**Addendum to**

**2009 US DOT Planning Certification Review**

**Chicago, IL Transportation Management Area**

**May 29, 2009**

**Responses to Advanced Review Questionnaire**

**June 30, 2009**

**REGIONAL PERSPECTIVE**

An overview powerpoint is included (as Attachment AI).

**A.1 Briefly discuss demographic and socio-economic conditions and trends in the region.**

“The metropolitan region’s projected additional 2 million residents and 1.2 million jobs by 2030 pose challenges in terms of infrastructure for transportation, education, wastewater, and other necessities. The capacity of land, water, and housing will strain to accommodate what would represent a population increase of 24.2 percent compared to the year 2000.

According to the U.S. Census Bureau, northeastern Illinois has the third highest population in the nation, behind the regions of New York City and Los Angeles but ahead of Dallas and Philadelphia. Population growth in metropolitan Chicago between 2000 and 2005 ranks in the top half of 933 cities in the U.S. Our growth rate falls in the mid-range when compared to the peer group. When compared to global metropolitan areas, our growth in recent years has put us on par with Paris, while London and especially Tokyo are growing at faster rates.

The City of Chicago, which is home to more than half of Cook County’s households, had a small estimated population reduction between 2000 and 2005, while many suburban municipalities experienced rapid growth. For the fifth year in a row, for example, the city of Joliet ranked among the 20 fastest-growing U.S. cities with populations of at least 100,000. Joliet (ranked 15th), Aurora (26th), and Naperville (50th) are among only five places outside the southern or western U.S. that made the list of 50 fastest-growing cities. Population growth during this period occurred mainly in the outer-ring suburbs. Among municipalities with population greater than 10,000, twenty-four of the 27 Illinois municipalities that grew at least 20 percent are in Kane, Lake, McHenry, and Will counties.

Our region ranks in the top one-percent of population density when compared with the 932 other metropolitan areas of the U.S. Its population is significantly less dense than the regions of New York and Los Angeles, but it is comparable to Philadelphia and roughly twice as dense as Dallas.

The Chicago region’s rate of international immigration between 2000 and 2005 ranks in the top 5 percent of metropolitan regions in the nation. When compared with the other four largest regions, Chicago’s international immigration ranks second to lowest, with Philadelphia reporting only 1.3 percent international immigration. The racial and ethnic composition of northeastern Illinois continues to be diverse as the overall population increases. The U.S. Census Bureau estimates that all racial and ethnic groups increased in population between 2000 and 2005. As a percentage of overall population, the rates of change vary, with the number of Hispanic residents growing at a faster rate. About 17.4 percent of the 2000 population was estimated to have been Hispanic, a figure that increased to 19.6 percent by 2005. The Census Bureau has estimated that black population decreased slightly as a percentage of total population, from 19.8 percent in 2000 to 19.3 percent in 2005. The proportion of whites is also estimated to have fallen, from 74.4 percent to 74.2 percent. (Please note that the total race and ethnicity percentages don’t add up to 100 percent because the Census allowed persons to check more than one category. The predominant example of two categories overlapping is Hispanic and White.)

Median age ranges from a low of 31.5 years in the City of Chicago to a high of 35.2 years in DuPage. Kane’s median age is 32.2 years, and the other counties (including suburban Cook) are just above or below 34 years. Nationally, the top five U.S. metropolitan regions have similarly large proportions of working-age adults, ranging from 62.4 to 64.2 percent. Metropolitan Chicago’s senior population, 10.8 percent, falls midway between Dallas (8 percent) and New York City (12.7 percent). Similarly, our region’s population of children was 26.4 percent, bounded by 24.4 percent in New York City and 27.8 percent in Dallas.

Compared to the New York, Los Angeles, Philadelphia, and Dallas regions, metropolitan Chicago had the highest median household income and the lowest percentage of households with incomes below the poverty level as of 1999. According to the 2000 census, metropolitan Chicago ranks in the top 15 percent of U.S. cities in terms of college education rate. Compared with the largest metro regions, we rank second only to metropolitan New York. Within our region, DuPage County has both the smallest proportion of adults without a high school diploma (10 percent) and the largest proportion of adults with at least a bachelor’s degree (42 percent).” The preceding text is from the original snapshot document (Attachment A).

The region’s two most significant demographic trends include rapid growth among its older residents and its Latino population. These trends are not unique to the region, but are occurring in many areas across the nation. The US Census projects that these trends will continue nationally for the next several decades, and they are expected to continue within the region as well. Both of these demographic changes have regional planning implications, which are described in Regional Snapshot reports (the Latino snapshot report (Attachment J); the aging report is forthcoming).

Economically, the region has experienced the same shift from manufacturing to service activities that has occurred across the nation. Business and financial services now make up a major portion of the region’s economy and are highly concentrated in the region compared to the nation as a whole. Transportation, logistics, and warehousing are also significant industries in which the region specializes.

**A.2 Briefly discuss regional development trends and challenges.**

Growth in the region continues at a rapid pace compared to other metropolitan areas in the Midwest, which creates economic opportunity but also planning challenges.

The region’s infrastructure is aging, and requires significant investment to continue functioning. This is true not only for transportation infrastructure, but also water and wastewater, much of which will need to be reconstructed within the next several decades.

The region has more local governments than anywhere else in the nation, including nearly 300 municipalities, the level of government with authority to regulate land use.

The following is from CMAP’s Strategic Report (Attachment K)*:*

“The Chicago region faces many challenges as the 21st Century unfolds. Despite having one of the world’s most advanced transportation systems, the metropolitan area experiences the third worst traffic delays in the nation, with congestion projected to worsen as the region adds nearly 2 million people and 1.2 million jobs over the next 25 years. Residents spend 253 million hours and 151 million gallons of fuel sitting in traffic jams, at a cost to the region of $4 billion annually. Chicago’s economy benefits from having the world’s third busiest rail hub—handling 37,500 freight cars per day and moving one-third of the rail freight in the country—but it is in danger of becoming a bottleneck. The U.S. Department of Transportation has estimated that freight movements will double nationally over the next twenty years, further exacerbating the problem.

Northeastern Illinois possesses the nation’s second largest public transit system, but resources are lagging as costs increase for both capital improvements and operations. While over $60 billion is expected to be available to maintain and improve the region’s transportation system over the next 25 years, over three-quarters of those dollars are needed just to maintain the existing system.

The local economy has also felt the effects—positive and otherwise—of soaring home values. Housing prices for owner-occupied units increased 35 percent in the Chicago area from 2000 to 2004. But during the same period, household incomes increased only 5 percent and the percentage of households spending more than 30 percent of their income on housing increased from 29 percent to 38 percent. One result is that people are living farther from where they work, with ever-increasing transportation costs. The shortage of affordable housing near major employment centers contributes to traffic congestion, among other negative economic and social effects.

The region’s diversity is an asset, with constantly shifting demographics that merit careful, coordinated analysis. Northeastern Illinois has an aging population, with persons 65 years or older projected to nearly double by 2030. Between 1990 and 2000, new foreign-born residents accounted for 65 percent of the region’s total population growth, and that pace continues to accelerate. In 2030, the Latino population will constitute one-third of the region’s residents. The U.S. Census “non-Latino white/other” group, which includes the Asian population, is expected to constitute less than half the region’s people by 2030.

Natural resources are abundant but under increasing pressure. According to Chicago Wilderness, the rapid development of land for urban uses is the primary threat to the region’s unprotected natural lands, and in some cases it is even causing serious degradation of protected lands. Four of the seven counties still have significant percentages of their land in agricultural production: Kane County (60 percent), Kendall (86 percent), McHenry (61 percent), and Will (50 percent). In 2002, the market value of agricultural products from these four counties was well over $300 million. But increasing development threatens prime farmland and our region’s role as a world leader in agricultural production. The region’s eastern border is Lake Michigan, one of the world’s largest fresh-water resources, serving the majority of the region’s water needs. However, the 2030 population forecasts indicate as many as 23 townships may suffer water deficits of varying severity over the next 25 years; recognition of this growing problem helped prompt a statewide water supply study that was announced in Spring 2006.

As a major center of the global economy, metropolitan Chicago has strengths in technology, freight, manufacturing, and tourism. The region is home to headquarters of 30 Fortune 500 companies and 12 Fortune Global 500 companies. According to World Business Chicago, the region features 98 corporate headquarters, second nationally to New York. Twenty-five percent of the largest 100 employers in the region are in electronics, computers or telecommunications.

In 2002, Chicago welcomed 32 million visitors who spent an estimated $8.5 billion. Yet many business leaders recognize the need for coordination of economic development efforts at the regional level to keep northeastern Illinois globally competitive. More than ever, as communities compete to attract investment in this new economic environment, urban and suburban communities must be on the same team because their futures and fortunes are intertwined.”

**A.3 Briefly discuss travel trends (VMT, transit usage, etc) and transportation funding conditions (state and local) in the region.**

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Annual VMT by County and Region (by Jon Hallas) | | |  |  |  |  |  |
| 2002 through 2008 | |  |  |  |  |  |  |
| Table and Chart | |  |  |  |  |  |  |
| Source: | Illinois Travel Statistics | |  |  |  |  |  |
|  | Average Daily Vehicle Miles of Travel, Table C-1 | | | |  |  |  |
|  |  |  |  |  |  |  |  |
|  | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 |
| Cook | 93,634,920 | 92,876,161 | 94,962,102 | 94,166,242 | 90,620,875 | 89,983,183 | 89,725,121 |
| DuPage | 23,341,008 | 23,233,166 | 23,632,136 | 23,768,204 | 23,836,199 | 23,653,596 | 23,128,616 |
| Kane | 9,290,976 | 9,409,257 | 9,558,317 | 9,645,169 | 9,846,371 | 9,995,846 | 9,936,634 |
| Kendall | 1,611,262 | 1,692,864 | 1,710,569 | 1,875,921 | 2,109,661 | 2,150,002 | 2,105,380 |
| Lake | 15,916,146 | 16,125,575 | 16,403,691 | 15,969,567 | 15,865,459 | 15,747,091 | 15,444,172 |
| McHenry | 5,616,598 | 5,699,881 | 5,779,174 | 5,880,207 | 5,933,340 | 6,071,071 | 5,939,653 |
| Will | 12,083,239 | 12,414,848 | 13,878,288 | 14,522,125 | 14,598,626 | 15,583,052 | 15,650,342 |
| 7 Counties | 161,494,149 | 161,453,755 | 165,926,281 | 165,829,440 | 162,812,537 | 163,185,848 | 161,931,926 |

Our region has the nation’s second-largest transit system. The CTA provides over 450 million trips on buses and trains each year; Metra provides approximately 80 million yearly trips, most of them commuter trips from suburban communities into Chicago; and Pace provides over 35 million yearly trips, including paratransit services required by the Americans with Disabilities Act (ADA) for the entire region.

Regional public transit ridership has generally increased over the past several years, and 2005 had higher ridership than any other year within the past decade. But transit ridership is still below the levels observed in the 1980’s and early 1990’s.

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| Annual Transit Ridership by County and Region | | | |  |  |  |
| 2002 through 2007 | |  |  |  |  |  |
| Table and Chart |  |  |  |  |  |  |
|  |  |  |  |  |  |  |
| Source: Regional Transportation Asset Management System (RTAMS) | | | | | |  |
| [RTAMS - Regional Transportation Asset Management System](http://www.rtams.org/ui/homepage.asp) | | | | | |  |
|  |  |  |  |  |  |  |
| Unlinked Passenger Trips (in millions) | | | | | | |
|  | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| CTA Bus | 304.8 | 293.6 | 296 | 305.5 | 299.6 | 309.3 |
| CTA Rail | 180.4 | 181.1 | 178.7 | 186.8 | 195.2 | 190.3 |
| TotalCTA | 485.2 | 474.7 | 474.8 | 492.3 | 494.7 | 499.5 |
| Metra | 76.8 | 74.8 | 74.4 | 77 | 80.8 | 83.3 |
| Pace | 34.8 | 33.7 | 34.1 | 36.9 | 38 | 39.1 |
| System | 596.8 | 583.2 | 583.3 | 606.2 | 613.5 | 621.9 |

Units of government in the region use various revenue sources for transportation. On the highway side, state revenue sources for direct transportation investment in the northeastern Illinois region are derived largely from the IDOT Road and Construction Fund. The main revenue drivers of these funds are State Motor Fuel Tax and motor vehicle registration fees. State MFT revenues have been trending downwards, in real terms, over the last decade. Local governments in the region receive disbursements from State MFT revenues. These revenues are used primarily for transportation operations, construction or other capital outlays and are used to match federal transportation funds such as STP. Local governments use a variety of other own-source revenues such as property tax, sales tax, or other charges and user fees, to finance transportation.

The following is from RTA’s “Moving Beyond Congestion” report (Attachment L):

“For the transit system, passenger fares and other system generated revenues pay for approximately 50 percent of the operating budgets of the CTA, Metra, Pace and the RTA. Revenues for the remainder of the operating budgets are provided through a sales tax of 1 percent in Cook County and ¼ percent in the collar counties plus a 25 percent state match of these sales tax revenues. These revenues are distributed to CTA, Metra and Pace through a fixed formula based on where sales tax revenues are collected, as well as by RTA discretion. (Note: In the fall 2008 veto session, the RTA Act was amended (P.A. 95-708) revising the effective sales tax rate. The sales taxes were increased by ¼ percent in Cook County and ½ percent in the collar counties of: DuPage, Kane, Lake, McHenry and Will. The increases in the collar counties established a fund equaling 0.25% for use by the counties for public safety and transportation. As part of the increase a special $100,000,000 fund was established to fund ADA and paratransit services. An additional $20,000,000 is set aside for a suburban community mobility fund, and a $10,000,000 fund was established for ICE, a grant program soliciting projects that would enhance innovation, coordination and enhancements to the public transportation system.)

The primary source of capital funding for vehicles, facilities and infrastructure for the CTA, Metra and Pace is provided through annual federal formula grants. A separate New Starts program also provides federal matching grants for system and capacity expansion; individual transit agencies or project sponsors must complete a multiyear process to secure these limited funds, in competition with other projects throughout the United States. Until the end of 2004, Illinois FIRST also provided as much as $340 million annually in State funding for transit capital projects in northeastern Illinois. This program provided debt service reimbursement for $1.3 billion in bonds as well as $80 million per year in general revenue funds”.

The following is taken from the original snapshot document. (Attachment A)

“Annually, almost 80 percent of available funds for the region’s surface transportation system are spent just to maintain and rehabilitate existing assets. The responsibility for maintaining, improving, and expanding the region’s transportation infrastructure is shared by many entities, including the Illinois Department of Transportation, the Illinois State Toll Highway Authority, counties, municipalities, Metra, Pace, and the CTA. The transportation needs of northeastern Illinois are served by over 26,000 miles of interstate and arterial roadways.”

**ORGANIZATION AND ADMINISTRATION OF THE PLANNING PROCESS**

**B.1 How does CMAP coordinate land use plans, policies, and strategies throughout the region? What other non-transportation factors (housing, tax policy, education, other infrastructure, etc.) are the most critical development variables that CMAP monitors for the region?**

CMAP provides technical assistance services to local governments, organized through its Community and Technical Assistance division. This can involve research and communication of best practices or direct technical assistance. The working committee structure of CMAP provides links to local practitioners, who help to guide CMAP’s activities in this area.

The regional indicators project (described in more detail later) will monitor a broad range of measures that influence the region’s development patterns. The most important factors that influence development decisions include many beyond the traditional scope of regional transportation planning. While transportation accessibility affects development decisions, local land use regulations, tax policy, wastewater infrastructure availability, and other factors such as education and crime are also important. CMAP has undertaken research in all of these areas to improve understanding of how policies or investments in a variety of areas drive development.

**B.2 Discuss the evolution and status of the procedures that guide CMAP’s review of Developments of Regional Importance (DRI). What are the greatest challenges towards effectively implementing the DRI process? Please describe CMAP’s role and efforts regarding comment on the sale of the EJ&E Railroad.**

**Brief Chronology of the Development of the DRI Process**

***October 2007****:* The General Assembly voted to override the Amendatory Veto by Governor Blagojevich and Senate Bill 1201 became law. The law included a mandate for CMAP to create the process for reviewing ‚Developments of Regional Importance.‛

The PCC designated a subcommittee to work with staff to initiate developing the process for reviewing DRIs.

***November 2007-May 2008****:* The subcommittee met a number of times and reviewed other DRI programs throughout the country, discussed potential criteria, thresholds and historical examples of regional DRIs and ultimately presented a draft document to the PCC for discussion. That draft went through a few modifications.

***June-August 2008****:* The PCC directed staff to present the document for input and feedback to the working committees. The committees presented their input to the PCC, and staff was directed to summarize the comments and make changes to the document as necessary.

***September 2008:*** The PCC approved by consensus to release the DRI Process document (later referred to as version 1) for stakeholder and public input. The deadline for stakeholder and public comment was December 1, 2008. Over the course of the comment period, we reached out to many stakeholder groups and convened or presented at 20 meetings across the region to gain input on the draft document.

***December 2008:*** The Urban Land Institute (ULI) presented to the PCC the results of their Technical Assistance Panel to address an alternative process to review DRIs. Staff summarized the other public comments on the draft document.

***January 2009:*** The PCC reviewed a matrix of the received comments including a summary and response to the comments, a thematic comparison of the ULI proposal and the DRI Process document, the staff’s general comments on ULI’s proposal and the original DRI Process document that incorporates the comments, amendments and staff suggestions. In response to public comment, working committee concerns and PCC discussion, the DRI process was completely rewritten, based on the criteria and thresholds presented by ULI, to describe an entirely different approach to addressing the DRI review process. This would become version 2.

***February 2009:*** The PCC released version 2 of the document for a 45-day public comment period, including working committee review.

***April 2009:*** At the direction of the PCC, after releasing the DRI version 2 proposal for public comment and working committee review, the staff was also directed to return with a proposal for a practical and implementable two year pilot DRI process at CMAP. After observing the discussion by CMAP working committees and various stakeholders as they prepared to respond to DRI version 2, it was clear that debate over fundamental questions of what is regionally important and what constitutes reasonable thresholds will continue throughout the pilot period.

At this point, however, staff observes that there is sufficient comfort with the principle of using thresholds and criteria to improve transparency and provide the CMAP Board with guidance in making their decision to accept or dismiss a proposed DRI for further review. Staff’s primary objective in making the proposed recommendation is to expedite the launch of the pilot program and ensure that at least some aspect of the stakeholder responses to the DRI version 2 proposal will have an opportunity to be tested.

Because the burden of demonstrating these thresholds falls on the applicant, we feel it is important that the measures be clear and easily applied. More sophisticated evaluations of traffic, community and environmental impacts will still be possible should the Board direct the staff to prepare an advisory report.

The PCC recommended that the Board approve the version 2 proposal with the proposed staff modifications and direct staff to prepare the administrative procedures and necessary application materials to accompany the DRI process as approved and make these available to the public by July 1, 2009 with the pilot program officially running from August 1, 2009 to July 31, 2011.

**CMAP’s role and efforts regarding comment on the sale of the EJ&E Railroad**

CMAP was an active participant in a number of aspects regarding comment on the sale of the EJ&E Railroad. Initially, CMAP provided a forum for a regional discussion about the sale. A representative from the Canadian National Railway presented details of the proposed acquisition to the CMAP board in November of 2007. CMAP then provided comments on the acquisition to the Surface Transportation Board in January of 2008 (Attachment S).

CMAP provided provided regional information for the study, including all the traffic projections for the grade crossings. Discussion and information dissemination took place throughout 2008 at various committees of CMAP, including the Freight Committee and the Transportation Committee. In September of 2008 CMAP provided comments (Attachment S1) to the STB regarding the draft Environmental Impact Statement produced as part of the acquisition process.

Finally, in December of 2008, CMAP staff published a freight policy position [paper](http://www.cmap.illinois.gov/uploadedFiles/committees/Board/Agendas/Attachments/BoardMemo--FreightPolicy.pdf) (Attachment S2) which addressed many of the concerns of the region regarding freight issues, including those brought forth by the sale of the EJ&E.

