688 WOLF ROAD (COOK/Orland Park) TO US 45 LAGRANGE RD (COOK/Orland Park)					
Completion Year Before Revision: 2016					
Completion Year After Revision: 2016					
Project Work Types Before Revision:					
HIGHWAY/ROAD - WIDEN LANES AND RESURFACE					
Project Work Types After Revision:					
HIGHWAY/ROAD - ADD LANES					
Financial Data Before Revision					
Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
STP-L	ENGINEERING-II	MYB	1515	1000	
STP-L	CONSTRUCTION	MYB	11000	1000	Includes E3 - Max CE3 not to exceed \$2,000,000
ILL	ENGINEERING-II	MYB	120		State (SRF) -50% of Local
STP-L	ENGINEERING-I	MYB	1368	958	
Financial Data After Revision					
Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
STP-L	ENGINEERING-II	14	1515	1000	
STP-L	CONSTRUCTION	15	11000	1000	Includes E3 - Max CE3 not to exceed \$2,000,000
ILL	ENGINEERING-II	14	120		State (SRF) -50% of Local
STP-L	ENGINEERING-I	14	1368	958	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
06-03-0005	Southwest Council of Mayors Not Exempt Project Moved into Tip	\$0	\$1396	\$ 1396	
FAU 1600 143RD ST FROM FAU 2688 WILL COOK RD (COOK/Orland Park) TO IL 7 WOLF RD (COOK/Orland Park)					
Completion Year Before Revision: 2016					
Completion Year After Revision: 2016					
Project Work Types Before Revision:					
HIGHWAY/ROAD - ADD LANES					
Project Work Types After Revision:					
HIGHWAY/ROAD - ADD LANES					
Financial Data Before Revision					
Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
STP-L	ENGINEERING-II	MYB	565	396	
STP-L	CONSTRUCTION	MYB	6600	1000	Includes E3
ILL	ENGINEERING-II	MYB	64		State (SRF) -50% of Local
Financial Data After Revision					
Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
STP-L	ENGINEERING-II	14	565	396	
STP-L	CONSTRUCTION	15	6600	1000	Includes E3
ILL	ENGINEERING-II	14	64		State (SRF) -50% of Local

Gray Financial Data Records are for informational purposes only and not included in the TIP.

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
10-00-0130 Lake County Department of Transportation	Not Exempt Project Moved out of Tip	\$0	\$0	\$ 0	
FAU 1258 APTAKISIC RD FROM IL 83 (LAKE) TO FAU 2657 BUFFALO GROVE RD (LAKE)					

Completion Year Before Revision: 2025

Completion Year After Revision: 2025

Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
CTEF	ENGINEERING-II	14	831	0	
STP-L	CONSTRUCTION	MYB	13262	9283	
CTEF	ROW ACQUISITION	MYB	891	0	
CTEF	ENGINEERING-I	13	950	0	

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
STP-L	CONSTRUCTION	MYB	13262	9283	

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CMAP, the Chicago Metropolitan Agency for Planning -- 233 South Wacker Drive, Suite 800, Chicago, IL 60606 312-454-0400 (voice), 312-454-0411 (fax)

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
12-02-9024	CMAQ Scope Changed	\$0	\$101475	\$ 101475	

Before Revision: ILLIANA EXPY FROM I- 55 (WILL) I- 65 (LAKE)

After Revision: ILLIANA EXPY FROM I- 55 (WILL) I- 65 (LAKE) Includes improvements on I-55 between Lorenzo Rd & IL 129

Completion Year Before Revision: 2018

Completion Year After Revision: 2018

Project Work Types Before Revision: HIGHWAY/ROAD - NEW ROAD

Project Work Types After Revision: HIGHWAY/ROAD - NEW ROAD

INTERCHANGE - EXPAND (NEW MOVEMENTS ADDED TO INTERCHANGE)