**B.3 Who are the members of the MPO Policy Committee and what jurisdictions or agencies do they represent? Please briefly describe the makeup of the CMAP board. Discuss the relationship between the MPO Policy Committee and the CMAP Board.**

**Policy Committee:**

|  |  |  |  |
| --- | --- | --- | --- |
| **Representing** | **Name** | **Position** | **Organization** |
| **Municipal Government** | | | |
| Chicago Department of Transportation (CDOT) | Thomas G. Byrne | Commissioner | Chicago Department of Transportation |
| Council of Mayors | Jeff Schielke | Mayor | City of Batavia |
| **Counties** | | | |
| Cook | Joseph Moreno | Commissioner | Cook County |
| DuPage | Tom Cuculich | Director, Economic Development and Planning | DuPage County |
| Kane | Karen McConnaughay | Chairman | Kane County |
| Kendall | Bob Davidson | County Board Member | Kendall County |
| Lake | Martin Buehler | County Engineer | Lake County |
| McHenry | Kenneth D. Koehler | Chairman | McHenry County |
| Will | Larry Walsh\*\* | County Executive | Will County |
| **Federal Agencies** | | | |
| Federal Highway Administration (FHWA) | Norm Stoner | Division Administrator | FHWA |
| Federal Transit Administration (FTA) | Marisol Simon | Regional Administrator | FTA |
| **Regional Agencies** | | | |
| Chicago Metropolitan Agency for Planning (CMAP) | Joe Deal | Director of External Affairs | City of Chicago, Mayors Office |
| Chicago Metropolitan Agency for Planning (CMAP) | Elliott Hartstein | Village President | Village of Buffalo Grove (Lake) |
| Regional Transportation Authority (RTA) | Steve Schlickman | Executive Director | RTA |
| **Operating Agencies** | | | |
| Chicago Transit Authority (CTA) | Paul Fish | Vice President of Capital Planning | CTA |
| Class I Railroads | Michael W. Payette | Vice President of Government Affairs | Union Pacific Railroad |
| Illinois Department of Transportation (IDOT) | Gary Hannig\* | Secretary | IDOT |
| Illinois Tollway | Rocco J. Zucchero | Deputy Chief of Engineering for Planning | ISTHA |
| Metra | Phil Pagano | Executive Director | Metra |
| Pace | Richard Kwasneski | Chairman | Pace |
| Private Providers | John McCarthy | President | Continental Airport Express |
| \* Chairman \*\* Vice-Chairman | | | |

**CMAP Board**

***Executive Committee***[*Gerald Bennett*](http://www.cmap.illinois.gov/board_biosketches.aspx#gbennett)*, chair*[*Joe Deal*](http://www.cmap.illinois.gov/board_biosketches.aspx#deal)*, vice chair*[*Elliott Hartstein*](http://www.cmap.illinois.gov/board_biosketches.aspx#hartstein)*, vice chair*[*Al Larson*](http://www.cmap.illinois.gov/board_biosketches.aspx#larson)*, at-large member*[*Rae Rupp Srch*](http://www.cmap.illinois.gov/board_biosketches.aspx#srch)*, at-large member*[*Nigel Telman*](http://www.cmap.illinois.gov/board_biosketches.aspx#telman)*, at-large member****City of Chicago Appointments***[*Frank Beal*](http://www.cmap.illinois.gov/board_biosketches.aspx#beal)*, executive director, Chicago Metropolis 2020  
Joe Deal, director of external affairs, Office of the Mayor, City of Chicago*[*Raul Raymundo*](http://www.cmap.illinois.gov/board_biosketches.aspx#raymundo)*, chief executive officer, Resurrection Project*[*André Rice*](http://www.cmap.illinois.gov/board_biosketches.aspx#rice)*, president, Muller and Monroe Asset Management  
Nigel Telman, partner, Sidley Austin LLP****Cook County Appointments***[*Alan Bennett*](http://www.cmap.illinois.gov/board_biosketches.aspx#abennett)*, village trustee, Elmwood Park (Cook)  
Gerald Bennett, mayor, Palos Hills (Southwest Cook)*[*Zenovia Evans*](http://www.cmap.illinois.gov/board_biosketches.aspx#evans)*, mayor, Riverdale (South Cook)*[*Russell Hartigan*](http://www.cmap.illinois.gov/board_biosketches.aspx#hartigan)*, supervisor, Lyons Township (West Central Cook)  
Al Larson, mayor, Schaumburg (Northwest Cook)****Collar County Appointments***[*Roger Claar*](http://www.cmap.illinois.gov/board_biosketches.aspx#claar)*, mayor, Bolingbrook (Will)  
Elliott Hartstein, mayor, Buffalo Grove (Lake)*[*Marilyn Michelini*](http://www.cmap.illinois.gov/board_biosketches.aspx#michelini)*, mayor, Montgomery (Kane/Kendall)  
Rae Rupp Srch, former mayor, Villa Park (DuPage)*[*Dan Shea*](http://www.cmap.illinois.gov/board_biosketches.aspx#shea)*, McHenry County board member (McHenry)*

***Non-voting Members***[*Ian Doughty*](http://www.cmap.illinois.gov/board_biosketches.aspx#doughty)*, manager, Deloitte Consulting LLP (Governor's appointee)*[*Stephen Schlickman*](http://www.cmap.illinois.gov/board_biosketches.aspx#schlickman)*, executive director, Regional Transportation Authority (MPO Policy Committee)*

Composition of the Board

The CMAP is governed by a board consisting of the following 15 voting members and non-voting members:

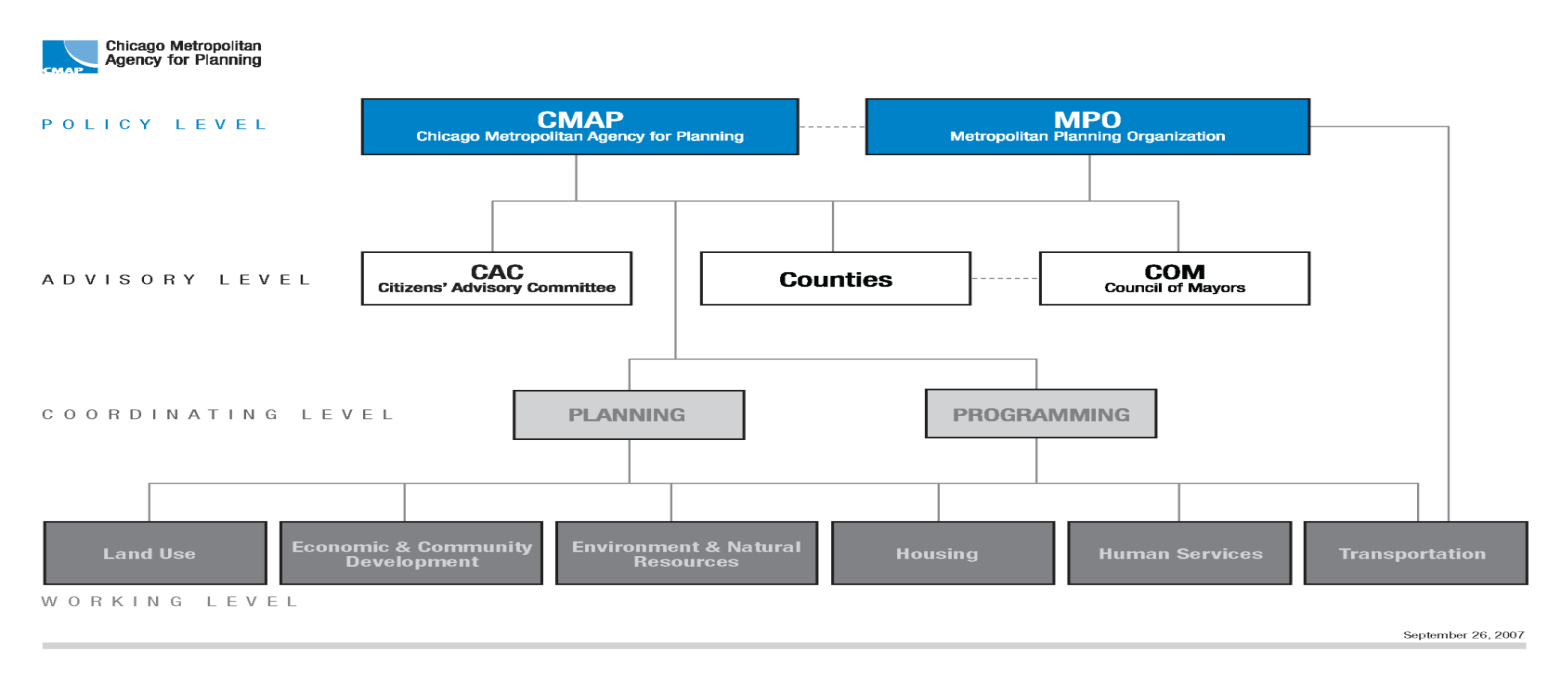
1. One member from DuPage County.
2. One member representing both Kane and Kendall Counties.
3. One member from Lake County.
4. One member from McHenry County.
5. One member from Will County.
6. Five members from the City of Chicago appointed by the Mayor of the City of Chicago.
7. Five members from that portion of Cook County outside of the City of Chicago
8. The Policy Committee may appoint one of their members to serve as a non-voting member and the CMAP Board may appoint other non-voting members of the Board.

**Policy Committee/Board Relationship**

The Policy Committee and the CMAP Board provide the policy development and implementation for an integrated comprehensive regional plan and long-range transportation plan and transportation improvement program for the metropolitan area. At the policy level, the CMAP Board and the Policy Committee review staff and committee work to ensure that consistency and consensus are achieved. Please see Attachment AA for a Memorandum of Understanding between the MPO Policy Committee and CMAP Board, defining the relationship.

**B.4 What is the formal Committee structure of CMAP and what are the responsibilities of each committee? Who are the members of the CMAP Transportation Committee and who do they represent?**

CMAP has established a four-level committee structure: policy, advisory, coordinating and working. At the policy level, the CMAP Board and the Policy Committee review staff and committee work to ensure that consistency and consensus are achieved. The Citizens’ Advisory Committee, the Council of Mayors, and a committee made up of county officials together comprise the advisory level. The Council of Mayors continues its current relationship with the Policy Committee, while at the same time serving as a municipal advisory body to the CMAP Board. The Work Program Committee, serving as the Transportation Committee for CMAP, continued its reporting relationship to the Policy Committee. The Policy Committee and the CMAP board jointly determine the structure and membership of the Transportation Committee. The Transportation Committee provides input to the two coordinating level committees of the CMAP board: Planning and Programming.



Citizens’ Advisory Committee:

* Provides advisory input through the appropriate committee(s) to the CMAP Board on proposed regional plans and policies.
* Provides the CMAP Board with guidance that conveys residents' perspectives.
* Makes recommendations regarding the CMAP Public Participation Plan.
* Provides feedback regarding the effectiveness of CMAP outreach and engagement strategies.
* Promotes public awareness of CMAP plans and programs, encouraging participation by citizens and other interested parties.
* Assists in dissemination of public information and related materials.

Council of Mayors:

* Provides a conduit for communication between local elected officials and regional transportation agencies. The executive committee was organized to formalize and strengthen the input from the region's municipalities regarding regional transportation planning and programming decisions. The committee helps to develop policies to assist the region in meeting air quality and transportation planning requirements and to assure regional equity in planning and funding decisions.

Planning Committee:

* Primarily responsible for overseeing the development of *GO TO 2040*, the region’s long-range comprehensive plan.

Programming Committee:

* Responsible for programming and operations for shorter-term activities.

The following working committees are charged with providing the Board with guidance that conveys a perspective of its subject matter, providing expertise and input to conduct effective land use and transportation planning, prioritizing projects in the subject matter and identifying and understanding regional needs, challenges and solutions.

Economic and Community Development Committee

Environment and Natural Resources Committee

Housing Committee

Human Services Committee:

Land Use Committee:

The Transportation Committee is responsible for promoting a regional transportation system that is safe, efficient, and accessible while sustaining the region’s vision related to the natural environment, economic and community development, social equity, and public health.

The membership of the CMAP Transportation Committee is comprised of the following:

|  |  |  |  |
| --- | --- | --- | --- |
| **Representing** | **Name** | **Position** | **Organization** |
| **Academic and Research** | | | |
| Academic and Research | Joe Schofer, Ph.D. | Associate Dean, School of Engineering & Applied Science/Professor | [Northwestern University](http://transportation.northwestern.edu/) |
| Academic and Research | Vonu Thakuriah, Ph.D. | Urban Transportation Center Interim Director/Associate Professor | University of IL at Chicago |
| **Advocacy** | | | |
| Bicycle/Pedestrian Task Force | Randy Neufeld | Healthy Streets Campaign Coordinator | Active Transportation Alliance |
| Metropolitan Planning Council | Peter Skosey | Vice-President of External Relations | [Metropolitan Planning Council](http://www.metroplanning.org/) |
| Center for Neighborhood Technology | Jan Metzger | Senior Project Manager | Center for Neighborhood Technology |
| **Counties** | | | |
| Cook | Rupert F. Graham Jr. | Superintendent of Highways | [Cook County Highway Department](http://www.co.cook.il.us/agencyDetail.php?pAgencyID=8) |
| DuPage | Chris Snyder \*\* | Chief Engineer | DuPage County |
| Kane | Thomas B. Rickert | Deputy County Engineer | [Kane County Division of Transportation](http://www.co.kane.il.us/dot) |
| Kendall | Fran Klaas | County Engineer | [Kendall County Highway Department](http://www.co.kendall.il.us/highway/index.htm) |
| Lake | Paula Trigg | Chief Planner | [Lake County Division of Transportation](http://www.lake.co.il.us/dot) |
| McHenry | Jason Osborn | Transportation, Planning and Program Coordinator | [McHenry County Division of Transportation](http://www.co.mchenry.il.us/common/CountyDpt/highway/default.asp) |
| Will | Christina Kupkowski | Project Manager | [Will County Department of Highways](http://www.willcountyillinois.com/) |
| **Federal Agencies** | | | |
| Federal Highway Administration | John Donovan† | Transportation Planning Specialist | [FHWA](http://www.fhwa.dot.gov/) |
| Federal Transit Administration | David Werner† | Community Planner | FTA |
| **Municipal Government** | | | |
| Chicago Department of Transportation | Luann Hamilton\* | Deputy Commissioner | [Chicago Department of Transportation](http://www.cityofchicago.org/transportation) |
| Council of Mayors | Arlene Mulder | Mayor | Village of Arlington Heights |
| **Regional Agencies** | | | |
| Chicago Metropolitan Agency for Planning | Don Kopec | Deputy Executive Director for Programming and Operations | CMAP |
| Northwestern Indiana Regional Planning Commission | Steven Strains | Director of Transportation Development | NIRPC |
| Regional Transportation Authority | Leanne Redden | Senior Deputy Executive Director | RTA |
| Southeastern Wisconsin Regional Planning Commission | Ken Yunker | Deputy Director | SEWRPC |
| **State Agencies** | | | |
| IDOT Division of Public and Intermodal Transportation | Neil Ferrari (alternate) | Bureau Chief | [IDOT – DPIT Bureau of Northeast Illinois Programs](http://www.dot.state.il.us/dpit/index.html) |
| IDOT Office of Planning and Programming | Dick Smith | Bureau Chief | IDOT – Office of Planning and Programming |
| Illinois Environmental Protection Agency | Mike Rogers | Environmental Protection Specialist | IEPA Bureau of Air |
| **Operating Agencies** | | | |
| Chicago Transit Authority | David Simmons | General Manager, Capital Grants | CTA |
| Class One Railroads | Thomas Zapler | Special Representative | Union Pacific Railroad |
| IDOT District One | John Fortmann | Acting Engineer of Program Development | IDOT District One |
| Illinois State Toll Highway Authority | Rocco Zucchero | Deputh Chief of Engineering for Planning | [ISTHA](http://www.illinoistollway.com/) |
| Metra | Jack Groner | Senior Director – General Development | [Metra](http://www.metrarail.com/) |
| Pace | Rocky Donahue | Director of Government Affairs | Pace |
| Private Providers | Rob Hann | Director of Airport Operations | Airport Express |
| \* Chairman \*\* Vice-Chairman † Non-Voting Member | | | |

**B.5 How is the CMAP staff organized and what are their responsibilities?**

The staff is led by the executive director. To integrate transportation and land-use planning, there is an internal structure organized into areas of (1) planning and programming, (2) research and analysis, (3) community development and technical assistance, (4) external affairs, and (5)

finance and administration. A cross-functional management structure has been created to provide maximum flexibility in addressing project tasks, which allows the creation of agile teams rather than segregated departments.

The organization area responsibilities are:

1. Planning and Programming
   * Long Range Planning - Integrates transportation and land use planning. Projects under this program develop the methodology, data and information resources, modeling and planning tools and engagement process to create *GO TO 2040 Plan*, the metropolitan Chicago’s first truly comprehensive planning campaign. Also includes the regional water supply study.
   * Transportation Improvement Program - Develops the region's TIP. With the anticipated approval of the GO TO 2040 Plan in October, 2010, preliminary work on developing a new TIP document, conformity analysis, and call for projects will be conducted**.**
   * Congestion Management Process - Addresses the need to effectively manage the region’s transportation system. The management and operational strategies developed include intelligent transportation systems, bicycle and pedestrian policies, managed lanes, transit enhancements and improvements to the freight system.
   * Watershed Planning – Analyzing and making recommendations on proposed amendments to facility planning areas, providing technical assistance and project oversight to various USEPA and IEPA grant programs and participating in various stakeholder groups throughout northeastern Illinois.
2. Research and Analysis
   * Data Development and Analysis - Prepare primary datasets that originate with CMAP as well as those developed by other sources. This program is also critical to facilitate the electronic exchange of raw data within and between CMAP and other agencies and organizations.
   * Information Technology Management – Provides the design, acquisition, deployment and management of computing, telecommunications and data resources at CMAP. The program also facilitates the electronic exchange of raw data within and between CMAP and other agencies and organizations.
3. Community Development and Technical Assistance
   * Program offers direct assistance to local agencies and officials to help them prepare comprehensive plans, address land use, planning, zoning and development issues and use geographic information system tools and data in decision making. All activities are designed to build both local and regional capacity efforts in land use and transportation planning.
4. External Relations
   * Communications and outreach is a component of nearly every project or task, but it does not stand alone—instead, it is project specific.
5. Finance and Administration
   * Provide financial management and administrative support for organization.
6. Executive Management
   * Policy Development and Strategic Initiatives: Provide research, analysis and development of polices to support, promote and integrate transportation and land use planning. Improve CMAP’s capacity to understand and communicate the significant impacts that land-use and transportation decisions have on each other and housing, economic and community development, natural resources, and human services.

The organization chart is as follows:

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**B.6 Are there any modifications to the structure of the MPO Policy Committee or the CMAP Committee or Staff structures anticipated in the near future? What are the organizational strengths of CMAP? What are some of the organizational challenges CMAP faces?**

No modifications to the structure of the MPO Policy Committee or CMAP Board are anticipated in the near future. Modifications to staff organizational structure are typically considered during the process of constructing the overall agency work plan. Minor modifications are typically made year to year, based upon executive assessment of staff and project performance. No major organizational changes are being considered at this time.

The organizational strengths of CMAP are:

* A culture which stresses project-level management rather than management based solely on functional departments.
* A culture which stresses project planning, working within teams, and quantifying project assignments and measures of success.
* A high level of staff coordination across projects and departments.
* Strong project planning and adherence to project scopes and deliverables.
* Monthly and quarterly monitoring of project progress and deliverables on an agency-wide basis. Project managers typically monitor progress on a daily or weekly basis.

The organizational challenges of CMAP are:

* Avoiding a return to legacy roles and responsibilities, including functional group “siloing” that may have, from time to time, characterized CMAP’s predecessor agencies.
* Lack of “real-time” data regarding staff capabilities, training, and staff project commitments and workloads.

**B.7 Discuss CMAP’s use of the Illinois Regional Comprehensive Planning Fund for matching Federal planning funds? What other sources of funding have been considered for producing the local match for these Federal funds?**

In 2007 the Illinois Legislature created the Comprehensive Regional Planning Fund (CRPF) of $5 million to support regional planning in metropolitan and rural areas of Illinois, of which $3.5 million is for CMAP. In addition to providing the required matching of those federal dollars, the CRPF contribution to CMAP supports the agency’s varied non-transportation activities, which include planning and technical assistance to municipalities on issues such as housing, community development, management of natural resources, data acquisition and analysis, and more.

For FY 2010 the Federal match for CMAP is $2,733,409. At the present time, no additional sources of funds have been identified for the required Federal match.

**B.8 Please provide maps of the MPO Planning Boundary and of the ozone and particulate matter nonattainment boundaries.**





**B.9 Discuss changes to cooperative agreements governing the metropolitan transportation planning process. Please attach all active cooperative agreements that direct the metropolitan transportation planning process as well as any agreements directing air quality planning and conformity analysis for jurisdictions outside the planning area boundary.**

CMAP has recently updated five planning agreements (Attachments M1-M5). While the agreements did not require substantial change, policy makers felt it was appropriate to review such agreements periodically whether or not they need updating, to assure that members are aware of them. While the specifics of responsibilities outlined in the earlier versions of the agreements were essentially unchanged, it was appropriate to update them to change references from CATS to CMAP. The agreements reflect the cooperative planning in place in the region and adjoining states and the responsibilities of each signatory for the transportation and air quality planning processes and the development of consistent metropolitan transportation plans.

**B.10 Other than through formal cooperative agreements, please describe how CMAP, IDOT and the transit operators cooperatively determine their mutual responsibilities in conducting the planning process. Do these roles change between products such as corridor studies, the Unified Work Program (UWP), the Long Range Transportation Plan, or the Transportation Improvement Program (TIP)?**

The annual [Unified Work Program (UWP)](http://www.cmap.illinois.gov/uwp/default.aspx) (Attachment D) development process provides a forum for cooperation among CMAP, IDOT, the transit service boards, the City of Chicago, RTA, the counties and the Councils of Mayors. The UWP Committee considers both yearly project applications and historical progress on past planning studies to determine new projects and the responsible agencies for carrying them out. The committee often discusses mechanisms for project consolidation, cooperation, and the avoidance of duplication of effort.

For example, in the FY 2010 UWP planning process, the RTA and CMAP consolidated efforts in a Regional Data Archive Demonstration, the design and implementation of a CMAP-led web-based data exchange mechanism for archived transportation data. This project has the potential of transforming the current RTAMS interface to provide content management, data visualization, and analysis. RTA and CMAP were funded to work jointly on this project. The end product will consolidate the region’s transportation data archive in one place- this is just one example of an efficient use of funds to achieve regional goals.

Member agencies receiving UWP dollars are active contributors to the long range plan as well as the TIP. While CMAP is chiefly responsible for setting the critical path and developing the process of the Plan’s development, IDOT, RTA and member agencies are involved at every step of the process in terms of developing the regional vision and scrutinizing the Plan’s scenarios, evaluation measures, and selection of major capital projects.

CMAP is committed to working with all transportation partners in the region. All the agencies mention above are a part of the Transportation Committee which meets often to discuss transportation policies and issues. Different partner agencies are consulted for their input on all work products regarding transportation including studies, UWP, the TIP and *GO TO 2040* which is currently being developed as northeastern Illinois’ long range plan. As part of CMAP’s commitment to having public outreach, transportation policies are discussed at Citizens’ Advisory Committee meetings as an additional avenue to assure that the public is informed and active in the planning process.

There is considerable collaboration between planning, programming and implementing agencies in northeastern Illinois. One common form of this includes assisting in projects undertaken by other agencies by participating on steering committees, technical advisory committees and conducting supporting technical analysis work.

**B.11 How do the activities in the UWP relate to the goals and priorities identified in the Long Range Transportation Plan? How are UWP activities developed, selected, and prioritized for CMAP staff? How are UWP activities developed, selected, and prioritized for CMAP member agencies?**

The activities in the UWP relate directly to the goals and priorities identified in the Long Range Transportation Plan. In 2007, the committee established ten [planning priorities](http://www.cmap.illinois.gov/WorkArea/linkit.aspx?LinkIdentifier=id&ItemID=6164) (Attachment N) to guide the discretionary portion of the UWP selection process. These priorities were derived from three sources: Shared Path 2030 (the Regional Transportation Plan), NIPC’s Common Ground, and planning factors in SAFETEA-LU. These priorities are re-considered at the beginning of every UWP planning cycle. They will be modified upon the completion of the next RTP (the *GO TO 2040 Plan*) in 2010. The factors consist of the following:

• Integration of Transportation and Land Use Planning

• Congestion Relief (Multi-Modal) (Management, Research and Analysis)

• Environmental Impacts of Transportation Decisions

• Development of Comprehensive Regional Plan

• Transportation’s Role in Economic and Community Development

• Jobs-Housing-Transportation Planning

• Transportation Issues for Seniors and People with Disabilities

• Financing the Transportation System

• Public Involvement in Transportation and Comprehensive Planning

• Providing Technical Assistance

Agencies identify specific UWP planning factors on project applications when applying for funding. Since many projects consist of various planning factors, it is neither efficient nor effective to quantify projects based solely on these criteria. However, in the discretionary round, UWP committee members score applications based on overall quality of the applications, duplication of effort (or lack thereof) as well as adherence to these planning factors. These criteria are strongly suggested to the Committee by CMAP staff as the proper metrics for driving project funding decisions in this round.

CMAP staff develops its annual UWP proposals through the construction of an overall draft agency work plan. Construction of this work plan begins around the beginning of the calendar year in order to be ready in advance of the UWP selection process. Full scopes for projects are submitted by potential project managers to CMAP executive staff. Many of these projects are ongoing and do not require significant staffing changes from year to year - instead, they primarily require scope changes and an itemization of deliverables and key dates. Project proposals are evaluated by the executive staff in consultation with project managers. Projects are prioritized based upon 1) adherence to federal law; 2) evaluation of past project deliverables (if the project is a continuation); 3) evaluation of the strength of the proposal based upon the projects salience to regional planning and avoidance of duplication of effort between CMAP and other regional institutions; 4) time commitment of CMAP staff assigned to the project.

CMAP member agencies make their own internal decisions regarding which planning work is proposed for UWP selection as opposed to which planning work is funded through other revenue sources. CMAP and all member agencies submit applications in either the Core or Discretionary round. Core projects consist of proposals vital to meeting the five federally required products of the MPO. Core projects are largely allocated to CMAP (the MPO staff), but in recent years other member agencies have received Core funding for related work that is vital to the MPO. This includes capital project development, TIP development, data and analytics to support the long range plan, and staff support to MPO committees. Discretionary proposals consist of projects that support the attainment of the Region’s Focus Areas (see the 10 planning factors above).

UWP activities are selected and prioritized in the same manner for both CMAP and other member agencies. Eligible agencies develop project proposals and submit them to the UWP Committee for review. Projects required to meet federal regulations are selected first in the Core Program in early February. A second tier of projects focusing on select emphasis areas (see 10 planning factors above) are submitted for review in late February, with review and selection taking place in March and April. Competitive projects are scored by UWP Committee members for adherence to the 10 planning factors. Largely but not solely based on these scores, the competitive section of the UWP is selected. The UWP Committee prepares a draft program consisting of all the funded UWP projects and submits it to the Transportation Committee for consideration in April. The draft program is then submitted to the funding agencies and released for public comment. Following their review, the draft program is sent to the MPO Policy Committee and the CMAP Board for consideration of endorsement at their June meeting.

**B.12 How much funding does the MPO contribute to member agency program development activities?**

In FY 2009, 31.4% of UWP funds ($5,167,000 FHWA/FTA funds) were awarded to the member agencies of City of Chicago, CTA, Metra, Pace, RTA, Counties, and Regional Council of Mayors. The use of UWP funds can be understood by analyzing the amount spent by UWP program category. These program categories are 1) regional transportation planning; 2) TIP; 3) public involvement and information; 4) data/model development; 5) special studies; and 6) subregional and project specific studies. Member agency activities falling under the first two categories are aligned closely with program development - such activities include coordinating agency capital programs with the TIP and the Long Range Transportation Plan. It is estimated that roughly 15% of the UWP ($2,374,405) was awarded for such activities in FY 2009.

**B.13 Describe the methodology for determining the federal share of local planning activities. What alternative sources of funding has the region used to fund planning projects where transportation is not the primary focus (e.g. a local land use study)?**

CMAP staff requests information on current planning studies from the transit service boards, the Illinois Department of Transportation, the City of Chicago, county governments and local municipalities (local municipal planning information is provided by the Regional Council of Mayors). This information is summarized in Appendix I of the UWP document. Staff asks for project descriptions, project start and end dates, total project cost and funding source.

From this information, the federal share of local planning studies can be estimated. For example, in FY 09 the City of Chicago submitted roughly $7.6M in transportation planning studies. Roughly $3.2M of this amount (42%) was funded through federal dollars.

## Where transportation is not the primary focus, the region has relied on other sources of funding. One major source for local land use planning has been the Illinois Tomorrow Corridor Planning Grant program. The Illinois Tomorrow Corridor Planning grant program assists communities throughout Illinois in developing plans that will protect and improve their quality of life. It encourages partnerships between private and public groups to work together for the long-range interests of people who live in the areas impacted by future growth. The Illinois Department of Transportation allocated roughly $1.8 million for these purposes in fiscal year 2007. Many of these studies include streetscape plans, land use plans, and downtown redevelopment and economic development plans.

Counties and municipalities rely largely on general revenue funds for planning studies. At the county and municipal level, these revenues are derived largely from property tax, home rule sales tax, and sales tax and income tax disbursements from the State of Illinois.

**B.14 Is there a process in place to evaluate past performance of UWP projects and work elements? How does past performance influence future UWP development?**

There is a process in place for evaluating past performance of UWP projects and work elements. Beginning in State FY 08, agencies receiving UWP funds are required to report project progress in narrative form as well as project expenditure information. This information is gathered quarterly. An example of the quarterly reports is available in Attachment O. The reports are assembled by CMAP staff. Quarterly reporting continues for projects after the first fiscal year of that project ends. For example, during FY 09, agencies report not only on FY 09 projects but also FY 08 projects that remain incomplete. In FY 10, agencies will report on three fiscal years worth of projects, and so on.

Past performance influences future UWP development now, and the impact of past performance on future UWP development will increase greatly in the FY 11 process, given the hindsight of two-plus full fiscal years of progress and expenditure reporting. It is important to point out that CMAP and other recipient agency contracts for UWP funds are made with the Illinois Department of Transportation. For non-CMAP recipient agencies, these projects often have a time horizon of three or more years. Thus, it takes more than one or two years of reporting to generate the intended impact of directly influencing future program development. For the FY 11 process (beginning in the fall of 2009), CMAP staff plans to introduce metrics, based on the quarterly reporting process, to determine eligibility for FY 11 funding. This concept was introduced to the UWP Committee at their May 2009 meeting. CMAP staff will present suggested eligibility metrics to the Committee in the fall of 2009. The metrics will likely have a quantitative measure (based on percentage of funds expended over the last two fiscal years) as well as a qualitative measure (deliverables produced as outlined in project scopes of work).

This being said, quarterly reporting has impacted future program development already. In the FY 10 development process, the RTA received funding for a project which coordinates transit surveys historically undertaken by the service boards. Quarterly reports indicated that these studies had sometimes gone unexpended over the last two years, or were duplicative in nature. The RTA project intends to provide a clearinghouse for this information as well as develop a survey methodology that can be used by all service boards. This common methodology will be useful for tracking data over time.

**B.15 Are sub-area and corridor studies conducted in a manner so that planning decisions and analyses may be carried through to the project development and environmental review processes?**

CMAP is frequently asked to provide data resources and technical assistance to implementing agencies as they proceed with project development and environmental review processes following adoption of the regional transportation plan. In many cases, sub-area and corridor studies are undertaken to consider a wider range of assumptions and a broader array of alternatives than were possible during RTP scenario development. CMAP takes the opportunity during its involvement with these studies to ensure that the intent and rationale of the RTP recommendation supporting the project remains intact. During the course of continued and focused project evaluation, new data becomes available and refinements to the original project concept are made. These become the new assumptions for the project during the subsequent long range planning cycle.

Current examples include the eight New Starts evaluations initiated following adoption of the 2030 RTP. In each case, close examination of alternative service patterns, particularly with regard to cost-effectiveness, led to more robust and defensible proposals for inclusion in subsequent 2030 RTP updates.

Similarly, highway evaluations under NEPA often result in better data and more robust specifications.

**B.16 Discuss the contents of the MPO self-certification. How does the CMAP track these requirements and the MPO’s ability to meet them?**

The MPO self certification assures compliance with implementing the metropolitan planning process in accordance with all applicable requirements, including those of the SAFETEA-LU, the Clean Air Act, the Civil Rights Act, and the Americans with Disabilities Act. All agencies involved in the transportation planning process are also held accountable to these federal requirements. Tracking the requirements and our ability to meet them is an ongoing part of our continuing, cooperative, and comprehensive planning process.

CMAP has ascertained that regulations and policies of the programming agencies are in compliance with applicable federal and state employment opportunity laws and guidelines, affirmative action goals, equal employment opportunity requirements, employment practices, procurement activities and transportation services. The Unified Work Program and Transportation Improvement Program include documentation that as an agency and in partnership with members, CMAP’s MPO Policy Committee adheres to the requirements of SAFETEA-LU, the Clean Air Act, the Americans with Disabilities Act and all other applicable federal requirements.

The ten requirements for self-certification are listed in italics below.

**(1)** *23 U.S.C. 134, 49 U.S.C. 5303, and this subpart.* These citations summarize the metropolitan planning requirements. This region is currently certified and has an approved Transportation Improvement Program, Long Range Transportation Plan, Unified Work Program, Congestion Management Process, Public Participation Plan, required interagency agreements, approved metropolitan area boundaries, and annual listings of obligated projects.

**(2)** *In nonattainment and maintenance areas, sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93*. State and local transportation officials take part in the 3C planning process to determine which planning elements will be implemented to improve air quality. Section I (Executive Summary) and Appendix J (UWP Development Process) of the Unified Work Program (Attachment D) document how the state and local officials participate in the planning process.

**(3)** *Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d–1) and 49 CFR part 21*. Title VI prohibits exclusion from participation in, denial of benefits, and discrimination under federally assisted programs on grounds of race, color or national origin. Appendix C (Civil Rights and Environmental Justice Requirements) of the Unified Work Program provides a description of how the affected member agencies meet these requirements.

**(4)** *49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity*. Appendix C (Civil Rights and Environmental Justice Requirements) of the Unified Work Program provides a discussion of how the affected member agencies meet these requirements. Additionally, member agencies have documented their adherence to these requirements on their websites.

**(5)** *Section 1101(b) of the SAFETEA–LU (Pub. L. 109–59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects.*  The DBE program ensures equal opportunity in transportation contracting markets and the statute provides that at least 10% of the amounts made available for any federally funded projects be expended with certified DBEs. These policies are included on all of the partner websites and in their policy practices. Appendix C (Civil Rights and Environmental Justice Requirements) of the Unified Work Program provides a description of how the affected member agencies meet these requirements.

**(6)** *23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts*. Appendix C (Civil Rights and Environmental Justice Requirements) of the Unified Work Program provides a discussion of how the affected member agencies meet these requirements. Additionally, member agencies have documented their adherence to these requirements on their websites.

**(7)** *The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38.* Programs and activities funded with federal dollars are prohibited from discrimination based on disability. Appendix C (Civil Rights and Environmental Justice Requirements) of the Unified Work Program provides a description of how the affected member agencies meet these requirements. Additionally, member agencies have documented their adherence to these requirements on their websites.

**(8)** *The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance*. Appendix C (Civil Rights and Environmental Justice Requirements) of the Unified Work Program provides a discussion of how the affected member agencies meet these requirements. Additionally, some member agencies are subject to triennial reviews by the FTA where this and other requirements are evaluated. There has been no notice of any member agency not satisfying this requirement.

**(9)** *Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender*. Appendix C (Civil Rights and Environmental Justice Requirements) of the Unified Work Program provides a discussion of how the affected member agencies meet these requirements. Additionally, some member agencies are subject to triennial reviews by the FTA where this and other requirements are evaluated. There has been no notice of any member agency not satisfying this requirement.

**(10)** *Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities*. Appendix C (Civil Rights and Environmental Justice Requirements) of the Unified Work Program provides a discussion of how the affected member agencies meet these requirements. Additionally, some member agencies are subject to triennial reviews by the FTA where this and other requirements are evaluated. There has been no notice of any member agency not satisfying this requirement.

A copy of the current Unified Work Program for northeastern Illinois, including Section 1 and appendices C and J is attached. (Attachment D)

**B.17 In the CMAP region, some member agencies receive a portion of UWP funds directly to carry out their own planning efforts. How are these investments monitored and products tracked? Please provide copies of the FY 2009 quarterly reports from the member agencies on their UWP projects.**

UWP investments are tracked via quarterly progress reports. All funded UWP projects are tracked, regardless of project type or recipient agency. Please see Attachment O for the third quarter report as an example.

**LONG RANGE TRANSPORTATION PLAN**

**C.1 Discuss the process lead by CMAP to update the 2030 Regional Transportation Plan (RTP) in 2007 for full policy compliance with SAFETEA-LU and the Final Federal Planning Rule (issued 2/14/07).**

This process was a continuation of the work completed in 2006 to revise the capital element of the *2030 Regional Transportation Plan for Northeastern Illinois (RTP).* In developing the 2006 Capital Element Update, it was recognized that more attention was necessary in revising certain policy and strategic elements of the *RTP* than was possible in the 2006 update process. Thus, these revisions were scheduled for 2007. The *2007 Update* was initiated as the *Capital Element Update* of the *2030 RTP* was completed in October 2006.

The *2007 Update* considered input from many sources in revising the strategic elements of the *RTP.* A detailed list of recent changes in federal transportation planning regulations and suggested revisions was reviewed (see Attachment T) <http://www.cmap.illinois.gov/WorkArea/linkit.aspx?LinkIdentifier=id&ItemID=5868>). The *RTP* was reviewed to assure compliance and, where necessary, the *RTP* was modified or clarified to comply with the revised rules.

These revisions were completed with full stakeholder and public involvement. As part of the *Shared Path 2030* process, the revision considered comments about strategies and policies received in the *Capital Element Update* public involvement process <http://www.cmap.illinois.gov/sp2030/outreach.aspx>). An additional public comment period was held from March 24 to April 23, 2007. Substantial stakeholder input on the *RTP* was sought and considered in addressing the RTP response to SAFETEA-LU mandates. These revisions included updates of institutional, policy, and strategic initiatives in northeastern Illinois.

Much of the stakeholder involvement was sought through the Regional Transportation Plan Committee. Meeting and materials for the RTP Committee process as it considered the 2007 revisions to the *RTP*, including successive draft documents, are posted at <http://www.cmap.illinois.gov/sp2030/process.aspx>. The *2007 Update* of the *RTP* was adopted on June 12, 2007.

**C.2 Beyond basic efforts to provide consistency and coordination, has the development of Illinois State Transportation Plan affected the long range planning process in the Northeastern Illinois region?**

There is consistency between these efforts, but the *GO TO 2040 Plan* covers a great number of topics not addressed in the State plan. In the area of transportation, these plans express similar priorities and strategies.

**C.3 Discuss the overall goals of the GO TO 2040 plan.**

Goals for the *GO TO 2040 Plan* have been set in the Regional Vision (Attachment H) document, which describes the region’s desired future in 2040. The purpose of the *GO TO 2040 Plan* is to move the region toward this stated vision. The areas covered in the Regional Vision consist of several overarching themes, including quality of life, sustainability, equity, and innovation; the natural environment, including water and energy; social systems, including education, housing, health, and safety; economics and infrastructure, including economic competitiveness, reinvestment, and transportation systems; and governance, including intergovernmental coordination and civic involvement.

More explicitly, the plan is meant to integrate planning for land use and transportation at the regional level. This is interpreted to mean that the land use impacts of any transportation decision, and the transportation impacts of any land use decision, should be understood and considered when these decisions are made. This philosophy will influence the recommendations of the *GO TO 2040 Plan*, both in terms of its strategic policy and investment recommendations and its prioritization of major transportation capital projects.

**C.4 How is projected demand being determined for GO TO 2040? What methods of demographic, socio-economic, land use, and travel demand forecasting are being utilized for development of a preferred scenario?**

In keeping with our expanded public policy mission to integrate transportation and land use planning, CMAP has significantly reorganized the forecasting approach that was the mainstay of the predecessor agencies. Instead of responding to observed trends in land use development and transportation system deficiencies, CMAP is developing its preferred scenario based on the policy actions and planning strategies needed to attain an identified vision of the region’s future. The scenario evaluation exercise is based in scientific method principles of hypothesis testing and sensitivity analysis. The conclusions drawn from each evaluation are drawn by comparing the effects of policy actions and planning strategies on pre-specified land use and transportation indicators

The forecasting method hinges on the principle that the intensity and geographic distribution of urban activity changes in response to variation in three locational attributes:

* Land value (as a proxy for urban development potential)
* Accessibility (to public goods including transportation mobility)
* Environmental constraint (to preclude urban development of sensitive lands)

We are subscribing to the urban economic principle that socioeconomic activity will allocate itself spatially primarily in response to changes in urban land value, transportation accessibility and environmental constraint. Each of these is the object of public policy seeking to influence the pattern and density of urban change.

Most land use and transportation strategies can be expected to have feedback effects on themselves and each other. Capturing this is accomplished through the use of a new variable called the “access product”. This is simply the product of multiplying a zone’s land value index against the cost of traveling from the zone to all other locations in the region. Applied consistently, the result is a measure of accessibility weighted by a proxy (LVI) for a specific zone’s attractiveness to urban development.

Socioeconomic activity is measured primarily in terms household and employment attributes of small geographic areas called subzones. Subzones are typically one-quarter square mile in size and have the advantage of being regularly shaped and continuous across the entire planning region. They are small enough to demonstrate regionally significant variation in policy response and large enough to absorb the sampling error associated with typical demographic metrics.

The primary demographic metrics used for forecasting are:

* Number of households, their size and their composition (e.g. adults, workers, children, and income)
* Number of jobs and their industry classification

Household components are “synthesized” for each subzone using an “iterative proportional fitting (IPF)” procedure developed for CMAP by the University of Illinois at Chicago. This “population synthesis” procedure is now becoming the national standard technique in forecasting demographic characteristics for regional planning. It permits robust correlation with a wide variety of data available from Census microsampling and allows CMAP to correlate future demographic characteristics with changing growth and development profiles for different parts of the region.

Household and employment locations respond to scenario specific access products, constrained by environmental protection policies. The access product is derived from a subzone’s land value index (LVI), vehicular transportation accessibility, pedestrian environment and natural resource constraint. The regional Land Value Index (LVI) is expressed as the ratio of average assessed land valuations per subzone, normalized by county, to a regional mean. Vehicular transportation accessibility is measured by a composite calculation of time, distance and out-of-pocket cost. This is accomplished through the use of CMAP’s regional travel model procedures. An assessment of pedestrian environment is standard to the estimation of the volume of travel being made under a given scenario. Within the trip generation model, pedestrian environment is a component of estimating auto ownership. Pedestrian environment can also be used to estimate the actual number of non-motorized trips being made.

Lands that are precluded from urban development are typically constrained by policy mandate; any effect this has on regional land use patterns is incorporated into the model by effectively removing the land’s estimated urban land value from regional consideration.

These planning and policy response tools are applied to a 2040 “Reference Forecast” based on a target 2040 population for the CMAP region between 10.4 and 10.9 million persons. The lower bound comes from a modeled forecast of the region’s economy conducted for CMAP by the University of Illinois at Urbana-Champaign and the upper bound comes from a linear extrapolation of the forecasts used in CMAP’s *2030 Regional Transportation Plan*. The modeling techniques used in establishing the geographic distribution of population within the region are based on a current average 2.7 persons per household, the reference forecast targets total households between 3.8 and 4.0 million households. The reference scenario’s geographic distribution is developed by annualizing growth in commuting volume from 2007 to 2030 and extrapolating to 2040. Household and employment growth is then dampened by accessibility limits imposed by an increasingly congested transportation system. Transportation network conditions are used to enhance trip growth in areas with good transportation access and dampen trip growth in areas with poor or congested access.