INTERCHANGE - RECONSTRUCTION

HIGHWAY/ROAD - ADD LANES

HIGHWAY/ROAD - WIDEN LANES AND RESURFACE

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
ILL	ENGINEERING-I	13	19134	0	1-77676-1300
ILL	ENGINEERING-I	14	6400	0	1-77676-1400
ILL	ENGINEERING-I	15	6400	0	1-77676-1500
ILL	ENGINEERING-I	13	600	0	1-77676-1350
ILL	ENGINEERING-I	14	600	0	1-77676-1450
ILL	ENGINEERING-I	15	600	0	1-77676-1550
ILL	ENGINEERING-I	13	15000	0	1-77676-1600 / P3 Services
ILL	ENGINEERING-I	15	2500	0	1-77676-1620
ILL	ENGINEERING-I	13	500	0	1-77676-4100 / Survey
ILL	ENGINEERING-I	14	500	0	1-77676-4200 / Survey
ILL	ENGINEERING-I	13	500	0	1-77676-2100 / Survey
ILL	ENGINEERING-I	14	500	0	1-77676-2200 / Survey
ILL	ENGINEERING-I	15	500	0	1-77676-2300 / Survey
ILL	ENGINEERING-I	13	500	0	1-77676-3100 / Survey
ILL	ENGINEERING-I	14	500	0	1-77676-3200
ILL	ENGINEERING-I	15	500	0	1-77676-3300
ILL	ENGINEERING-I	15	500	0	1-77676-4300 / Survey
ILL	ROW ACQUISITION	14	10000	0	FY16, 1-77676-6000 / LAC
ILL	ENGINEERING-I	MYB	4000	0	1-77676-0100 / Feasibility Study
A ILL	ENGINEERING-I	12	950	0	1-77676-1250
ILL	ROW ACQUISITION	15	60000	0	1-77676-6100
ILL	ROW ACQUISITION	MYB	100000	0	1-77676-9000

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
ILL	ENGINEERING-I	13	19134	0	1-77676-1300
ILL	ENGINEERING-I	14	6400	0	1-77676-1400
ILL	ENGINEERING-I	14	12000	0	1-77676-1500
ILL	ENGINEERING-I	13	900	0	1-77676-1350
ILL	ENGINEERING-I	14	900	0	1-77676-1450
ILL	ENGINEERING-I	15	600	0	1-77676-1550
ILL	ENGINEERING-I	13	12710	0	1-77676-1600 / P3 Services
ILL	ENGINEERING-I	16	2500	0	1-77676-1620
ILL	ENGINEERING-I	13	189	0	1-77676-4100 / Survey
ILL	ENGINEERING-I	14	811	0	1-77676-4200 / Survey
ILL	ENGINEERING-I	13	190	0	1-77676-2100 / Survey
ILL	ENGINEERING-I	14	810	0	1-77676-2200 / Survey
ILL	ENGINEERING-I	15	500	0	1-77676-2300 / Survey
ILL	ENGINEERING-I	13	201	0	1-77676-3100 / Survey
ILL	ENGINEERING-I	14	799	0	1-77676-3200
ILL	ENGINEERING-I	15	500	0	1-77676-3300
ILL	ENGINEERING-I	15	500	0	1-77676-4300 / Survey
ILL	ROW ACQUISITION	14	10000	0	FY16, 1-77676-6000 / LAC
ILL	ENGINEERING-I	12	950	0	1-77676-1250
ILL	ROW ACQUISITION	15	60000	0	1-77676-6100
ILL	ENGINEERING-I	09	3000	0	1-77633-0400 (Established), I-55, FY08
ILL	ENGINEERING-I	12	147	0	1-77633-1410 (Established), I-55
ILL	ENGINEERING-I	14	353	0	1-77633-1411 (Balance of FY 2012 Funds), I-55
ILL	ENGINEERING-II	15	2500	0	1-77633-0421, I-55
ILL	ENGINEERING-II	16	3500	0	1-77633-0420, I-55
ILL	ENGINEERING-II	17	4000	0	1-77633-0430, I-55
ILL	ROW ACQUISITION	16	3500	0	1-77633-0511, I-55
ILL	ROW ACQUISITION	17	3500	0	1-77633-0512, I-55
ILL	CONSTRUCTION	17	10000	0	1-77633-0500, E3, I-55
ILL	CONSTRUCTION	17	500	0	1-77633-0355, I-55 (IL 129 to Lorenzo Rd - Frontage Rd), Utility Work
ILL	CONSTRUCTION	17	1000	0	1-77633-0301, I-55 (IL 129 to Lorenzo Rd, W&RS-AUX Lanes), Utility Work
NHPP	CONSTRUCTION	17	46000	41400	1-77633-0100, I-55 (IL 129 Interchange)
NHPP	CONSTRUCTION	17	23000	20700	1-77633-0200, I-55 (Lorenzo Rd Interchange)
NHPP	CONSTRUCTION	17	28750	25875	1-77633-0300, I-55 (IL 129 to Lorenzo Rd, W&RS-Aux Lanes)
NHPP	CONSTRUCTION	17	15000	13500	1-77633-0350, I-55 (IL 129 to Lorenzo Rd - Frontage Roads)

ILL	ENGINEERING-I	14	2200	0	1-77676-1700
ILL	ENGINEERING-I	13	90	0	1-77676-5000, Will County Ombudsman agreement