The Reference scenario represents one “plausible” distribution of urban activity in the year 2040 based on small area socioeconomic growth trends and transportation accessibility, but by design it plays no role in the development of the preferred scenario. Its only purpose here is to provide a common reference for comparison with GO TO 2040 strategies. In the reference forecast, no land use policy, environmental constraint or transportation improvements will occur beyond 2010; a patently unrealistic assumption.

The methodological advantage of this new approach is that CMAP’s modeling tools may now be used to test the effectiveness of policy actions and planning strategies under consideration for *GO TO 2040*. Each of the policies or strategies has been translated into complementary model determinants and applied to the reference scenario to induce change. The policies and strategies are also assembled into thematic scenarios and tested as a group.

Total regional growth in population, households, and jobs was estimated based on past projections and confirmed by outside consultants (the Regional Economic Applications Laboratory at the University of Illinois). Regional economic forecasts of employment, income, and output by economic sector were prepared by the same source. National projections by the US Census were used to estimate future population by age, race, and ethnicity.

The internal travel demand model maintained by CMAP is being used for analysis of the regional transportation system. The travel demand model also is used to forecast localized changes in population, households, and jobs based on changes in accessibility to the transportation system as well as local land value. CMAP intends to use a parcel-based land use planning software to translate the socioeconomic changes forecast using the travel model into local land use outcomes, but this work is not complete.

A series of reports on “modeling assumptions” have been prepared that specify CMAP’s calculations of the effects that different transportation, land use, housing, economic, or environmental strategies (policies or investments) would have; these are available online at <http://www.goto2040.org/panel.aspx>. While the models described above are used in the preparation of these reports, significant additional work to quantify the impacts of different strategies has been done using customized spreadsheet-based or SAS-based analyses.

**C.5 Discuss how the development of GO TO 2040 is utilizing alternative scenario analysis for development of a preferred scenario. How has consensus been reached for regional population and employment growth rates and totals for the various scenarios?**

Scenario analysis allows the development and testing of alternative scenarios, which are made up of different combinations of policies and investments, to determine the pros and cons of each. CMAP researched various other scenario planning processes across the country to arrive at the scenario analysis (Attachment AB) method used for *GO TO 2040*; descriptions of the research conducted and conclusions reached are available online at: <http://www.cmap.illinois.gov/uploadedFiles/committees/planning/Agendas/Attachments/PlanningCmteMemo--Scenarios09-10-08.pdf>.

Each scenario will have a different distribution of population, households, and jobs across the region; each will also feature a different transportation system. For purposes of direct comparison, the same regional household and job totals are being used for each of the scenarios. During summer 2009, the relative merits of each of these alternatives will be explored and made available for public comment. This process will result in the preferred scenario. Formal forecasts of population, households, and jobs will follow, not precede, the development of a preferred scenario; the forecasts will respond to the policies and investments that are contained in the preferred scenario.

In the *GO TO 2040* process, it is considered more important to reach consensus on the policies and investments that the region should make, rather than the forecasts of population and employment. The forecasts should be seen as the result of actions taken or not taken, and cannot be effectively addressed outside of the planning process.

**C.6 Discuss the role of Regional Indicators in the development and implementation of GO TO 2040. Discuss the process to select these measures and how and when they will be regularly reported.**

CMAP has entered into a partnership with the Chicago Community Trust to identify and track indicators that are of regional interest. The topics covered in the indicators project reflect the themes of the Regional Vision, and a preliminary list of indicators (Attachment P), adopted by the CMAP Board and MPO Policy Committee. Currently, most work on this project is focused on the acquisition and processing of the data needed to measure these indicators.

The indicators will be communicated on a specific website that is under development which will be completed and launched in fall 2010, at the same time as the adoption of *GO TO 2040*. The website is intended to be interactive, allowing researchers or the general public to perform quick reviews of topics of interest, but also providing sophisticated analytical tools for interested users. The website will be updated as frequently as new data becomes available, which will vary for each indicator. It is expected that reports analyzing recent trends in each indicator will be published approximately every two years.

The categories of indicators were derived directly from the Regional Vision. CMAP staff then reviewed other indicators projects around the nation which had been identified as best practices to develop potential indicators within each of these categories, and two consulting firms were hired to investigate potential data sources in these areas. CMAP’s working committees spent several months reviewing and discussing proposed indicators within their areas of expertise, and the Trust contracted with experts in various human and community development fields (education, health, arts and culture, food and hunger, crime and justice, human relations, and workforce development) to identify indicators in these areas as well. Also, a series of public workshops was held to help prioritize potential indicators during summer 2008. This resulted in recommendations that were confirmed with CMAP’s committees during fall 2008 and adopted in December of that year. A full description of the indicators process is available online at: <http://www.goto2040.org/indicators.aspx>.

**C.7 Discuss how strategy papers are being utilized in the development of GO TO 2040.**

Strategy reports are meant to define important topics, review existing conditions and best practices, and describe some of the strategies’ benefits. They generally do not contain detailed quantitative analysis, but many of the strategy reports have been used as the basis of papers describing modeling assumptions. Strategies were derived from the recommendations of the Framework Plan and the *2030 RTP*, and are meant to broadly reflect the topics that the plan should consider. Drafts of approximately 30 of these reports have been posted on CMAP’s website in an interactive online format that allows comment and discussion. Posted and upcoming strategy papers are found online at: <http://www.goto2040.org/strategy_papers.aspx>. Overall, the strategy reports will be used as background and justification for the recommendations that the *GO TO 2040 Plan* will ultimately make.

**C.8 Discuss the environmental consultation and mitigation efforts anticipated for GO TO 2040. What role should long range transportation planning have in promoting environmental sustainability? In identifying areas of environmental sensitivity? In preparing infrastructure projects for the NEPA review process?**

The natural environment is one of the key areas addressed by *GO TO 2040*. Activities that are completed, underway, or planned include:

* Environmental measures will be used to evaluate specific major capital projects and alternative scenarios. The major capital project evaluation measures proposed for endorsement include measures of air quality, energy and greenhouse gas emissions, support for infill development (Attachment J1), and growth pressure in sensitive natural areas (high-quality open space, prime farmland, or the watersheds of high-quality streams). These measures are expected to be used to evaluate alternative scenarios, as will other measures of imperviousness, runoff, and land consumption. In other words, every policy or investment that is considered for inclusion in the *GO TO 2040 Plan* will be evaluated, either individually or in groups, in terms of its environmental impact.
* A number of environmental indicators have been identified as part of the indicators project; these will be used to track environmental progress after the plan’s completion.
* Strategy papers have been produced on a number of environmental topics including agricultural preservation, climate change, conservation design, ecosystem restoration, energy conservation, open space, parks, stormwater management, waste disposal, wastewater, water supply, and waterway management. The *GO TO 2040 Plan* is likely to make specific recommendations for action in many of these areas.
* CMAP has coordinated with Chicago Wilderness and its many member agencies to integrate the Green Infrastructure Vision (GIV) within the *GO TO 2040 Plan*. The GIV has been used to prioritize areas in the region for preservation or other environmental treatment within the strategies and evaluation measures noted above.
* Additional work on air quality and climate change is underway; this is described in more detail in the responses to questions in the “Air Quality” section later in this document.
* CMAP’s Environment and Natural Resources committee is consulted with regularly on items of interest regarding the *GO TO 2040 Plan*.

CMAP takes the role of long range transportation plans in promoting environmental sustainability very seriously, as shown by the activities listed above. Areas of environmental sensitivity have been identified (as part of CMAP’s efforts to integrate the GIV into *GO TO 2040*) and are being used in evaluation of scenarios and of major capital projects.

As projects progress from being selected for inclusion in the regional transportation plan and inclusion in the TIP and STIP, the NEPA project planning process should be a continuation of the regional analysis, not a completely new process. On a policy level, the consistent participation of CMAP staff on project study technical advisory committees provides an avenue to promote the use of regional policies included in the region's long range plan in project studies. Implementers are encouraged to consider the goals and objectives from the regional transportation plan when developing project study goals and purpose and needs statements. Implementers are encouraged to consider a variety of strategies put forth in the regional transportation plan when developing the project study. Agencies represented on project study committees are the same agencies as represented during the regional planning process.

On a technical level, the long range transportation planning process creates a foundation of information and decision-making leading to selection of major capital projects. To ensure that the underlying data used in the NEPA process is consistent with regional expectations, all databases used in the technical planning process are provided to project implementers. Modeled input and output datasets are documented and posted to an FTP site which project implementers can access. CMAP staff is always available to answer questions and offer advice in the use of this information, and project implementers have enthusiastically supported this arrangement. In addition, CMAP provides modeling assistance for major capital projects to support the NEPA process, using the same models and methods used for the regional transportation planning process. In addition to the transportation modeling databases, other environmental information generated for the regional planning process is available to project implementers. The development of the CMAP data warehouse is an additional tool under development to make access to consistent regional databases even easier.

**C.9 Discuss the Highway Traffic Safety Data collection program at CMAP and how this information is utilized in various planning and programming activities including the development of GO TO 2040. What specific safety studies or activities have resulted from this safety analysis?**

Over the past several years, CMAP has taken advantage of IDOT’s recent policy of sharing crash record data by undertaking extensive analysis of crash data to better understand and address the highway traffic safety issues facing our region. Raw data, comprised of police crash reports, is mostly processed by IDOT, though CMAP has recently assisted IDOT in geolocating a series of older, serious crash records to develop a better time series for analysis. CMAP also participated in early discussions attempting to understand highway crash record processing. These discussions are expected to lead to better cooperation, data sharing, and efficiencies in the City of Chicago’s crash reporting system.

Important highway traffic safety studies undertaken over the past several years include a study of high crash locations with intersections, analyzing crash data from 2005-2006. The study identified the highest crash rate locations with intersections in the region. For each of these intersections, an intersection crash diagram was developed. The crash types and contributing factors were identified for each intersection, and a summary was compared to intersections throughout the region to identify intersections with abnormally high rates of each crash type and crash factors. This information was made available to the engineering and project development community in order to develop appropriate projects for the Highway Safety Improvement Program. The report has received good reviews, and requests to update the analysis for next year. This study is posted at <http://www.cmap.illinois.gov/WorkArea/DownloadAsset.aspx?id=15213>.

Another project now in process analyzes freeway crashes by milepost and time of day. This information is being made available to highway safety, operations, and program managers in the region to pinpoint crash problems and to better understand the relationship between highway crashes and congestion. The analyses point clearly to possible highway safety improvements, and the need to address congestion as a mechanism to reduce the toll of highway crashes in the region. Sample charts showing crash rates side-by-side with congestion rates have been posted on our FTP site and have been made available to highway planning and operating personnel.[[1]](#footnote-1)

Among other safety-related products, CMAP has also prepared regional maps of crashes by crash type. These maps are useful when trying to determine the most likely candidate locations for specific types of highway safety improvements. These maps are posted at <http://www.cmap.illinois.gov/cmp/safety.aspx>.

CMAP also continues to monitor basic regional trends (Attachment U) in highway safety, including both crashes and injuries. The latest report on these trends is posted at <http://www.cmap.illinois.gov/WorkArea/linkit.aspx?LinkIdentifier=id&ItemID=5454>.

Lastly, walking and cycling safety is an important issue in metropolitan Chicago. Chicago has been designated by FHWA as a focus city, and Illinois a focus state, for pedestrian safety based on pedestrian deaths in the area. Through its *Pedestrian Safety Initiative,* CMAP monitors bicycle and pedestrian safety trends and helps partner agencies identify locations with high concentrations of pedestrian and bicycle crashes. Through this initiative, CMAP has also worked to develop a series of suggested improvements to the IDOT Bureau of Design and Environment Manual to address pedestrian safety. Lastly, CMAP has hosted and promoted FHWA-sponsored workshops to train area engineers and planners on best practices to improve regional walking and cycling safety. <Http://www.cmap.illinois.gov/bikeped/pedsafety.aspx> contains link to reports on trends in pedestrian and bicycle safety, important and useful maps of walking and bicycling crash concentrations for the region and the City of Chicago, and recommended improvements to the BD&E manual to address pedestrian safety.

Much of this activity has taken place in the context of *GO TO 2040*. Staff envisions strong support for continuing to address highway safety as part of the comprehensive planning process.

In the *2030 Regional Transportation Plan,* transportation safety is addressed by a series of adopted strategies on pp 80-85, developed during the 2007 strategic update. Pedestrian safety was also addressed through specific design recommendations in the Strategic Bicycle and Pedestrian System, on pp. 128-130 of the RTP. See <http://www.cmap.illinois.gov/WorkArea/linkit.aspx?LinkIdentifier=id&ItemID=11664>.

**C.10 Discuss any relevant coordination between CMAP and IDOT in implementation of the Illinois Comprehensive Highway Safety Plan.**

CMAP has participated in a number of initiatives with IDOT. For example, CMAP staff was recently trained to participate in highway safety audit processes with state police, highway engineers, and others. IDOT has initiated many safety improvements included in our metropolitan TIP over the past several years, including widespread cable median barrier installation. Likewise, the Illinois Tollway has also initiated many safety improvements.

CMAP and other northeastern Illinois stakeholders have recently worked with IDOT to fine-tune safety programs at IDOT to better address some of the highway traffic safety issues in northeastern Illinois. This represents real progress in highway safety thinking for our region.

As outlined in the answer to C-9, CMAP primarily participates in the process by analyzing information to identify locations of safety concerns. We understand that local agencies have used this information to prepare applications for Highway Safety Improvement funds. HSIP funds are also being programmed with a scientific basis, so areas of concern in northeastern Illinois (including local agency projects and issues such as pedestrian safety) are being addressed in the 60-some projects now programmed in our metropolitan TIP. For example, two of the four target Pedestrian Safety Initiative communities received HSIP grants for pedestrian safety improvements over the past year. We will continue to work on increasing MPO involvement in HSIP capital improvement programming.

**C.11 How will revenue estimates in the GO TO 2040 financial plan be derived for each of the respective major governmental units and jurisdictions? To what extent does the MPO scrutinize revenue estimates as well as cost estimates provided by implementing agencies?**

Historically, FHWA/FTA revenue sources for highway, transit, and other transportation investments are itemized by program in the TIP. This information is being collected, by program, for a time-period covering approximately the last 10-20 years, depending on funding source. Past funding amounts will be utilized to forecast future available revenues. CMAP also plans to make a series of assumptions regarding other funding sources which can be reasonably projected. CMAP will utilize FHWA/FTA guidance on this matter.

Data on state revenue sources (motor fuel tax, vehicle registration fees, and other state sources for transportation) are collected by CMAP. Data originates from various state sources, including the Illinois Department of Revenue, the Comptroller, the Secretary of State, and the Illinois Department of Transportation (IDOT). Local revenue sources are derived primarily from State MFT disbursements to local governments (counties, municipalities, townships), as well as an estimate of local own-source transportation revenues. Local estimates are based upon a survey of local budgets as well as U.S. Census of Governments data, which allows the user to extract own-source transportation revenues from federal or state transportation subsidies.

Historical revenue data will be forecasted to 2040 based on trendline estimates, annual growth assumptions, or regression analysis based on CMAP’s socioeconomic forecasts. These revenue estimates are being assembled by CMAP staff in consultation with the RTA, IDOT, and the Illinois Tollway. The RTA is chiefly responsible for the data collection and forecasting of revenues for the regional transit system. At several points in the process (summer and fall of 2009), staff will consult with the CMAP Transportation Committee regarding revenue estimates. Staff will continue to work with implementers across the region on deriving and scrutinizing these figures. Unit and system cost estimates are being provided to CMAP by implementers - these costs are being analyzed for robustness by comparing them against unit and systems costs for similar types of maintenance and enhancements in other areas of the U.S.

**C.12 Briefly describe the financial capacity analysis conducted in the 2030 RTP including projected total revenue, major project costs, potential costs from corridor studies, and operations and maintenance costs. Discuss the utilization of illustrative projects and corridor studies in the 2030 RTP to provide a more complete vision for long range transportation investment needs. What changes, if any, in methodology are anticipated for GO TO 2040?**

Projected revenues available for transportation system development were estimated in the late 1990s. The revenues were determined based on traditional sources that had remained stable for several decades. Estimates of resources required for maintenances were derived from examining maintenance rates in preceding TIPs and extending them into the future with the assumption that the revenues required would continue to be available.

The *2030 RTP* utilized a unit cost approach to estimate the financial resources needed for all un-programmed recommendations. For programmed recommendations, the current estimate from the TIP was used. A key part of the calculations performed for the *2030 RTP* was an estimate of the maintenance needs for existing major infrastructure, and a recognition that many major capital improvements were timed and designed around the need to maintain the infrastructure. Thus, for each major capital project involving existing infrastructure (e.g., the Dan Ryan Expressway reconstruction project), the marginal cost of the capacity addition was calculated. Regardless of what the actual programmed cost of the project was, the marginal cost of the improvement was used in major capital math.

A key perspective on the project development process was that substantial study of a number of corridors needed to take place in the context of the *2030 RTP*; we didn’t have enough information about many of the projects to make informed recommendations. A number of new ideas and issues arose in the late 1990’s and early 2000’s that were not fully understood as we developed the plan. The *2030 RTP* really facilitated a broad program of corridor studies that will enable us to make better decisions for *GO TO 2040* and will also, by identifying corridor ROWs, enable future generations to make decisions that may not have been possible had the ROW not be preserved. Thus, even if the Prairie Parkway is not built soon, preserving the ROW now facilitates future decisions that would otherwise have been impossible because of ongoing development.

Using this method, the *2030 RTP* demonstrated that recommended transportation improvements far exceeded the financial capacity of the region under the assumption of continued funding levels. The *2030 RTP* included a prioritization of major capital recommendations based on current funding status, project engineering, consistency with regional plans and public support. Using these criteria, the *2030 RTP* was able demonstrate fiscal constraint in its committed, system and project recommendations and illustrate the significant gap between projected financial resources and attaining the region’s transportation goals.

In *GO TO 2040*, the maintenance, operations, smaller-scale enhancements, as well as major capital projects for the transportation system will be presented with an estimated cost. These costs are being derived from unit and systems costs derived from consultation with IDOT, the Illinois Tollway, RTA, transit service boards, counties, and municipalities. Maintenance, operations, and smaller-scale enhancement costs will be presented as part of the *GO TO 2040* preferred scenario. Major capital projects will be selected in an accompanying process through a series of stakeholder-adopted evaluation measures. The choice of projects will support the preferred scenario and Plan vision. Major capital project costs will be estimated in partnership with implementers. Staff is utilizing life-cycle costing and will use an inflation rate to reflect year of expenditure dollars.

Financial capacity analysis in *GO TO 2040* will break expenditures into four basic categories:

* Basic maintenance and system preservation costs required to keep the system operating safely and adequately
* Additional maintenance and preservation activities that move the transportation system toward a “State of Good Repair”
* Smaller-scale strategic enhancements such as “Complete Streets” programs, transit service expansions, systematic arterial improvements, and others; these types of strategies are described in CMAP’s alternative scenarios
* Major capital projects

Of these expenditures, the first category – maintaining and preserving a safe and adequate transportation system – is a necessity. Investments within the other three categories will be prioritized through the *GO TO 2040* process, and tradeoffs between expenditures in these categories are expected.

Financial capacity analysis in *GO TO 2040* will be conducted by evaluating the costs of maintenance and operations, smaller-scale enhancements and major capital projects against available and “reasonably expected to be available” revenue forecasts. Revenues originating from the federal government, State, and local governments will be estimated according to the methodology laid out in C.11.

**C.13 Discuss how capital investments will be selected for inclusion in GO TO 2040. How will the Regional Indicators be used to identify deficiencies and prioritize investments in the transportation system?**

A subset of the regional indicators, termed major capital project evaluation measures, will be used to evaluate the effectiveness of major capital projects. These measures have been designed to be consistent with the indicators, and also to respond to FHWA’s planning factors and build on best practices from other regions. The proposed measures are attached (Attachment Q) and will be considered by the CMAP Policy bodies at their joint meeting in June.

The process for evaluation and project selection is as follows:

* A set of potential major capital projects, termed the “universe” of projects, will be identified.
* Fiscal constraints will be determined, and the total amount of funding available for major capital projects will be estimated.
* Evaluation measures to prioritize projects will be identified.
* Projects will be evaluated to determine the set of projects that provides the greatest benefit within the available fiscal resources.

The evaluation will take place within the context of the preferred scenario, and their purpose is to support the land use patterns, policies, and systematic investments contained in this scenario. Projects will initially be evaluated individually to gain an understanding of their individual effectiveness, but then will be grouped into sets for further evaluation.

**C.14 Please list all projects or bundles of projects in the 2030 RTP that would qualify as a “Major Project” under current Federal guidance. What additional Major Projects may be considered for inclusion (as fiscally constrained or illustrative) in GO TO 2040?**

Implementing agencies have been asked to identify potential major capital projects, and to this point no ideas beyond those in the *2030 RTP* have been raised. One proposal for a circumferential rail line within Chicago has been received from a professional architect. The public involvement process during summer 2009 will provide a general opportunity for new project ideas such as this to be introduced by the general public or others. It is possible that projects that involve dedicated lanes on expressways, such as heavy-capital BRT projects or truckways, may be introduced as project types during this process.

Our understanding from the January 19, 2007 memo regarding the issuance of major project guidance is that major projects consist of FHWA projects receiving federal financial assistance that cost in excess of $500,000,000 or have been identified by the U.S. Secretary of Transportation. The 2030 RTP projects or project bundles meeting these criteria included the following:

* Dan Ryan Expressway reconstruction (complete) (approx. $975,000,000)
* Chicago Region Environmental and Transportation Efficiency Program (CREATE) (under way) ($1,500,000,000)
* Prairie Parkway ($954,723,000)[[2]](#footnote-2)
* Elgin-O’Hare East Extension and O’Hare Bypass (more than $2,000,000,000)
* I-290 Reconstruction/HOV, Hillside to Chicago ($800,000,000 -2002 estimate, including capital maintenance)
* Illiana Expressway (Up to $600,000,000, depending on truck lane)[[3]](#footnote-3)
* IL 53, north extension ($930,768,000 – 2002 estimate)
* Richmond-Waukegan Expressway ($522,000,000 -2002 estimate)
* I-55 Corridor – numerous improvements; applicability of this designation TBD.
* I-80 Corridor – numerous improvements; applicability of this designation TBD.
* South Suburban Freeway ($635,000,000 – 2002 estimate)
* I-57/I-294 interchange ($605,000,000) (originally part of larger system project)
* I-90/I-53 interchange ($766,000,000) (originally part of larger system project)

Potential future additions to this list include

* Extension of the Prairie Parkway corridor north to I-90 or to US 12
* Kennedy Expressway Improvements

**C.15 How will large scale infrastructure projects (including under-funded congressionally earmarked projects) demonstrate fiscal constraint in GO TO 2040? As GO TO 2040 is implemented, is it anticipated that implementers of “Major Projects” will seek advancement of NEPA approvals prior to demonstrating fiscal constraint in the Long Range Transportation Plan?.**

As discussed in the response to question C.12, the first priority of the plan’s fiscal constraint is to estimate the costs of maintaining the region’s current system. Available revenues will be calculated and compared to that cost. The total cost of maintaining the current system plus the cost of improvements must be equal to or less than the amount of revenues the region can reasonably assume to receive through the 2040 time horizon.

Large infrastructure projects are mostly expected to fall into the “major capital projects” category of expenditures noted in response C.12, and will be evaluated as described in response C.13. Under-funded congressional earmarks will be treated in a similar way to other major capital projects.

We do not anticipate project implementers seeking advancement of NEPA approvals prior to demonstrating fiscal constraint in the long range transportation plan. Projects currently underway or expected to be underway shortly are already included in the fiscally constrained *2030 RTP* that will be in effect until the adoption of the 2040 plan in 2010. When the 2040 plan is adopted, it will also be fiscally constrained. Project implementers will only proceed with projects included in the new plan, so there will not be a condition of projects progressing without showing fiscal constraint.

The first priority of the Plan’s fiscal constraint is to estimate the costs of maintaining the region’s current system. Available revenues will be calculated and compared to that cost. Large scale infrastructure projects or “major capital projects” will be judged against a series of adopted evaluation measures. The total cost of maintaining the current system plus the cost of new major capital projects must be equal to or less than the amount of revenues the region can reasonably assume to receive through the 2040 time horizon*.*

**C.16 Discuss how the strategies and investments of the 2030 RTP demonstrate an emphasis on preservation of the existing transportation system. Discuss how these strategies are anticipated to evolve in GO TO 2040.**

The *2030 RTP* has only three goals. One of these goals is to “maintain the integrity of the existing transportation system.” To this end, the plan’s strategies and investments included the following:

* Maintenance and reconstruction strategies (*2030 RTP*, p. 77-80). A core element of these strategies is that system performance should be maintained and enhanced in the capital maintenance program. For example, the reconstruction of the Dan Ryan Expressway included several operational and access management improvements that were expected to reduce congestion and crashes in the course of reconstructing a deteriorating roadway.
* Of the approximately $65,000,000,000 projected to be available to maintain and improve the transportation system, the RTP estimated that $47,000,000,000 would be required for management recommendations, including maintenance and reconstruction of existing facilities. The RTP allocated these funds for that purpose in the plan development process.
* Major capital projects in the 2030 RTP with a substantial preservation component include the following:
  + CREATE (*2030 RTP,* 126)
  + Brown Line Rehabilitation (ibid., p. 139) (under way)
  + Blue Line Douglas Branch Rehabilitation (ibid., p. 140) (Complete)
  + Yellow Line Enhancements and Extension (ibid., p. 145) (Some improvements complete, others programmed)
  + Rock Island District Improvements (p. 154)
  + Southwest Service (p. 157) (Phase 1 complete)
  + Metra Electric District Improvements and Extension (p. 159)
  + Union Pacific Northwest (p. 167)
  + Union Pacific West (p. 171)
  + I-90/94, Dan Ryan Expressway (p. 175) (Complete)
  + I-80/94, Kingery Expressway (p. 176) (Complete)
  + I-190, O’Hare Access (p. 177)
  + I-90, Jane Addams Tollway (p. 178)
  + I-88, Ronald Reagan Memorial Tollway (p. 181) (Under way)
  + I-294/94, Tri-State Tollway (p. 184) (Under way)
  + IL 394 (p. 186)
  + I-57 (p. 188)
  + I-80 (p. 190)
  + I-55 (p. 192)
  + I-290 High-Occupancy Vehicle Lanes (p. 197)

The Regional Vision for the *GO TO 2040 Plan* refers continuously to reinvestment in existing infrastructure and existing communities. As discussed in previous responses, the maintenance and preservation of the current system at a safe and adequate level is the foremost priority. Bringing the system to a higher state of repair, making enhancements, or pursuing additional major projects will be funded using any resources remaining after the maintenance and preservation of the system are addressed.

**C.17 How is the GO TO 2040 Plan being coordinated with the development of the Northwest Indiana Regional Planning Commission (NIRPC) 2040 Plan?**

Representatives from CMAP and NIRPC have attended each other’s meetings during the plan development processes, and this will continue. Staff from the two agencies continuously coordinated on air quality issues through formal consultation meetings and informal day to day communication. As the *GO TO 2040 Plan* progresses and its recommendations take shape, additional coordination with NIRPC is expected to occur on specific recommendations of interest to both organizations.

**PUBLIC PARTICIPATION**

The notices of the public meeting for the certification review is included as (Attachment AF)

**D.1 Please provide a copy of the latest Public Participation Plan (PPP), including the date(s) of adoption and any updates that may have subsequently occurred.**

CMAP’s Public Participation Plan (Attachment F) was adopted on June 13, 2007. It has not been updated.

**D.2 What opportunities are provided for public participation at key decision points in the planning, programming, and project development phases of transportation decision making? Specifically, how have public participation activities influenced transportation investment decisions and policies?**

CMAP has provided or will provide opportunities for public participation at every key decision point in the planning, programming and project development phases of transportation decision-making. Each of the six steps in the *GO TO 2040* [Comprehensive Regional Planning process](http://www.goto2040.org/uploadedFiles/plan/GOTO_2040_PLANNING_PROCESS.pdf) (Attachment G) has a public involvement component specifically designed to gain public consensus prior to proceeding to the next step and, ultimately, a final plan.

**Step 1** in the process, creation of a [Regional Vision](http://www.goto2040.org/WorkArea/linkit.aspx?LinkIdentifier=id&ItemID=9160), (Attachment H) began in September 2007, and ended in June 2008. The vision built on goal setting work done in the recent past by CMAP’s predecessor agencies, and relied on the results of the Common Ground process. This process, conducted between 2000 and 2005, involved thousands of citizens from around the region, and served as the basis of the Framework Plan. In early 2007, when CMAP began its work on the *GO TO 2040 Plan*, a deliberate decision was made not to redo or repeat Common Ground. CMAP determined that the goals identified through Common Ground would be used as the basis for the *GO TO 2040* regional vision. It was recognized that these goals would need to be updated, revised and supplemented to create a consensus regional vision to reflect CMAP’s mission, and that was the purpose of the vision development process that is described below.

In March 2007, staff began the first step in vision preparation, which was the discussion with CMAP committees of the Common Ground goals, as well as the goals identified in the *2030 Regional Transportation Plan*. Each committee was asked to review each goal and rate it as to whether it was centralto the committee’s work, relevantto the committee’s work, or largely outside the committee’s scope. This was done through a series of discussions in March and April 2007 with each working committee.

Through summer 2007, each committee then identified and prioritized the main ideas within each goal that needed to be reflected in the regional vision. The purpose of this exercise was to determine the key themes from the initial goals that would form the structure of the regional vision. The committees held these discussions at a series of meetings, with opportunities for review of the results of past meetings. By August 2007, a shared list of key themes identified by each committee was prepared and discussed.

Also during this time period, CMAP held a series of nine Leadership Workshops across the region to engage local leaders. These workshops introduced the new CMAP agency and its planning mission, and used CMAP's custom-developed community assistance tool, the award-winning *Centers Toolkit* (Attachment AH), to help communities identify and prioritize the features that will help to enhance their center places.  The results of the workshops is available at: <http://www.cmap.illinois.gov/template.aspx?id=7458&terms=leadership+workshop>.

In September 2007, a visioning event was held to discuss the identified key themes and begin to add detail to each theme. This event was attended by approximately 150 regional leaders and key CMAP stakeholders. At the event, the themes identified by the working committees were discussed and modified, and attendees provided real time feedback using keypad polling technology on the revised vision statements. The visioning event resulted in the development of approximately three or four statements to support each vision theme.

After the visioning event, staff modified the statements developed at the event to clarify language and remove redundancies. In addition, some statements that were not rated well at the visioning event were modified more heavily to incorporate ideas from the discussions that the working committees had over the summer. In October 2007, these draft vision statements were presented to CMAP’s Planning Coordinating Committee and were released for public comment.

Between October 2007, and February 2008, the draft vision statements were reviewed by the working committees, the Citizens Advisory Committee, other CMAP task forces, and several external stakeholder groups. In addition, an online and paper survey geared toward stakeholders was released, and comments were also received through this mechanism. Between February and April 2008, CMAP began outreach to the general public to receive input on the direction of the vision statements. The first of what would eventually become 100 Community Conversation meetings were held in conjunction with several community based organizations and also with members of the Citizens Advisory Committee, and an online and paper survey geared toward the general public was made available in March.

Comments received at the various meetings, as well as results from the surveys are available at <http://www.goto2040.org/ideazone/2col.aspx?id=12324&terms=community+conversation>.

**Step 2** in the process, Understanding Existing Conditions, began in fall 2007, and will end in spring 2010. In this step, CMAP instituted a series of [Regional Snapshot](http://www.cmap.illinois.gov/snapshot.aspx) (Attachment A) reports meant to depict where the region stands in measurable terms regarding fundamental issues that will shape our communities in years to come. Numerous partners across the region have done much good work to quantify the status and needs of metropolitan Chicago; CMAP's role is to coordinate and enhance activities across those areas while promoting regional priorities. The Regional Snapshot series is not intended as an all-encompassing overview of northeastern Illinois. Each report is instead a short encapsulation of selected trends and data points that shed light on issues that have been identified as priorities in the region.

CMAP committees whose work was relevant to the various Regional Snapshot reports provided input as to their content. The public was kept informed about the Snapshot reports during Community Conversations, which continued through spring, 2009.

**Step 3** in the process, Strategy Evaluation, began with a series of 10 Regional Indicators Workshops with stakeholder groups in summer 2008. To develop and evaluate strategies for implementing the *GO TO 2040* Regional Vision, CMAP collaborated with [The Chicago Community Trust](http://www.cct.org/) to create indicators for predicting and measuring economic, environmental, social, and cultural variables that affect quality of life. Examples include the unemployment rate, infant mortality rates, number of new business start-ups, or air quality indexes.

CMAP contracted with independent firms to investigate and evaluate existing datasets to determine which would be most useful for measuring indicators. CMAP’s working committees identified potential indicators for their topic areas, including transportation, land use, environment and natural resources, freight, housing, human services, and economic development. The Chicago Community Trust appointed lead agencies to convene advisory councils to identify tracking indicators and conduct strategy research on public safety, hunger, food systems, health, education, workforce development, culture, civic involvement and human relations. These experts, along with workshop participants, contributed to development of the preliminary tracking indicators.

Following the indicators selection, the centerpiece of the *GO TO 2040* campaign will be a scenario evaluation process, which began in May, 2009. The scenario selection will depend on a reliable method that uses indicators to judge the effectiveness of different policies or investments relative to the regional vision. For example, because a strong economy is important to our future, CMAP and its partners will develop indicators that measure economic performance, such as unemployment rates or new business start-ups.

In preparation for the scenario selection process, CMAP staff, in consultation with its committees and partner agencies, developed a series of interactive [Strategy Papers](http://www.goto2040.org/strategy_papers.aspx) (<http://www.goto2040.org/strategy_papers.aspx>) to determine what effect each strategy would have if it were implemented. The public was kept abreast of, and asked to comment on, these papers during the ongoing Community Conversations process and interactively on CMAP’s website.

**Step 4,** Choosing a Preferred Scenario, will be CMAP’s largest public involvement effort to date in the planning process. CMAP has developed an interactive software tool that will allow residents to choose among various scenarios to see the impact each scenario has on the region’s future. Beginning in June 2009, CMAP is asking residents to “Invent the Future” at a series of [50 workshops](http://www.goto2040.org/getinvolved/inventworkshops/) (<http://www.goto2040.org/getinvolved/inventworkshops/>) throughout the region. Participants will use the software and keypad polling to choose preferred scenarios, and will be encouraged to carry what they learn back to their friends and neighbors so they can try the software on their home computers.

CMAP will also take a compact version of the software [on the road](http://www.goto2040.org/getinvolved/ontheroad/) (<http://www.goto2040.org/getinvolved/ontheroad/>) to neighborhood fairs and festivals throughout the region, again encouraging participants to utilize the full version on their home computers. Also, [portable kiosks](http://www.goto2040.org/getinvolved/kiosks/) (<http://www.goto2040.org/getinvolved/kiosks/>) with the compact version of the software will be set up at locations throughout the region so residents can sample the software before using it at home.

When residents finish choosing their preferred scenario, they will submit their choices to CMAP and results will be tabulated to help the agency choose the scenario preferred by the majority of software users. In fall 2009, based on public feedback and quantitative analysis of the effects of each scenario on traffic, public health, the environment, the economy and many other features, CMAP will identify one preferred scenario that best reflects the region’s desired future.

**Step 5** in the process, Choosing Major Capital Projects, will also heavily involve the public. Once a preferred scenario has been identified, major capital projects will be considered for inclusion in the plan, based on how well they implement the regional vision. These will include large transportation projects such as rail extensions or highway expansions. They may also include other non-transportation projects, including water service extensions or construction of major public facilities. The selection process will begin in fall 2009.

In preparation for this step, CMAP contracted with the Volpe Center to scan the approaches of other regions to evaluating transportation projects and summarize the best practices in this area, and to recommend, based on the results of the best practices summary, a candidate set of measures to consider for use in evaluating projects and scenarios in northeastern Illinois. The Volpe Center recommended 27 measures, which was reduced to 15 following staff and Transportation Committee analysis and a public comment period. These measures (Attachment Q) will be considered by the CMAP Policy bodies at their June meeting.

**Step 6,** the final step in plan preparation, is to communicate the plan’s recommendations to our planning partners and the public. The document will be prepared and released in 2010, with adoption no later than fall 2010.

As noted in several places in the above narrative, Community Conversations were held throughout the initial steps in the planning process. More than 100 of these meetings were held throughout the region, with special emphasis placed on reaching traditionally underserved populations, such as non-English speaking communities and senior citizens. [Reports](http://www.goto2040.org/ccreports.aspx) (<http://www.goto2040.org/ccreports.aspx>) from the meetings are available on-line.

In addition to informing them about the *GO TO 2040* Regional Planning process, the Community Conversations asked residents to list what works or doesn’t work in their communities and to project successful ideas onto a broader regional scale. CMAP initially contracted community groups to start the conversations, then brought in Citizens’ Advisory Committee members to host conversations in their areas. Later conversations were facilitated by CMAP staff, with CAC members, stakeholder groups and municipal officials suggesting venues and key participants to contact. Information about upcoming Community Conversations was also supplied to local media to help bolster attendance.

CMAP has also actively involved young people, creating two programs designed to bring them into the planning process. The first, [Future Leaders in Planning (FLIP)](http://www.cmap.illinois.gov/flip.aspx) (<http://www.cmap.illinois.gov/flip.aspx>) is a leadership development opportunity where students can contribute to a better future for our region. Participants in the program learn more about the northeastern Illinois region and share their thoughts with other teens from Cook, DuPage, Kane, Kendall, Lake, McHenry and Will counties. The 39 students who participated in the 2008-09 program met one Saturday per month at CMAP, meeting and interacting with selected regional leaders who make key planning decisions in our communities.

The second program for young people is a [Bold Ideas](http://www.goto2040.org/getinvolved/boldideas/) (<http://www.goto2040.org/getinvolved/boldideas/>) contest involving high schoolers from throughout the region. Bold Ideas asks students to think about what they want for their community in the year 2040, and to express their ideas through a customized classroom or school-wide program. This program can be integrated into just about any curriculum – science, art, social studies, English, history – and connects what students are learning in school to the world around them. The "boldest ideas" about 2040 are presented, judged and awarded prizes, which are made possible through a grant from The Chicago Community Trust. Six high schools participated in the 2009 contest.

In addition to meetings, CMAP has made extensive use of the Internet to get information out about the agency and the Regional Comprehensive Plan. There is a frequently-updated [Blog](http://www.goto2040.org/blogs/blog.aspx) (<http://www.goto2040.org/blogs/blog.aspx>) covering topics ranging from bicycling to food policy to community spotlights. Executive Director Randy Blankenhorn writes a weekly [CMAP Update](http://www.cmap.illinois.gov/blog.aspx) (<http://www.cmap.illinois.gov/blog.aspx>) that is posted on the website and also distributed by e-mail to more than 1,000 subscribers. The agency is also working with the region’s municipalities to post links and information about CMAP on their individual community websites.

Regarding specific transportation programs such as Congestion Mitigation and Air Quality, the TIP and Bicycle and Pedestrian programs, CMAP has used both the Internet and more traditional avenues to get the word out.

CMAP puts out a public call for CMAQ projects in December and January using its weekly e-mail update. The Project Selection Committee recommends CMAQ projects to the Transportation Committee, which releases the list of proposed projects for a 30-day public comment period in July or August. After reviewing the comments, the Transportation Committee recommends a proposed program to the CMAP Board and the MPO Policy Committee. When the program is approved by the policy bodies, a news release is issued to local media. In addition, all of the implementing and programming agencies involved in the TIP development and update process have public outreach mechanisms, both formal and informal.

Bicycle and pedestrian outreach starts with the members of the Bike & Pedestrian Task Force, which is composed of stakeholders from around the region with an interest in non-motorized transportation. Meetings are held quarterly and are open to the public. Soles & Spokes Workshops on specific topics are held for transportation professionals and interested groups and individuals two to three times per year. The Task Force also works with communities and sub-regional Councils of Government to coordinate non-motorized planning efforts. The [Soles & Spokes Plan](http://www.cmap.illinois.gov/bikeped/ssplandocs.aspx) (<http://www.cmap.illinois.gov/bikeped/ssplandocs.aspx>) is an ongoing effort that is frequently updated. It is available for download and ongoing public comment on the CMAP website, along with other bicycle and pedestrian planning resources. CMAP also works with communities through Walkable Communities Workshops to develop bicycle and pedestrian plans.

**D.3 Discuss the membership of the CMAP Citizens Advisory Committee and how the committee is utilized in the planning process.**

Membership on the Citizens’ Advisory Committee (CAC) is composed of 34 voting members from each county within the CMAP region. The proportion is roughly one-third from the City of Chicago, one-third from suburban Cook County, and one-third from the collar counties.

CMAP has charged the CAC with a set of responsibilities:

* to provide input through the appropriate committee(s) to the CMAP Board on proposed regional plans and policies
* to provide the CMAP Board with guidance that conveys resident’s perspectives
* to make recommendations regarding the CMAP Public Participation Plan
* to provide feedback regarding the effectiveness of CMAP outreach and engagement strategies
* to promote public awareness of CMAP plans and programs.

The CAC meets monthly to receive updates on CMAP activities, review and discuss public involvement strategies and to provide input on CMAP’s plans and policies. Many members also serve as members of other CMAP committees, providing public input into those committees and reporting back to the CAC on their activities.

CAC members assist CMAP in disseminating information to their respective communities, and bringing feedback from those communities to CMAP. They have been invaluable in the Community Conversations program, either hosting meetings in their areas or suggesting people who should be invited to meetings and places where meetings should be held.

The Citizens’ Advisory Committee evaluates the CMAP work program for the upcoming year to check for inclusive public outreach and engagement opportunities for projects. The CAC also evaluates and reviews the effectiveness of the agency’s public engagement strategies before they are taken out to the public, and the input provided by the public at meetings

**D.4 Discuss efforts to make CMAP information and documents available in electronically accessible formats. What visualization techniques have been used to aid the public in understanding the long range transportation plan, TIP, and supporting studies? Are there other techniques being considered to implement or enhance the planning process?**

An interactive software is being used to support the *GO TO 2040* public involvement process during summer 2009, and is expected to increase the public’s understanding of the implications of long-range planning. The software allows users to experiment with different transportation investments, development patterns, and environmental regulations, and view how these choices affect key regional indicators such as mode share, energy use, or household expenditures.

A series of workshops with local communities was held during spring 2009. During these workshops, each community was paired with an urban design or architecture firm, and the designers created illustrations of how a site within each community might look under each of the alternative scenarios developed by CMAP. These illustrations will be used to illustrate how regional scenario concepts might be reflected at the local level.