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change		
16-08-0010	CTA Deleted Project		\$0				
CTA - 194.007 RED LINE AT							
Completion Year: 2015							
Project Work Types After Revision:		RAIL LINE - EXTEND LINE					
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
A	5309B	IMPLEMENTATION	11	4687	3749	5309 Rail Mod	
	5309B	IMPLEMENTATION	MYB	194977	194977	FIX- OUTYEAR	
	SB	IMPLEMENTATION	MYB	194977	0	SB- OUTYEAR	
	5339	IMPLEMENTATION	10	285	285	FY09 5339AA	
	5339	IMPLEMENTATION	10	285	285	FY09 5339AA	
	5339	IMPLEMENTATION	10	285	285	FY09 5339AA	
	5339	IMPLEMENTATION	MYB	2000	2000		

Project:	Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)		Percentage Change
18-14-0004	Metra	New Project		\$0			
Auburn Park Station AT Between 35th/Bronzeville and Gresham stations on the RID							
Completion Year: 2016							
Project Work Types After Revision:		STATION - NEW					
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		ILLT	IMPLEMENTATION	14	10000	0	4484

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Chicago Metropolitan Agency for Planning

Agenda Item No. 7.0

233 South Wacker Drive
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MEMORANDUM

To: CMAP Board and Regional Coordinating Committee

From: CMAP Staff

Date: March 5, 2014

Re: State Legislative Update

The 98th Illinois General Assembly convened for the second spring session and on January 29, 2014; Governor Quinn delivered the annual [State of the State address](#). The address focused on the economy, including recent legislative and executive efforts to improve fiscal stability through spending cuts and Medicaid and pension reforms. The Governor will deliver his budget proposal on March 26, 2014.

CMAP staff is monitoring the progress and analyzing bills with particular relevance to the agency. Bills included in the following pages of this memorandum either impact [CMAP's 2014 State Legislative Framework and Agenda](#) or are of interest to CMAP and its partners. Staff recommends that the board consider supporting five bills that assist in the implementation of GO TO 2040 by promoting coordinated investment, expanding transit options, improving water conservation, and supporting local food production. Staff also recommends that the board consider opposing three bills that diminish the state and region's ability to invest strategically in transportation.

The deadlines for the introduction of substantive bills passed in both the House and the Senate in February; next, bills must pass out of committee by March 28. Staff will continue to closely monitor General Assembly actions and analyze legislation related to the agency's Legislative Agenda and Framework.

ACTION REQUESTED: Approval

March 2014 Legislative Summary

Subject	Bill	Summary	Status	Agency Position
PURSUE COORDINATED INVESTMENTS				
Local Government Dissolution	HB3251	Jack D. Franks (D-Marengo) Provides two different processes by which certain special districts could be dissolved by countywide referendum: a county board resolution or a petition by registered voters.	01/28/2014 House Assigned to Counties & Townships Committee	
Local Government Dissolution	HB5786	Jack D. Franks (D-Marengo) Provides all counties in the state with the power to dissolve a local government under certain conditions. Currently, only DuPage County has these powers, established by SB494 signed into law in 2013. GO TO 2040 recommends analyzing the effects of consolidating local governments and sharing services. The bill would provide an avenue for counties to implement local government consolidation.	02/20/2014 House Assigned to Counties & Townships Committee	Support
INVEST STRATEGICALLY IN TRANSPORTATION				
Vehicle Registration	HB5326	Rita Mayfield (D-Waukegan) Amends the Illinois Vehicle Code. It provides that permanent vehicle registration plates shall be issued for a one-time fee of \$8 to vehicles owned by counties, townships, or municipal corporations used for the purpose of ridesharing.	03/03/2014 House Assigned to Transportation: Vehicles & Safety Committee	
55/45 Split	HB5373	Luis Arroyo (D-Chicago) Amends the State Finance Act to require that all Road Fund monies be split, with 50 percent going to IDOT District 1 and the other 50 percent to be split among the eight downstate districts. This split would begin in FY 2015. While the bill seems designed to increase resources to invest in the regional transportation system, and to address the longstanding 55/45 issue, it simply replaces one arbitrary formula with another. To move away from this paradigm, CMAP supports performance-based funding as a transparent, credible, and defensible approach to programming.	02/11/2014 House Referred to Rules Committee	Oppose
TIF Statute	HB5620	Mike Fortner (R-West Chicago) Adds the definition of a transit-oriented development area to the set of definitions within the TIF statute. Specifically, it defines transit-oriented development as a compact development that meets planning and	02/27/2014 House Assigned to Property Tax Subcommittee	