For the TIP, CMAP utilizes ESRI products for the creation of geodatabases & shapefiles. Manipulation of the data sets associated with the geography of the TIP is achieved with the use of Microsoft Excel spreadsheets, and Microsoft Access database. The visual representation of the TIP may be displayed through Google Maps (KML), Google Earth (KML), adobe reader (.pdf), and jpeg for Microsoft products.

Specific requests for the TIP project shapefile are accommodated. For example, small area analysis forecasting done by CMAP uses the shapefile. Updates to the TIP geodatabase are on-going, and are available shortly after each meeting of the Transportation Committee and/or MPO Policy Committee where modifications and/or amendments to the TIP are approved. The data may be queried for special requests. For example, extensive use was made of the geodatabase to display information on projects funded through the ARRA (American Recovery and Reinvestment Act).

The Interactive TIP Map (Beta-version) <http://www.cmap.illinois.gov/tipmap.aspx> displays the TIP projects of northeastern Illinois and are provided with the use of Google Maps. A queried table, linked with the associated geography enables the end-user to review a current transportation program from a descriptive text. Variations on the initial TIP map have been tested, and may be used in the next step of displaying the TIP projects <http://data.cmap.illinois.gov/tiptest/>. Future possibilities for the interactive TIP map may include the addition of reports & tables to enhance the visual experience <http://data.cmap.illinois.gov/tiptest/tipflex.htm>.

**D.5 How is public participation evaluated—internally and externally? What metrics or performance measures are used to determine the effectiveness of the region’s public participation efforts? What is considered “successful” public participation?**

CMAP uses its various committees to review stakeholders’ and the general public’s input to CMAP projects. Reports are written for most public meetings and sent to participants for review and affirmation. These reports are posted on CMAP’s website for broad public review and comments.

During the Comprehensive Planning process, CMAP has looked to the public for their input, advice and recommendations in shaping and strengthening the Regional Vision for *GO TO 2040.* As noted in D.2, the public had a substantial impact on the development of the regional vision. CMAP also expects the public will significantly impact the final plan during the Scenario Development and Capital Project Selection steps.

**D.6 What strategies and efforts have been employed throughout the planning process for ensuring, demonstrating, and substantiating compliance with Title VI?**

During the evaluation of scenarios and major capital projects, areas within the region with particularly high concentrations of low-income or minority populations will be selected. Several evaluation measures such as access to jobs and travel time will be calculated for these locations. This analysis will help to ensure that the benefits of regional transportation investments and policies are shared by all residents of the region.

Each alternative scenario is also being analyzed qualitatively to determine how the policy and investment choices within that scenario might impact particular populations or service providers. CMAP’s Human Services committee is qualitatively analyzing the impacts of different scenario choices on elderly and disabled residents. The same type of analysis is being conducted by groups on contract with the Chicago Community Trust; these groups are addressing how the policy choices within each scenario might impact public health, workforce readiness, educationaloutcomes, hunger, and crime, for example. These analyses are largely focused on lower-income residents.

Appendix C of the Unified Work Program (Attachment D) provides a description of how the affected member agencies meet these requirements.

**D.7 Please provide a demographic profile of the MPA that includes identification of socio-economic groups and protected populations traditionally underrepresented in transportation decision making processes.**

“The Chicago region’s rate of international immigration between 2000 and 2005 ranks in the top 5 percent of metropolitan regions in the nation. When compared with the other four largest regions, Chicago’s international immigration ranks second to lowest, with Philadelphia reporting only 1.3 percent international immigration. The racial and ethnic composition of northeastern Illinois continues to be diverse as the overall population increases. The U.S. Census Bureau estimates that all racial and ethnic groups increased in population between 2000 and 2005. As a percentage of overall population, the rates of change vary, with the number of Hispanic residents growing at a faster rate. About 17.4 percent of the 2000 population was estimated to have been Hispanic, a figure that increased to 19.6 percent by 2005. The Census Bureau has estimated that black population decreased slightly as a percentage of total population, from 19.8 percent in 2000 to 19.3 percent in 2005. The proportion of whites is also estimated to have fallen, from 74.4 percent to 74.2 percent. (Please note that the total race and ethnicity percentages don’t add up to 100 percent because the Census allowed persons to check more than one category. The predominant example of two categories overlapping is Hispanic and White.)

Compared to the New York, Los Angeles, Philadelphia, and Dallas regions, metropolitan Chicago had the highest median household income and the lowest percentage of households with incomes below the poverty level as of 1999. According to the 2000 census, metropolitan Chicago ranks in the top 15 percent of U.S. cities in terms of college education rate. Compared with the largest metro regions, we rank second only to metropolitan New York. Within our region, DuPage County has both the smallest proportion of adults without a high school diploma (10 percent) and the largest proportion of adults with at least a bachelor’s degree (42 percent).” From the regional snapshot (Attachment A).

**D.8 What analytical processes are utilized to examine the benefits and burdens of transportation investments across all socio-economic groups?**

As described in response D6, areas with high concentrations of low-income and minority populations are being selected, and several evaluation measures are being calculated for these specific areas.

**D.9 Discuss how the planning process has demonstrated sensitivity to the unique transportation needs of the elderly and disabled.**

CMAP has incorporated the transportation needs of elderly and disabled individuals into its planning process in a variety of ways.One of CMAP’s six working committees, the Human Services committee, is a standing committee which examines a variety issues (including transportation) that are of concern to elderly and disabled populations. CMAP has explored the relationships between transportation, access to transportation, and the impacts that they have on the quality of life and health of elderly and disabled populations. CMAP has also looked at a variety of planning activities and functions to connect transportation, land-use, health, human services activities, etc. into a comprehensive planning process to assure that elderly and disabled individuals will have increased access and mobility to the services and places that they need and want to go to in a more efficient and effective manner. Membership of the Human Services committee includes Area Agencies on Aging and groups that provide services to individuals with disabilities. CMAP has provided grants to groups to specifically target and increase the participation of seniors and people with disabilities in CMAP’s planning process.

A forthcoming Regional Snapshot report on the region’s aging population has identified “aging in place” as a key issue. This refers to the ability of residents to remain in their homes or in their communities for as long as possible, which requires design features that improve accessibility and a mix of land uses that allow the needs of residents to be met without travel over long distances. While the term is specific to elderly residents, the same principles of design and accessibility would benefit disabled populations as well.

As described in response D6, the Human Services committee will assist staff in specifically addressing how the elements of each alternative scenario affect mobility and overall quality of life for the elderly and disabled.

**FREIGHT**

**E.1 How does the MPO incorporate the efforts of the Freight Committee into its decision-making process?**

Historically, CMAP has convened a Freight Committee (formerly the Intermodal Advisory Task Force) to advise the MPO on freight issues. This committee brings together both industry representatives, transportation agency representatives, and local community representatives to address freight issues and the concerns of communities regarding freight. The Committee has historically served as a forum for the industry and agencies to work out solutions to problems. Programs such as the Chicago Region Environment and Transportation Efficiency (CREATE) Program and the CTCO (Chicago Transportation Coordinating Committee) grew out of discussions at the Freight Committee; these programs are now integral to the approach to freight transportation in the region. The resulting approach is broad-based. For example, the CREATE program was put together not only to improve freight mobility through the congested Chicago terminal district, but also to address community concerns such as motorist delay at highway-rail grade crossings and rail passenger delay on certain Metra and Amtrak lines. This approach is an integral part of the regional metropolitan transportation planning process.

For the *GO TO 2040* process, the Freight Committee has advised CMAP extensively on regional freight indicators and the forthcoming Freight Snapshot (Attachment W), which will provide baseline data for freight system decisions (see <http://www.goto2040.org/indicators.aspx> and <http://www.cmap.illinois.gov/WorkArea/DownloadAsset.aspx?id=14946>). The Freight Committee also provided input regarding the scope of the RFP for Regional Freight System Recommendations, which will provide a series of recommendations to serve as input to the *GO TO 2040* process (see Attachment W1 or <http://www.cmap.illinois.gov/WorkArea/DownloadAsset.aspx?id=15487>). It is anticipated that the Freight Committee will be a primary participant in informing CMAP about appropriate *GO TO 2040* recommendations during this contract process.

**E.2 Has CMAP identified key goods movement facilities in the region, and sought to identify the transportation infrastructure, investment, and policy needs of the goods movement community? What is the MPO’s role in the implementation of the Chicago Region Environmental and Transportation Efficiency program (CREATE)?**

CMAP’s predecessor agency identified goods movement facilities as part of the *Shared Path 2030* process, as well as appropriate freight infrastructure needs, as part of the *Strategic Regional Freight System.* A map of the *Strategic Regional Freight System* is posted at <http://www.cmap.illinois.gov/WorkArea/linkit.aspx?LinkIdentifier=id&ItemID=5588> (Attachment W2). The system is described on pp. 124 -128 of the *2030 RTP* (<http://www.cmap.illinois.gov/WorkArea/linkit.aspx?LinkIdentifier=id&ItemID=11664>).

As part of the *GO TO 2040* process, CMAP has prepared initial recommendations for modifications to the National Highway System intermodal connectors based on the changing location and operation of the region’s terminals. For example, some terminal gates have changed locations, obviating some NHS intermodal connectors and requiring that new ones be identified. Likewise, new terminals have been established while others have closed.

As noted in the answer to question E.2, CMAP is in the process of approving a contract to develop a comprehensive update of our freight system planning recommendations. Among the items included in the scope of work is an update to the planning framework to CREATE; CREATE may need to be updated to reflect the recent acquisition of the Elgin Joliet & Eastern Railway by the Canadian National Railway, potentially reducing or delaying the need to implement the CREATE Central Corridor. We expect CMAP to play a leading role in the public identification, planning, and programming of CREATE projects. The projects themselves are engineered and implemented by the CREATE partners (IDOT, City of Chicago, and Class-I Railroads).

**E.3 How is freight integrated into the TIP project prioritization process? Do projects get additional consideration if they are in a freight corridor or in areas with high truck volumes?**

The freight priorities from the planning process are typically integrated into the TIP through the project prioritization process of each jurisdiction agency. Though freight corridors do not get special consideration in any project selection criteria, from a practical point of view they are prioritized because of the extra wear and tear of the additional freight traffic on the roads, requiring more frequent pavement maintenance or replacement.

In addition, the Interstate System in the Chicago Southland has received enormous attention over the past several years, partly because of the needs of the freight industry. For example, the Kingery Expressway (I-80), Tri-State Tollway (I-294), Dan Ryan Expressway (I-90/94), and I-55 are all Interstate System highways with daily truck volumes in the tens of thousands, with extraordinarily high truck mode shares of the AADTs; and all of these roadways have had major reconstruction projects since the last certification review, totaling in the billions of dollars.

Some innovative financing for freight issues has occurred through the CMAQ program. For example the regional CMAQ program has financed improvements to yard-based diesel locomotives to reduce their particulate emissions.

However, we have been less successful with other innovative projects. CMAP participated in two efforts to accommodate regional freight with dedicated facilities. CMAP worked with IDOT to propose a long-length vehicle lane on I-55, a corridor with extremely heavy freight volumes, as part of the region’s Urban Partnership submittal (Attachment W3) (<http://www.cmap.illinois.gov/WorkArea/linkit.aspx?LinkIdentifier=id&ItemID=5526>). In addition, CMAP was a co-sponsor of the Corridors of the Future submittal for the Illiana Expressway, in the southern part of our region, near the South Suburban Airport and the Crete intermodal terminal, both in the land acquisition phase. This project featured substantial value pricing and truck lane facilities. However, USDOT failed to fund either of these proposals.

**E.4 How does CMAP analyze air cargo, port, trucking and railroad issues? Specifically, please provide a synopsis of CMAP’s efforts related to:**

### Data collection and modeling?

As part of the work on the freight snapshot, CMAP is undertaking a substantial freight data collection effort. The data includes volumes for air cargo, ports, trucks, and rail facilities. For example, the data will include estimated truck volumes, some derived from classification data for Strategic Regional Arterials and the National Highway System in northeastern Illinois collected as part of IDOT’s AADT estimation system. IDOT recently provided CMAP with a password and user name to collect this password-protected information for their online system at <http://gis.midwesternconsulting.com/tcds/tsearch.asp?loc=Idot>. This work will result in the best picture of truck volumes yet available for the region.

More generally, CMAP has issued a purchase order for data from IHS Global Insight. The data will consist of *Transearch* 2007 freight dataset to include information for our seven counties plus 10 additional subregions in the Chicago Bureau of Economic Analysis area, including a database of freight volumes by seven modes (less than load, private truck, truckload, intermodal rail, carload rail, barge, and air freight), with truck volumes and equipment types, and through routing to the national network. This P.O. also includes *Transearch* forecasts for years 2020, 2030, and 2040.

### Private sector involvement?

The private sector is a key participant in our Freight Committee. For example, the Freight Committee’s co-chairmen are both freight industry private-sector representatives. Our MPO is one of the few MPO’s in the country with direct Class-1 Railroad representation.

The Regional Freight System Planning Recommendations RFP (Attachment W1), described above, also includes substantial private-sector involvement. See p. 6 at <http://www.cmap.illinois.gov/WorkArea/DownloadAsset.aspx?id=15487>.

### Performance measures?

The Freight Committee helped to identify the following freight-related performance measures to be included in the *Regional Indicators Project*:

* 2.5: Freight Travel Time
* 2.6 At-Grade Highway-Rail Grade Crossing Delay
* 4.5 Percent of Truck Volumes Occurring Off-Peak
* 5.6 Road Conditions to Intermodal Facilities

See Appendix P <http://www.goto2040.org/WorkArea/linkit.aspx?LinkIdentifier=id&ItemID=11360>.

Also, as noted above, a broader data collection effort is taking place through the *Freight Snapshot* process. The outline for the snapshot is at (Attachment W) <http://www.cmap.illinois.gov/WorkArea/DownloadAsset.aspx?id=14946>.

### Land use issues/industrial land

CMAP maintains current land use information. Industrial and warehouse land was identified as part of the Strategic Regional Freight System in the *2030 Regional Transportation Plan.* These land uses were mapped (Attachment W2) as part of the document at <http://www.cmap.illinois.gov/WorkArea/linkit.aspx?LinkIdentifier=id&ItemID=5588>.

For the *GO TO 2040 Plan,* staff has identified the link between industrial land and infrastructure development requirements. In one of the scenarios, these issues are being considered directly in scenario infrastructure. In addition, similarly to the *2030 Plan*, the *GO TO 2040* process has endeavored to map freight-focused businesses. These maps are expected to be released available shortly.

CMAP is also participating in the study of the Elgin-O’Hare Expressway/O’Hare Bypass study. This project will traverse an area of some of the most freight-intensive businesses and warehouses in the region (the businesses in this industrial area generate more traffic and employment than O’Hare itself). Understanding freight is key to CMAP’s involvement in projects like this.

### Inclusion of projects in long-range transportation plan and TIP

This item was already discussed under queries E.1 through E.3.

### Staff resources to focus on freight

CMAP recently hired a full-time freight system planner. Other staffers also contribute to the effort. In addition, the freight planning function is being increasingly integrated with other Congestion Management functions within the agency. E.g., the Regional Freight System Planning Recommendations contract is being managed by the Congestion Management Process project manager while the freight planner continues to plow ahead with the freight snapshot.

Likewise, we are supplementing our staff with consultants with freight expertise. In addition to the Regional Freight System Planning Recommendations contract noted above, CMAP has also engaged the Volpe Center to research freight issues for CMAP. Volpe helped us understand best practices for dealing with freight issues among other regional agencies. See Attachment W4 <http://www.cmap.illinois.gov/WorkArea/DownloadAsset.aspx?id=15225>.

**TRANSPORTATION SYSTEMS MANAGEMENT**

**F.1 Discuss the region’s efforts in response to the evolution of the metropolitan planning requirement for a CMS/CMP. How has the CMP requirement been utilized in the Chicago region for implementing improvements to demand management, system operations, transit, and/or ITS?**

The original Congestion Management System, as authorized by ISTEA, was developed by CMAP’s predecessor agency, ( see <http://www.cmap.illinois.gov/WorkArea/DownloadAsset.aspx?id=3376> (Attachment X) and <http://www.cmap.illinois.gov/WorkArea/DownloadAsset.aspx?id=3372> (Attachment X1). Under the guidance of new successive new legislation, CMAP has developed a Congestion Management Process. The outlines of this process are in the 2030 Regional Transportation Plan (see Section 3-3 of the 2030 RTP, pp 69-89, at <http://www.cmap.illinois.gov/WorkArea/linkit.aspx?LinkIdentifier=id&ItemID=11664>).

To manage congestion, one must understand congestion. Thus, our congestion management process includes basic research to understand the characteristics of transportation and congestion in Chicago. In addition, to measure the effectiveness of strategies and projects to address congestion, basic system and performance measures are a key element of the process. Lastly, the program includes a program of research, promotion, and implementation of strategies and projects to address congestion.

One important evolution of the process has been the increasing use of operations data gathered through the ITS infrastructure of the region. This information was not available in a useful form when the Congestion Management System was originally developed in the 1990’s, so the data availability has been integral to the evolution of the Congestion Management Process. Now, while the understanding of this operational data is still limited to relatively few technical staff, it is supplanting regional model information as the primary source of data for the congestion management program. This evolution has enabled much more effective analysis of the location and causes of congestion, both of which are better understood from operational data analysis than model data analysis.

Another example of the evolution of the program is its increasing reliance on data to evaluate potential strategies. For example, because of their ineffectiveness, research is now pointing away from regional rideshare promotion programs, preferring instead more effective, focused programs to encourage beneficial transportation choices in populations for which such choices are possible and among people who might consider a behavioral change. See the Demand Management *GO TO 2040* strategy analysis posted at <http://www.cmap.illinois.gov/WorkArea/DownloadAsset.aspx?id=14887> (Attachment X2).

Similar strategy papers and strategic proposals are posted at <http://www.cmap.illinois.gov/cmp/strategies.aspx>.

**F.2 Discuss how the region measures congestion. What types of data are being collected for the CMP? Describe how the data is used to measure transportation system performance, identify the locations and causes of congestion, develop and evaluate alternatives, and prioritize solutions.**

The region has focused on the travel time index, planning time index, and congested hours as the primary measures of congestion. For the freeway system, this information is obtained from the Mobility Monitoring Program via Navteq’s stakeholder.traffic.com data archive. The records include speed and volume information for sensors spread along the freeway system. Each day’s records are downloaded and stored in a CMAP database. A year’s worth of records was then analyzed to derive the measures above for each identified freeway segment with appropriate instrumentation. These measures are prepared for each direction for both the morning and afternoon peak periods. In addition, a congestion scan showing the average speed by milepost and time of day is produced for these highway segments. An example of such analysis is at <http://www.cmap.illinois.gov/cmp/measurement.aspx#I-290_CanalSt_to_WolfRd>.

In addition, CMAP is beginning to apply these measures to the strategic regional arterial system. In support of a study of Illinois Route 47, CMAP produced a map showing mid-point pace speeds and travel time indexes for arterial segments along this route in Kane and McHenry Counties. These measurements are still in a demonstration phase for the arterial system. Feedback is being sought from our partners. The Illinois Route 47 congestion map (Attachment X3) is posted at <http://www.cmap.illinois.gov/WorkArea/DownloadAsset.aspx?id=15496>.

Together, these freeway and arterial graphics provide a mechanism to identify the locations of congestion in the region. The graphics provide congestion information in sharp detail. For example, for west-bound I-290 in the freeway congestion scan linked above, the lane-drop at Austin Boulevard is shown as the source of the most congestion, with low speeds spilling back east of Western Avenue. However, for east-bound traffic, most congestion spills back not from the lane drop at Mannheim Road but the geometrically challenging ramps at 1st Avenue.

These data analyses, like the crash data discussed previously, provide a regional analytic resource being used not only by CMAP, but also by partner agencies. While CMAP is able to use this data to identify and quantify regional congestion, identifying and prioritizing solutions requires substantial involvement by partners. In this process, because of a variety of needs (e.g., pavement conditions) and opportunities (e.g., commercial development), congestion is only part of the process in the capital programming process. One possible outcome of the *GO TO 2040* process is to strengthen the regional decision making process in support of congestion mitigation projects in the context of other large issues. CMAP is investigating the use of HERS-ST in support of programming decision-making.

Increased synergies are expected from the planned initiation of the Regional Transportation Operation Coalition. This effort is expected to facilitate operations improvements and small-scale bottleneck elimination projects at congested locations.

**F.3 What procedures connect the CMP results/products to the metropolitan planning process (UWP, TIP, corridor studies, conformity, TIP development)? Provide examples of such integration. How does CMAP envision the CMP affecting planning and investment decisions in the future?**

Funding is allocated to the CMP process itself and CMP initiatives, such as the recently funded Regional Data Archive through the UWP. For the TIP/TIP development and corridor studies, inclusion of a project in the TIP is a direct indicator of CMP consistency. Second, the CMP program has worked with interests as varied as the Illinois Department of Transportation and the Council of Mayors in putting CMP information to work in decision-making. We understand that the congestion scans are being used in conversations about future capital program and managed lane proposals. While some examples of past efforts to integrate the CMP with the programming process have not succeeded (the Congestion Reduction Demonstration and Urban Partnership proposals, for example), this is partly because of USDOT decisions not to fund the projects.

Greater metropolitan involvement in project programming is likely in the future. We also anticipate greater resources for metropolitan Chicago, allowing for programming decision based on more than just maintenance and reconstruction needs, as is now mostly the case. If this occurs, there will likely be greater emphasis on congestion data. However, this will also be in the context of promoting and utilizing other transportation system management strategies, such as pavement management systems, bridge management systems, and more closely aligned systems such as access management and safety management.