Subject	Bill	Summary	Status	Agency Position
		condition criteria, is no more than 250 acres, and is located within one half mile of an existing or proposed rail, bus, or multimodal passenger facility that is part of a public transit system.		
TIF for Transit Facility Improvement	HB5687	Elaine Nekritz (D-Northbrook) Expands Tax Increment Finance (TIF) district establishment eligibility criteria to include areas within one half mile of a rail transit or bus rapid transit (BRT) station, creating Transit Facility Improvement Areas (TFA). Extends the life of TFAs from the standard TIF 35 years to 50 years and sets aside 20 percent of TFA revenues be shared with underlying districts.	02/14/2014 House Referred to Rules Committee	
Repeal Motor Fuel Tax	HB5999	Brad E. Halbrook (R-Shelbyville) Repeals the Illinois motor fuel tax (MFT) and amend various references to the Illinois MFT located elsewhere in state statute. This legislation is contradictory to the principles and recommendations of GO TO 2040. It would substantially reduce funding to the state and local highway systems, diminishing the state or region's ability to maintain the system to safe standards, and preclude necessary modernization or expansion of the system.	02/18/2014 House Referred to Rules Committee	Oppose
Motor Fuel Tax Usage	SB2658	Michael Connelly (R-Wheaton) Provides that motor fuel tax (MFT) funds allotted to municipalities may be used for the treatment or removal of trees infected with Dutch elm disease or the emerald ash borer. Trees may be located on any parcel of public or private property within the municipalities.	02/26/2014 Senate Agriculture and Conservation	
State Sales Tax on Motor Fuels	SB2790	Kirk W. Dillard (R-Hinsdale) Reduces the state sales tax on motor fuels and authorizes \$1 billion in new transportation bonds. The bill directs a portion of the proceeds from the sales tax on fuels to repay the transportation bonds. GO TO 2040 supports additional investment in the transportation, but calls for those investments to be made in a sustainable way. A one-time infusion of \$1 billion in transportation spending will not address the structural funding issues facing Illinois; rather, it is effectively an extension of the State's once-a-decade capital programs.	01/30/2014 Senate Referred to Assignments	Oppose

Subject	Bill	Summary	Status	Agency Position
INCREASE COMMITMENT TO PUBLIC TRANSIT				
Bus on Shoulder	HB5664	<p>Robert Rita (D-Blue Island) Transitions the bus-on-shoulder pilot program into a permanent program. It allows bus-on-shoulder projects on both the IDOT and Tollway systems, and requires IDOT to develop rules governing the times and locations of bus-on-shoulder service.</p> <p>GO TO 2040 calls for increased commitment to public transit, as well as modernization projects that enhance transit service. Bus-on-shoulder allows for relatively cost-effective new transit service in congested corridors.</p>	03/03/2014 House Assigned to Mass Transit Committee	Support
RTA Oversight of Transit Budgets	HB5751	<p>Michael W. Tryon (R-Crystal Lake) Requires that the Service Boards include detailed revenue and expenditure line items as part of their 2-year financial plans submitted to the RTA. The bill would also empower the RTA to reduce or veto any of the Service Boards' line items.</p>	03/03/2014 House Assigned to Mass Transit Committee	
CMAP and RTA Planning	HB5754	<p>Michael W. Tryon (R-Crystal Lake) Provides that the CMAP Board and RTA Board may agree to consolidate mass-transit planning activities within a single department at the RTA. The language also appears to cover, through the RTA, the mass-transit planning functions of the three Service Boards.</p>	03/03/2014 House Assigned to Mass Transit Committee	
Red Line Extension	HR675	<p>Al Riley (D-Olympia Fields) Calls on the CTA to "prioritize and expedite the planning and construction" of the Red Line South project. The resolution notes the many benefits of the expansion, and notes lack of progress on the project over the past 40 years.</p>	02/26/2014 House Resolution Adopted	
ACHIEVE GREATER LIVABILITY THROUGH LAND USE AND HOUSING				
Green Special Service Area	HB67	<p>Lou Lang (D-Skokie) Creates a "green" SSA, which would allow property owners to use the SSA to fund energy efficiency improvements. The bill also allows grants the Illinois Finance Authority power to purchase these bonds and to accept assignments or pledges, or both, of special service area bonds or agreements relating to public and private green special service area projects.</p>	02/20/2014 House Assigned to Property Tax Subcommittee	

Subject	Bill	Summary	Status	Agency Position
Affordable Housing	HB5538	Barbara Flynn Currie (D-Chicago) Extends and expands the current housing opportunity area program, which provides property tax abatement to landlords that are located in low-poverty areas and rent to housing choice voucher holders. Landlords renting to section 8 voucher holders would also now be eligible, and the definition of poverty has been expanded.	2/27/2017 House Assigned to Property Tax Subcommittee	
MANAGE AND CONSERVE WATER AND ENERGY				
Water-Loss Accounting	HB5629 SB3047	Robyn Gabel (D-Evanston) Dan Kotowski (D-Park Ridge) Directs the IEPA, in collaboration with other state agencies, to commission a study on water-loss issues, costs, and practices throughout Illinois. The study is designed to raise awareness of the issue, including costs to society, and lead to “higher-profile” support for a suite of corrections to solve the problem. HB5629 and SB3047 are companion bills. This legislation supports GO TO 2040’s recommendations to encourage management and conservation of water resources.	02/14/2014 House Referred to Rules Committee 02/27/2014 Senate Environment	Support
EXPAND AND IMPROVE PARKS AND OPEN SPACE				
Fox Waterway Dissolution	SB2696	Terry Link (D-Waukegan) Dissolves the Fox Waterway Management Agency and transfers its powers and duties to the DNR.	02/26/2014 Senate Agriculture and Conservation	
Environmental Restoration	SB3000	Daniel Biss (D-Evanston) Establishes the Illinois Natural Resource Restoration Trust Fund to receive funds resulting from litigation or settlement for DNR to investigate, assess, restore, or replace injured or damaged natural resources.	02/26/2014 Senate Agriculture and Conservation	
PROMOTE SUSTAINABLE LOCAL FOODS				
Sustainable Local Food Production	HB5907	John D. Anthony (R-Morris) Authorizes the Illinois Finance Authority to guarantee loans of up to \$35,000 for up to 7 year payment periods to small family farm operations, operators of community-supported agriculture, and beginning farmers. This legislation would support the implementation of GO TO 2040 which promotes sustainable local food. It furthers the plan’s recommendation to facilitate sustainable food production, supporting local food production	02/14/2014 House Referred to Rules Committee	Support

Subject	Bill	Summary	Status	Agency Position
		through institutional supports and implementing food financing incentives.		
SUPPORT ECONOMIC INNOVATION				
Collar County Economic Development	HB5819	Darlene J. Senger (R-Naperville) Creates the Illinois Collar Country Economic Development Task Force comprised of DuPage, Grundy, Kane, Kendall, Lake, McHenry, and Will Counties. The task force is charged with identifying and making recommendations on issues in the collar counties ranging from transportation, workforce, regulation, and tax policy to the Governor and General Assembly.	02/27/2014 House Assigned to Economic Development Committee	
REFORM STATE TAX POLICY				
Corporate Income Tax	HB4479	Michael J. Madigan (D-Chicago) Lowers the state corporate income tax to 3.5% on January 1, 2014. The rate is currently 7%, but was scheduled to drop to 5.25% on January 1, 2015.	02/03/2014 House Referred to Rules Committee	
IMPROVE ACCESS TO INFORMATION				
Transit Agency Financial Records	HB5752	Michael W. Tryon (R-Crystal Lake) Requires the CTA, Metra, Pace, and Pace ADA to provide the RTA access to their financial information systems as well as financial reports. Under current law, the RTA has a right to access and examine all books, documents, papers, or records of the transit service boards. This legislation requires the service boards to provide the RTA access to their financial information systems.	03/03/2014 House Assigned to Mass Transit Committee	
OTHER BILLS OF INTEREST				
Non-Home Rule Pilot Program	HB5329 SB3111	Robert W. Pritchard (R-Sycamore) Linda Holmes (D-Aurora) Establishes a pilot program to allow non-home rule municipalities the same powers as home rule municipalities except powers to tax and impose fees. The program would include municipalities of more than 5,000 in DeKalb, Kane and Kendall counties. HB5329 and SB3111 are companion bills.	02/24/2014 House Assigned to Cities & Villages Committee 02/25/2014 Senate Assigned to Local Government	

Subject	Bill	Summary	Status	Agency Position
Ethics Policies for County Appointees	SB3552	Julie A. Morrison (D-Deerfield) Amends the Counties Code. Provides that a county board may by ordinance adopt a code of conduct regarding the accountability, fiscal responsibility, procurement authority, transparency, and ethical conduct of county appointees in addition to those mandated by law for and applicable to the appointees of any unit of local government. SB2618 , also filed by Sen. Morrison, is similar.	02/14/2014 Senate Referred to Assignments	

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