**F.4 What performance measures (or indicators) have been established to monitor the transportation system in the region? How and when were these measures developed? Are these performance measures based on actual data or modeled data?**

Transportation measures are among the regional indicators that have been adopted to track the progress of *GO TO 2040*. The process of developing indicators was described in more detail in response C6.

In 2007, the *2030 RTP* recommended that the CMP investigate, and implement as appropriate, the following potential performance measures. While specific target development was discussed within the RTP process, it was clear that we did not have enough information at the time to do a credible job of establishing such targets. Thus, the *RTP* recommended (in Section 3.3) that the Congestion Management Process adopt or modify specific targets for each performance measure with additional transportation provider, stakeholder, and public involvement:

* + Customer satisfaction of traveling public: measure improvement on customer surveys.
  + Extent of congestion: measure reduced growth rate of spatial and temporal congestion.
  + Highway travel time reliability: improve highway travel time reliability.
  + Transit service reliability: improve transit on-time performance.
  + Non-recurring travel delay: reduce non-recurring travel delay.
  + Incident duration: reduce mean time of incident duration on transit services and arterial and expressway facilities.
  + Speed compliance: reduce incidence of speeding on selected collector, arterial and expressway corridors (to reduce crash rates and severity and to smooth traffic flow).
  + Crash rates: reduce the crash rates, focusing on serious and fatal crashes, for travel in motor vehicles, bicycling, and walking.
  + Mode share: increase mode shares of trips using transit, walking, and bicycling for work and non-work purposes.
  + Toll and fare pre-payment: increase the proportion of tolls and transit fares using pre-pay technologies.
  + Trip lengths: reduce average trip distances for work trip and non-work trip purposes.
  + Transit service: increase the proportion of the population within ¼ mile of full-service transit.
  + Enhancements: complete substantial additional portions of the Northeastern Illinois Greenways and Trails Plan.
  + Bikeways: increase the mileage of City of Chicago and suburban bikeways, including off-street multi-use path and on-street bike lanes and marked routes.
  + Safe routes to school: increase the proportion of primary schools with approved school travel plans.
  + Value pricing: broaden deployment of value pricing to larger portions of the highway system.
  + ITS: increase proportion of expressways and arterials subject to surveillance to determine congestion, travel times, and to detect incidents.
  + Expressway incident management: broaden coverage of highway incident response vehicles to remainder of the expressways and tollways within the Chicago urbanized area.
  + Arterial incident management: develop and implement arterial incident management plans for selected arterial corridors.
  + Arterial access management: develop and implement access management plans for selected regional arterial corridors.
  + Bicycle and pedestrian accommodations: increase the proportion of highway construction projects that include appropriate bicycle and pedestrian accommodations as part of highway construction activities.
  + Bus rapid transit: implement transit signal priority on selected regional arterial corridors.
  + Walkability: Increase the proportion of new development and re-development that is walkable.

Staff soon got to work collecting data to support these performance measures, specifically beginning with the measures already discussed above, such as detector data from the Mobility Monitoring Program. A new employee, the Performance Monitor, was hired.

Soon thereafter, CMAP initiated a process to develop regional indicators. The Indicators Project used a process of broad consultation among a variety of CMAP committees and stakeholder meetings to develop a preliminary list of Regional Indicators, approved by the CMAP Board in December, 2008. The indicators included more specificity than the RTP performance measures.

During this process, we identified very specific processing procedures and measures to use in the implementation of the performance measures/indicators. To the extent possible, we identified and selected measures that have been used in other regions or nationally. For example, “highway travel time reliability” became the “planning time index.” This way, we were able to get guidance on implementation procedures from resources across the nation.

An important element of the Indicators Project is the broad interest in some indicators, and the broad range of indicators selected. Thus, several committees were interested in the energy consumption and pollution measures identified below. Likewise, not only were passenger car indicators identified, but also walking and cycling, freight, and transit indicators, consistent with involvement by the Freight Committee and the Bicycle and Pedestrian Task Force.

Included in the preliminary Regional Indicators are the following transportation indicators:

* + Highway Planning Time Index: Ratio of the total time needed to ensure 95% on-time arrival as compared to a free-flow travel time.
  + Transit on-time performance
  + Aviation on-time performance
  + Inter-Regional Rail on-time performance
  + Highway Congested Hours: The average number of hours during specific time periods in which at least 20% of the vehicle miles of travel on instrumented road network is congested. Congestion is defined to occur when link speeds are less than 50 mph.
  + Highway Travel Time Index: Ratio of the average peak period travel time as compared to a free flow travel time.
  + Transit Passenger Trips per Capita: Number of unlinked passenger trips divided by the population for the six county service area.
  + Transit Passenger Miles per Vehicle Revenue Hour: Number of unlinked passenger miles divided by the hours that a vehicle is in service, including layover / recovery time, but excluding deadhead time.
  + Freight Travel Time: Rail travel time averages and variations across region for intermodal containers and average peak and offpeak travel time for trucks in freight significant corridors
  + At-Grade Highway-Rail Grade Crossing Delay: Vehicle-minutes of delay for at-grade crossings/length of time for traffic to recover
  + Pedestrian Environment: Weighted pedestrian environment factor
  + Transit Connectivity Index: Measure developed by CNT using bus and train system route and service data to estimate the quality of transit in proximity to a census tract
  + Transit Oriented Development: % of population and jobs with access to transit
  + Walkability/ Bikeability Measured as Pedestrian Level of Service (PLOS) and Bicycle Level of Service (BLOS).
  + Inter-Regional Destinations Served by Distance: # of destinations served by distance intervals for air (non-stop)/inter-region rail/inter-region bus
  + VMT per Capita Average vehicle miles traveled per person
  + Mode Share: % of work trips by mode (\* As data becomes available this will change from work trips to all trips)
  + Auto Ownership: Average number of vehicles per household
  + Percent of Truck Volumes Occurring Off-Peak
  + Vehicle Classification by Time-of-Day
  + Road Condition/Rating System: Condition Rating. International Roughness Index % above 170
  + Bridge Condition Rating. % Structurally deficient or functionally obsolete
  + Transit Maintenance Percent of assets in good condition
  + Road Condition to Intermodal Facilities: Condition Rating for National Highway System Intermodal Connectors
  + Program Accomplishment/System Investment: % of Annual Element Accomplished, by Agency and Funding Program and transit capital program implementation
  + Consumption by Source (Energy): Energy consumption and source by sector
  + Crash Rate Per Capita and per VMT: # of crashes per person and per vehicle mile traveled by crash severity and mode
  + % Transit ADA: % of rolling stock/stations ADA compliant
  + Senior and Paratransit Trips: # or percent of public transit trips made by seniors and persons with disabilities
  + Safe Routes to School: Communities with Safe Routes to School Programs or plans
  + Trails Plan: Implementation % of regional trails plan complete
  + Air Quality: Good air quality days per year
  + Emissions: Annual air emissions
  + ADA Transition Plan Compliance: Governments with more than 50 employees must develop and implement transition plans to comply with the Americans with Disabilities Act and the Rehabilitation Act.
  + Incident Response: Incident response time
  + Station-Area TOD Plans: Percent of rail stations or major bus/bus rapid transit corridors covered by an adopted TOD/Station Area Plan with breakout for implementation status
  + Greenhouse Gas Emissions: GHG emissions by sector and county for current year
  + Jobs-Housing Balance: Number and/or % of jobs located near affordable housing
  + Obesity: Proportion of the population who are obese by selected age cohorts.

Aside from the emissions data, the measures above are based on actual data, including sample data.

More information about the Regional Indicators Project, including more details about how the indicators were developed and selected, is posted at <http://www.goto2040.org/indicators.aspx>.

**F.5 How is the effectiveness of the CMP demonstrated?**

The effectiveness is demonstrated by performance measures/indicators moving significantly in particular directions and by program implementation. Thus, among performance measures in particular, implementation strategies known to address congestion are included as measures. For example, progress toward establishing arterial corridor incident management or access management plans is set to be measured.

**F.6 Discuss the Highway Traffic Safety Data collection program and how this information is utilized in the implementation of the CMP.**

Reducing non-recurring congestion due to incidents is an important congestion reduction strategy. Crashes are a frequent cause of non-recurring congestion. We seek to reduce the number of crashes in the region not only to reduce the human toll of these crashes, but to improve the performance of the system. Thus, high crash locations have been identified throughout the freeway and arterial systems. Some of these crash locations are associated with congestion; so there may be a symbiotic relationship between crash reduction and congestion reduction strategies. In particular, we suspect that there is an even stronger relationship between crash rates and travel time reliability measures, though this is a subject for further research.

The relationships between crashes and congestion on the freeway system have been demonstrated in the charts previously referred to on our FTP site (see the response to question C.9 in this document).

**F.7 What is the status of the Bus Rapid Transit (BRT) program as proposed through the US DOT Congestion Reduction Demonstration program (CRD)? Does BRT continue to be pursued independently of CRD funding?**

There were two CRD submittals to USDOT from northeastern Illinois. The submittal by the City of Chicago was selected by USDOT for implementation, but the City failed to comply with the agreement in the timeframe set forth in the agreement. Our understanding is that this proposal is moot. CMAP and several partners also prepared a CRD submittal for congestion relief in the northwest corridor, subsequently amended to reflect the Illinois Tollway’s Green Lanes proposal. We have communicated with US DOT staff about the proposal as recently as April, 2009. The response was that a decision on this proposal had been delayed due to the need for review by the new Administration. We are hopeful that this will receive further consideration as part of managed lanes implementation in the region. We and our partners are also hopeful that we will be given the opportunity to discuss this in the future.

We expect that BRT will continue to be pursued regardless of CRD funding, but at a slower pace and at a lower level. To date, no such service has been implemented in the region.

Regional programmers, with RTA facilitation, and including the CTA, Metra, Pace, the city of Chicago, IDOT and CMAP, are working together to move forward to bring BRT and Arterial Rapid Transit to northeastern Illinois using a comprehensive approach to this type of transportation endeavor. Currently, the agencies are involved in evaluating the mechanics, policies, hard and soft cost, and marketing and branding that would be pivotal to the success of any CRD project.

**F.8 How are system operators included in the transportation planning process? Do the system operators share data, performance measures, or other operational information?**

Operations staff for our partner highway and transit agencies work in effective agencies, so their concerns and interests are often related through their agency representatives on the Transportation and MPO Policy Committees. Several of the capital projects in the *2030 RTP* address particular operational issues identified by operational staff.

However, some challenges occur. Thus, specialized issues that require multi-jurisdictional coordination, such as the use of ITS to address cross-jurisdictional operations and communications issues, have required specialized committees to be set up to establish plans for these specialized areas. Thus, we have a separate Advanced Technology Task Force, and Bicycle and Pedestrian Task Force, and a Freight Committee. In addition, we are in the midst of establishing a Regional Transportation Operations Coalition.

System operators have been willing to share substantial information. However, we are now being limited in our information sharing by a slow-down in the implementation of our ITS plans. In particular, the Gateway Traveler Information System was established to facilitate this information sharing, but what insufficient money was earmarked for upgrading this system to meet modern communications needs was rescinded by Congress.

**F.9 How are Management and Operations strategies currently indentified in the 2030 RTP advanced and implemented throughout the planning or project development processes?**

CMAP advances management and operations strategies through its Transportation and MPO Policy Committees and the participating partner agencies.

CMAP Congestion Management Program staff takes opportunities whenever possible to promote adopted policies. This requires that the participating CMAP staff be cognizant of the management and operations opportunities. Examples of such opportunities include traffic forecast requests (required for each project), bicycle and pedestrian planning information requests, and CMAP participation in project advisory groups.

In past years, for additional-lanes projects, CMAP had prepared a travel demand management report for each project as part of the Congestion Management Process. However, as new additional-lanes projects disappeared from the program, this approach became moot.

The CMAQ program currently funds many of the management and operations strategies. The program tends to fund local-level, rather than regional projects. Management and operations strategies are being considered in the *GO TO 2040* process.

**F.10 Discuss the status of the region’s ITS Architecture. In what ways have the Architecture been valuable in guiding investment decisions and/or fostering integration and interoperability? Please provide the URL of the latest ITS Regional Architecture document.**

The ITS Architecture was last completed in November, 2007, and was approved by the MPO Policy Committee on March 13, 2008. The architecture sets forth the importance of the Gateway Traveler Information System in interagency communications and coordination. The architecture provides for system development to a time horizon of up to fifteen years.

Work needs to take place in assuring programming agencies understand the importance of communications and technology in their programming decisions. Part of our work is to assure that the communications backbone for the system is fully developed quickly. As technology and communications systems planning is on-going, CMAP is also collecting information for a project update for elements of the ITS Architecture through the Advanced Technology Task Force. The architecture has provided a starting point and information resource for a number of technology and communications projects. For example, completed ITS projects, e.g., CTA Bus Tracker, need to be updated in the Architecture.

The Northeastern Illinois ITS Deployment Plan Update, July 2005: Final Report is available at <http://www.catsmpo.com/prog/its_planning/edp-final.pdf> The current architecture is posted at <http://www.cmap.illinois.gov/its/> Further explanation of the ITS process is located at <http://www.cmap.illinois.gov/transportation/its.aspx>.

**F.11 Describe CMAP’s role in regional infrastructure security planning. What efforts has CMAP engaged in related to emergency relief and disaster preparedness planning?**

CMAP has a very limited role in regional infrastructure security planning. CMAP neither owns nor operates infrastructure, so there is no direct responsibility. However, CMAP has endorsed certain actions to be taken to harden certain facilities. Strategies endorsed are included in the *2030 RTP.*

CMAP efforts related to emergency relief and disaster preparedness planning are primarily supportive, not leadership. For example, communications capabilities developed through the ITS process are extremely important in emergency and disaster response. Further, CMAP is participating in supportive activities for TranSIMS model development. Disaster and emergency management require dynamic traffic simulation and an activity-based approach that may be useful in further modeling of disaster response.

**PROGRAM DEVELOPMENT**

**G.1 Discuss the current utilization of performance measurement in the metropolitan transportation planning process. What other factors typically direct transportation investments?**

CMAP collects data for regional use to assist implementers in their programming decisions. A summary of the data available to implementers is available online at <http://www.cmap.illinois.gov/cmp/measurement.aspx>. CMAP also manages an annual program for municipalities to receive Average Daily Traffic (ADT) and Condition Rating System (CRS) data from summer interns. The local councils use this information to rank projects requesting STP dollars. Other ranking factors for local federal funds include safety, Transportation Control Measure (TCM) status, and using local dollars for leveraging federal funds.

Various programs use different performance measures for directing transportation investments. The Congestion Mitigation and Air Quality (CMAQ) Improvement Program uses various measurements to determine the benefit to air quality and mitigating congestion.

CMAP has also developed various regional [indicators](http://www.goto2040.org/indicators.aspx) (Attachment P) for the development of the *GO TO 2040* plan which is expected to be approved in October of 2010. These indicators will be useful in directing transportation investments over time. Additionally key indicators are currently being developed to guide capital projects to be identified in the *GO TO 2040* plan.

**G.2 How are asset management principles utilized (either formally or informally) throughout the region? What role does CMAP play in implementing regional asset management strategies—leadership, data support, performance monitoring, other?**

CMAP promotes the use of asset management techniques both formally through policy support and informally through advice and consultation. Programming agencies understand that a failure to use such principles results in needless expenditures, amounting to millions of dollars for some agencies.

Agencies in our region have bridge management systems where appropriate. Thus, we have made good progress in reducing structural deficiencies in our bridges, though some agencies still have a long backlog of expensive projects, owing to a shortage of funds. See the regional bridge condition report (Attachment Y) at <http://www.cmap.illinois.gov/WorkArea/DownloadAsset.aspx?id=15495>.

Some agencies (IDOT, some counties, and some municipalities) have a pavement management system. Extending this system region-wide would bring substantial benefits.

Transit asset management has been coordinated by the RTA, which has financial oversight responsibility for the transit agencies in the region. The *Regional Transit Asset Management System* is available online at <http://www.rtams.org>. Individual transit agencies also have their own management systems in place (e.g., the CTA Bus Service Management System).

**G.3 What efforts are underway to insure that the region’s transportation infrastructure is maintained in a state of good repair? Specifically, what are the roles of the CMAP, IDOT, and project sponsors?**

There are not now sufficient resources to maintain the system. However, we expect that, very soon, a new capital bill will be approved in Springfield, the seat of Illinois government. If a sufficient proportion of these resources are allocated to northeastern Illinois, we will be well on our way to addressing the resource shortfall. Bridge conditions have, in general, improved over time (see Attachment Y) <http://www.cmap.illinois.gov/WorkArea/DownloadAsset.aspx?id=15495>). However, pavements are a problem. Early performance measurement indicates that the International Roughness Index (IRI) applied to northeastern Illinois NHS routes showed 2,190 lane miles (31%) of 7,036 lane miles in the region with a score of 170 or above – “unacceptable” (full system information is not available). Likewise the pavement condition rating (CRS) system shows 4,978 lane miles of pavement in either “intolerable, poor, or marginal” conditions (24% of 20,720 lane miles). We need more resources to address this backlog. The transit system also has a maintenance backlog.

Clearly, the jurisdiction agency must have a plan for addressing the maintenance backlog, and must keep to the plan as resources permit. CMAP should ensure that an overall plan exists to maintain the system. IDOT should distribute resources to northeastern Illinois sufficient to maintain the system here.

**G.4 How does the MPO and its member agencies provide meaningful input into the programming decisions of IDOT?**

CMAP staff, the CMAP Board, and the MPO Policy Committee provide meaningful input into the programming decisions of IDOT by developing resources for the region such as the Principles for Infrastructure Investment, the *2030 RTP*, the Congestion Management Process, and ITS architecture documents. Additionally, IDOT participates in the CMAP Transportation Committee, MPO Policy Committee and many other committees and working groups where concerns and comments can be articulated at any time. All meetings are open to the public and implementing agencies participate in the committees. IDOT’s federal and state programs are accurately represented in the TIP and any change that occurs within the TIP is available for a 7 day public comment before being acted upon. Concurrently representatives from IDOT state programming and local roads participate in sub-regional Council of Mayors meetings in which comments and concerns regarding IDOT’s program are frequently stated. The Counties also participate in the Council of Mayors.

For broad programming policy decisions (such as the regional allocation), CMAP and partner agencies encourage IDOT to address regional needs through open meetings and through discussions with IDOT staff. CMAP and its local agency partners also provide input into on project selection. In addition, the *2030 Regional Transportation Plan* is designed to guide project selection.

Programming decisions regarding initial project scope are also the subject of input. It is important that the initial scope be well considered to assure an efficient project development process. While this is best accomplished with scoping processes and design guidelines tuned to urban needs, input is often useful in this process.

**G.5 Does CMAP coordinate any efforts concerning local agency applications to the Highway Safety Improvement Program (HSIP), Transportation Enhancement (TE) program, or other programs administered through IDOT?**

CMAP encourages local communities to submit funding requests to these programs for appropriate projects. For example, as noted in the response to C.9 and F.6, we provide information about locations with high crash numbers. We also encourage implementation of local walking and cycling plans and projects to address pedestrian safety problems through the Transportation Enhancement program.

**G.6 To what extent do transit operators, IDOT, and local governments provide accurate information concerning projects and anticipated financial resources in a timely format during the TIP development process?**

CMAP has recently begun to use a new web-based system in which programmers have the ability to directly input project and financial information. Programmers and CMAP staff review the inputs to ensure the accuracy of the information. Occasionally typographical errors occur and through various reports and audits of the information many of these errors are captured and corrected. CMAP coordinates with all programmers, including IDOT, to ensure that TIP changes are done on a timeline that coordinates with federal authorization deadlines.

**G.7 When amending the TIP, how is fiscal constraint ensured?**

Individual program marks are included in the TIP. These marks are reviewed and updated as appropriate. CMAP staff reviews fiscal constraint before forwarding any TIP modifications to the Transportation Committee for consideration.

**G.8 How well have the TIP Modification procedures, adopted in 2008, worked in governing the TIP change process?**

The TIP modification procedures have assisted the public and stakeholders in understanding how their modifications affect the TIP. With the revised TIP procedures, it has become more evident to implementers how their programming decisions affect the federal funding outlook of the region. The TIP procedures have also raised awareness among the programmers on how the TIP plays into the federal authorization procedures.

**G.9 Discuss CMAP procedures to program suballocated Surface Transportation Program (Urban) funds.**

CMAP works through the Council of Mayors and City of Chicago to program STP Urban funds. CMAP receives an annual mark from IDOT. CMAP generates individual program marks for the 11 Councils and the city of Chicago based on the agreement entered into between the city of Chicago and the suburban Councils of Mayors and approved by CMAP’s MPO Policy Committee (Attachment AD). CMAP works with the sub-regional councils on developing methodologies for choosing which projects are funded and also provides over all insight through documents such as the RTP, ITS architecture, Congestion Management Process and Principals for Infrastructure investment (Attachment AG).

**G.10 Discuss the procedures of the Congestion Mitigation and Air Quality (CMAQ) project selection process including recently adopted measures to provide for active program management.**

CMAP’s MPO Policy Committee is the designated programmer of CMAQ funds in northeastern Illinois and has charged the CMAQ Project Selection Committee with the task of recommending projects for the region and monitoring the progress of projects. The Project Selection Committee is composed of representatives from Illinois Department of Transportation (IDOT), the City of Chicago, the Council of Mayors, the Regional Transportation Authority, the counties, the Illinois Environmental Protection Agency and CMAP. CMAP staff performs the technical analyses of all projects.

A call for projects is issued on an annual basis by staff for fifteen different project categories. Staff reviews the projects in each category and conducts analysis of the proposed projects for potential congestion reduction and air quality improvement benefits. A project ranking is developed for each category. Projects are ranked primarily by the cost per kilogram of volatile organic compounds (VOCs) eliminated over the life of the project. Projects are also ranked by cost per kilogram of nitrogen oxides (NOx) eliminated, cost per thousand vehicle-miles traveled (VMT) eliminated, and cost per thousand trips eliminated. Diesel Emission Reduction proposals are ranked on cost per kilogram of fine particulate matter (PM2.5) as their primary measure.

The CMAQ Project Selection Committee develops a list of recommended projects. Typically, the committee has used the CMAP staff’s project rankings as input, but the members also use their collective judgment to select projects that may not have ranked as high as others in the staff analysis. For example, the committee may consider regional equity, project readiness and project mix in developing its recommendation.

A public comment period of up to 30 days is held for the proposed program. Following the end of the comment period the CMAQ Project Selection Committee will review and respond to the comments. Sponsors whose proposals receive adverse comments may be asked to respond to such comments at this time. A final program is developed taking into consideration the public comments received. The final program is then presented through the CMAP committee structure for approval.

After the CMAP Board and MPO Policy Committee have approved the annual program, the projects included in the program are forwarded by IDOT to FHWA and FTA for an eligibility determination. The projects are then added to the TIP. If projects that are not exempt from regional emissions analysis are selected, staff must include the projects in regional conformity analysis to determine that these projects do not cause the region to exceed air quality standards.

Revised programming procedures were approved in March 2009 for the programming and active program management of CMAQ funds. The revised procedures will allow the CMAQ Project Selection Committee to address the timely implementation of programmed projects by actively adjusting when funds are available and dropping projects that are not making progress. This will help to ensure that the congestion and air quality benefits of projects are realized more quickly in the region and the unobligated balance of funds is reduced.

**G.11 Discuss the programming of diesel retrofit projects for privately owned interests.**

The FY 2008 and FY 2009 CMAQ programs for northeastern Illinois included funds for diesel retrofit projects involving private railroad companies in northeastern Illinois. The projects involved the replacement of diesel powered switcher locomotives with Gen Set three tier engine locomotives. All the projects selected for funding were the result of public-private partnerships between the railroads and municipal agencies acting as the project sponsors.

The projects directly target fine particulate matter (PM2.5) emissions from railroad facilities in northeastern Illinois. Northeastern Illinois is currently in non-attainment for the PM2.5 standard. Not only do these projects reduce PM2.5, they are some of the most cost effective projects for eliminating VOCs and NOx emissions.

When considering the projects for funding the CMAQ Project Selection Committee had numerous conversations about the balance between the federal funds, the potential air quality benefits realized by the projects and the potential fuel savings realized by the private railroads. The Committee originally recommended a 50%-50% federal-local split of the cost of the FY 2009 projects. Discussions held with the railroad companies during the public comment period for the FY 2009 program resulted in the federal-local split being changes to 65%-35%. The FY 2008 program only involved one railroad and the split was 80%-20%. Policy discussions are ongoing to decide if the region wants to continue to fund projects of this nature and if so at what percentage of federal to local funds.

**G.12 Discuss the process for producing the Annual Listing of Obligated Projects. What information is included and what visualization techniques are utilized? Is this publication effective and/or useful in transmitting information to implementers and/or the general public? Please provide a copy of the latest Annual Listing of Obligated Projects.**

The regional awards and obligation report is a compilation detailing what projects and project elements were accomplished during the federal fiscal year. In the northeastern Illinois area CMAP’s MPO Policy Committee established the use of the federal year as a basis of reporting due to the myriad of fiscal years being covered in this document. The Illinois Department of Transportation is on a state fiscal year which runs from July 1 through June 30. The region’s Service Boards and the RTA are on a calendar year. Other governments such as counties and municipalities operate on a variety of fiscal years. The preparation of the program awards is done by working with the CTA, Metra and Pace and tracking the projects and project elements using the IDOT letting bulletins, internal program obligation reports for the various local program funding sources and the IDOT annual report “For the Record”. The Letting Bulletins allow for tracking the actual project offerings and the bidding on the projects is documented as part of the letting process. The “For the Record” supplements the tracking process by including expenditures for engineering and right-of-way on state and local projects and updates any increases to project awards through approved cost increases. These sources cover the majority of the funding received through FHWA. The transit projects are compiled by obtaining copies of the grants approved by the FTA from each Service Board and the RTA. In addition the Service Boards provide a listing of projects that are totally funded with local and state funds. The obligations report has expanded over the years, an example of this, is the Illinois Tollway. The Tollway maintains a web site that documents the various project awards on the Tollway’s system. The project awards that are within CMAP’s planning area are included as an appendix to the report. The project listings are divided into subareas of the region and list the projects awarded by IDOT as one subset and the projects let by local governments using federal funds. The projects in both cases display TIP IDs, location information, work type description and the federal and total funds used. In the case of federal funds the Federal ID number is included. Additional identifiers are added to the project records which allow for categorizing projects to produce various summaries prepared for the report.

The awards report displays a set of regional maps: Highway construction projects, Engineering and right-of-way, and Transit and bike-pedestrian projects. The individual projects are matched to the TIP data base through the TIP ID and the GIS shape file is obtained to prepare the maps. The separation of the engineering and right-of-way is intended to show the public what projects are on the horizon for construction.

Included in the document are summaries that are designed to show the current investments for highways and transit. Tables include summaries of expenditures by project type, fund sources, and investments in selected portions of the highway and transit systems. A summary is provided documenting expenditures on the Interstate system, the Strategic Arterial System, major investments to the transit system and bike-pedestrian facilities which are elements of the *2030 RTP*. A detailed listing of bike and pedestrian project awards is included as an appendix. The awards report summaries are designed to document levels of investments in the region’s transportation system.

**G.13 How is the private sector involved in the transportation planning and project development processes? What role does or should the MPO have in developing public-private partnerships for any transportation projects.**

The MPO Policy Committee and the Transportation Committee membership include a representative from the Private Transportation Providers and a representative from the Class I Railroads. Through these bodies the private sector has direct input into the development of the Transportation Improvement Program and the Regional Transportation Plan. The CMAP Board includes 4 voting members from the private sector or non-profit organizations and one non-voting member from the private sector.

CMAP is supportive of the innovative financing mechanism involved with public-private partnerships as a way of helping to solve our transportation deficiencies. Case in point is the backing CMAP provided to the Chicago Region Environmental and Transportation Efficiency Program (CREATE) as a means to increase the efficiency of the region’s rail infrastructure that will reduce rail and motorist congestion, improve passenger rail service, enhance public safety, promote economic development, create jobs, improve air quality and reduce noise from idling or slow-moving trains. The program is a partnership of US DOT, State of Illinois, the City of Chicago, Metra, Amtrak and the nation’s freight railroads.

**G.14 What is the status of legislation authorizing Design-Build in Illinois? What ramifications would use of Design-Build contracting have on planning and programming processes?**

Senate Bill 297 Creates the Design-Build for Highway Construction Demonstration Act. It authorizes the Department of Transportation and the Illinois State Toll Highway Authority to use a design-build method of source selection for highway construction projects. It sets forth procedures for using the design-build method and requires the agencies to submit an evaluation report concerning the design-build method no later than December 31, 2012. Current status: Placed on Calendar Order of 3rd Reading April 1, 2009, which means it's currently in limbo, but may end up being part of the capital bill. Implementing agencies welcome adoption of the capacity to use Design-Build as something to add to their tool box to be used as appropriate.

**G.15 Please describe the status of the development of the web-based TIP database. When is this effort expected to be completed? What hurdles remain before deployment?**

The new interface is working and the phase I requirements for the new TIP database have been realized. Phase II of the SQL server version of the TIP database is included in a recently completed contract agreement with a scope of work for phase II ready for delivery. CMAP has obtained IDOT’s concurrence with this project.

The timeframe for carrying out the tasks of Phase II is four months. The achievement of these goals may extend beyond this period. The deliverable include: data validation and error-checking, the conversion of a series of reports (report selections, financial analysis, tip change and import/export menu) currently in use from the Access database, improved archive capabilities, provision of the capacity to manage various aspects of TIP maintenance, upgraded search function, export/import function for travel demand model, funding marks maintenance function, reports for obligation/awarded projects, and improved interface and reports for general public viewing.

When all phases of the contract are completed and minor issues that arise during testing are corrected, the contract will be executed.

**AIR QUALITY**

**H.1 Discuss whether the transportation conformity process is useful in improving air quality conditions?**

The conformity process itself is a matter of regulatory compliance. Since the region has not had difficulty in conforming the Plan and TIP in recent years, the process does not significantly impact air quality conditions. CMAP is considering options for actions beyond those required by conformity to improve air quality as part of the *GO TO 2040* process.

**H.2 Describe the roles and responsibilities of all organizations responsible for air quality monitoring and analysis. Are necessary agreements establishing these roles in place and current?**

The Illinois Environmental Protection Agency is responsible for air quality monitoring and analysis throughout the state of Illinois. An updated agreement between CMAP and IEPA delineating their respective roles and responsibilities was approved in March (see B.9).

**H.3 Discuss the utilization and effectiveness of the Tier II Consultation Group in the conformity process. How do the Partners for Clean Air and other outside groups contribute to effective air quality planning in the region?**

The region’s approach to consultation is described in section 3.1 of the conformity document (Attachment AC). Most outside groups in the region, such as Partners for Clean Air, are composed of groups that are represented on one or more CMAP committees. In addition, CMAP specifically participates in Partners for Clean Air.

**H.4 How is CMAP preparing for the release of the MOVES model?**

Two CMAP staff attended training in the MOVES demo in August of 2008. The MOVES 2009 model has been installed on two computers, and one staff person is scheduled to attend training in May, 2009. Following that training, we anticipate testing a conversion of the current MOBILE6 conformity to MOVES.

**H.5 Discuss the status of the PM 2.5 State Implementation Plan (SIP). How does the Illinois Environmental Protection Agency engage CMAP in the development of the SIP?**

The SIP for the annual PM2.5 standard is under development. IEPA and CMAP consult during SIP development to ensure that the latest planning assumptions are being used, and that the assumptions used by IEPA for the SIP and CMAP for conformity are consistent.

**H.6 How are air quality planning partners engaged in the development of GO TO 2040?**

Air quality partners are continually engaged in CMAP’s activities, including the development of *GO TO 2040*, through their participation on CMAP committees, specifically the Transportation Committee and the Environment and Natural Resources Committee. Partners include IEPA, USEPA (ENR), CNT, Environmental Law and Policy, Sierra Club, and the Metropolitan Mayors Caucus. The CMAQ Project Selection Committee and the Bicycle and Pedestrian Task Force also include representatives of groups with air quality responsibilities.

CMAP is engaged in other air quality activities in the region through its participation in Partners for Clean Air and the Midwest Clean Diesel Initiative.

Air quality is among the measures being used to evaluate major capital projects and alternative scenarios. A Regional Snapshot report on air quality is being prepared and is expected to be released in June. This report was prepared with the assistance of IEPA, and goes beyond the transportation sector in its treatment of air quality.

**H.7 What is the appropriate role for the MPO in advancing transportation plans and programs to minimize greenhouse gas emissions that contribute towards climate change?**

CMAP continues to monitor the current Climate Change legislation being discussed by the US Congress and recognizes the importance of putting into place a plan to reduce the Chicago region’s greenhouse gas emissions from surface transportation. At the time of this review, CMAP had not developed a policy for greenhouse gas emissions that contribute towards climate change.

CMAP’s role in addressing climate change continues to evolve, but an aggressive direction is being pursued. In a report prepared for CMAP in 2007, the Volpe Center (Attachment AE) recommended that climate change be identified as a key issue to be addressed by the *GO TO 2040 Plan*, and that additional research to understand greenhouse gas emissions and energy be undertaken to inform the plan. This work is underway, and results are expected in June. The mitigation of climate change through reduction of greenhouse gas emissions is among the evaluation measures being used in the *GO TO 2040* process. In this way, any project, policy, or other investment considered for inclusion in the plan will be evaluated for its impact on greenhouse gas emissions. It is expected that this will lead the plan to select capital projects and support other actions that overall reduce the region’s greenhouse gas emissions. Exact targets for emissions reductions have not been set, but CMAP continues to track federal guidance on this issue.

**TRANSIT AND MULTI-MODAL PLANNING**

**I.1 Please discuss the services provided by the region’s public transit operators. What jurisdictions do these operators serve and how they are primarily funded? What is the role of the RTA?**

The transit services in northeastern Illinois are diverse and encompass the entire region. The services are provided by the Chicago Transit Authority (CTA), the Northeastern Illinois Rail Corporation (Metra) and the Suburban Bus Board (Pace). Each Service Board provides a diverse set of services to the region. The CTA is the largest carrier in the region. CTA provides heavy rail rapid transit service on 8 routes with 144 stations and a fleet of 1,190 transit cars. The annual ridership is 195 million riders a year. The bus service consists of 154 routes with a fleet of 2,140 buses. The annual ridership is 298 million rides. The bus service ranges from regular route service, express bus and special services for special events. The primary service area is the City of Chicago and 34 municipalities surrounding the City. Metra services cover 565 route miles on 11 routes. The system has 251 stations and a fleet that consists of 144 locomotives, 820 passenger cars and 241 electric cars. The system provides over 735 service runs per week and serves nearly 80 million passengers annually. Metra services provide access to downtown Chicago for the Northern Indiana Commuter District (NICD) and the South Shore Interurban service. The UP North Line provides rail service to Kenosha, Wisconsin. Metra passenger equipment is entirely ADA accessible. The Pace system covers the entire suburban portion of the northeastern Illinois area. This service includes 147 fixed routes, 51 feeder routes to Metra and CTA stations, 18 shuttle routes and 648 van pools. The system operates 610 buses during peak periods and serves nearly 34 million passengers annually. The fleet serving fixed routes is totally accessible.

The most recent revision to transit services in the region has been the consolidation of the ADA services under one agency. By an act of the Illinois Legislature which revised the RTA Act, Pace was designated as the service provider for ADA Services for northeastern Illinois. The paratransit services for the region include 210 communities served and 65 dial-a-ride services. The fleet includes 365 Pace owned buses and 640 contractor owned vehicles. The ridership for ADA and Dial-a-Ride is nearly 3.8 million.

The funding for transit includes fare box and other revenues such as advertising, a regional sales tax, the public transportation fund (PTF) which is a state sales tax matching fund to the RTA regional sales tax and federal transit funding through the FTA and designated funding from Title I sources such as CMAQ. The revised RTA act mentioned above included a revision in the RTA regional sales tax rates and included a portion of the Chicago real estate transaction tax for additional funding for the CTA for pension and health funds.

The RTA is the main fiduciary agent for the transit agencies. It is the body that receives the various taxes collected through the Illinois Department of Revenue. The new amended RTA Act also increased the Board’s responsibility in setting standards, reviewing the Service Board programs, allocating and approving federal funding, and providing planning guidance for the public transportation system.

**I.2 Discuss current transit ridership trends.**

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| Annual Transit Ridership by County and Region | | | |  |  |  |
| 2002 through 2007 | |  |  |  |  |  |
| Table and Chart |  |  |  |  |  |  |
|  |  |  |  |  |  |  |
| Source: Regional Transportation Asset Management System (RTAMS) | | | | | |  |
| [RTAMS - Regional Transportation Asset Management System](http://www.rtams.org/ui/homepage.asp) | | | | | |  |
|  |  |  |  |  |  |  |
| Unlinked Passenger Trips (in millions) | | | | | | |
|  | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 |
| CTA Bus | 304.8 | 293.6 | 296 | 305.5 | 299.6 | 309.3 |
| CTA Rail | 180.4 | 181.1 | 178.7 | 186.8 | 195.2 | 190.3 |
| TotalCTA | 485.2 | 474.7 | 474.8 | 492.3 | 494.7 | 499.5 |
| Metra | 76.8 | 74.8 | 74.4 | 77 | 80.8 | 83.3 |
| Pace | 34.8 | 33.7 | 34.1 | 36.9 | 38 | 39.1 |
| System | 596.8 | 583.2 | 583.3 | 606.2 | 613.5 | 621.9 |

**I.3 Discuss the current financial condition and future financial capacity of transit providers in the region.**

The transit system includes over 3800 buses and vans and 2300 train cars serving Chicago and hundreds of suburbs spread across six counties (Kendall County, while included in the CMAP MPA is not included in the RTA service area). Some parts of the system are newer and they work well. Other parts of the system are more than a century old and are in need of a major overhaul.

Moving Beyond Congestion (Attachment L), a joint strategic planning project of the RTA, Metra, CTA, and Pace, offers the following in regards to their recent historical financial condition:

“Despite adding service and the rising cost for fuel, security in the post 9/11 era, health care and pensions, operating costs have been held constant since 1986 (when controlling for inflation), while revenues have declined.

The State of Illinois has historically supported public transit with hundreds of millions each year for new capital projects, but has not provided capital funding since 2004 causing us to defer maintenance resulting in slowdowns and breakdowns.

In recent years, the system has diverted limited capital dollars to help pay for operations. The system requires approximately $400 million more in operating funds each year to keep our trains and buses running on time, and address the growing demand for transit.

The region must invest $10 billion in the next five years to get the entire system into good working order, replace older trains and buses, add service where it is critically needed, and plan and design a transit system worthy of our reputation as one of the great metropolitan regions of the world.

Over the next 30 years, $57 billion must be invested throughout the region in order to create the public transit system Northeast Illinois really wants and needs to meet population projections, development patterns, travel demands, and air quality goals. From the time period 2007 to 2012, the RTA estimates that $7.3 billion additional is required for maintenance of rolling stock, track and structure, and passenger and support facilities and equipment;$1.1 billion to enhance the system with more off-peak and weekend service, more reverse commuting options and passenger efficiencies; and $2 billion in more major capital projects to expand the system.”

Currently, the RTA system is funded by passenger fares, local funding (primarily sales tax revenue), state funding, and federal funding. While ridership and farebox revenues remain favorable to budget (1.7% higher in February 2009), sales tax revenues (21% unfavorable to budget in February 2009) have been highly unfavorable to budget, given the recent economic slowdown.

**I.4 Discuss the status of efforts working towards fare and schedule coordination between the transit operators.**

The RTA has initiated a series of studies over the last year reviewing the best practices in establishing a universal fare card system for the RTA service area. This effort has been undertaken in conjunction with the three Service Boards (Attachment CD1).

**I.5 What is the role and how are the transit operators involved in the MPO’s overall planning process?**

The CTA, Metra and Pace are included in CMAP’s ongoing planning and project development process. They are the publicly-owned providers that operate under the auspices of the RTA. Private Transportation Providers are also represented on several CMAP Committees and Task Forces. Each of the transit providers are, along with the RTA, represented on CMAP’s MPO Policy and Transportation Committees. A series of RTA coordination studies is included on the CD provided. The RTA serves on the CMAQ Project Selection Committee and invites the service board representatives to sit at the table. Progress in refining major capital proposals during corridor projects is critically important to RTP updates. See responses to B.10, B.15 and G.13 for additional information.

**I.6 Discuss strategies developed and activities conducted in the region designed to improve accessibility for mobility impaired populations through paratransit or other services.**

CMAP staff works closely with the RTA which administers the JARC and New Freedom programs in northeastern Illinois. CMAP staff serves on the committee that reviews and selects JARC and New Freedom projects and provides technical assistance to applicants for these programs. The annual JARC and New Freedom program of projects are presented to the CMAP Human Services committee, the Transportation committee and the MPO Policy Committee. CMAP participates in a variety of transportation planning activities that are focused on paratransit and demand responsive service delivery and system design. Participation on the Kane County Paratransit Coordinating Council and the McHenry County Implementation Task Force are two examples of CMAP’s involvement in paratransit and demand responsive planning efforts in the region. In addition, CMAP hosted a series of meetings held by Pace’s Blue Ribbon Committee on paratransit. This committee prepared a series of recommendations on how to improve paratransit service throughout the region. The report is available at <http://www.pacebus.com/sub/about/blue_ribbon_committee.asp>.

CMAP is examining various strategies for paratransit and dial-a-ride service as part of our long–range planning effort, *GO TO 2040*. CMAP will be comparing current trends with possible alternative strategies in an effort to examine future cost, service delivery, service availability, etc. in an effort to increase mobility for mobility impaired populations. CMAP has been involved in efforts to reduce barriers in the built environment to increase mobility options. An example is a workshop that CMAP hosted in conjunction with FHWA that provided an overview of the Americans with Disabilities Act (ADA) and Rehabilitation Act and taught participants how to apply guidelines and policies to public rights-of-way so that design, construction, and operations in communities, as well as local ADA Transition Plans, can be appropriately updated.

**I.7 Discuss the development and implementation of the Coordinated Human Services Transportation Plan. How is this plan coordinated with the overall metropolitan planning process?**

CMAP staff participated in the committee established by the Regional Transportation Authority (RTA) to assist in the development of the region’s [Human Services Transportation Plan](http://jarcnf.rtachicago.com/jarc-nf/coordinated-public-transit.html) (HSTP) (Attachment R), which was adopted by the RTA in 2007. The RTA embarked on a thorough HSTP planning process, called Connecting Communities through Coordination, to identify strategies that encourage more efficient use of available service providers that bring enhanced mobility to the region’s older adults, persons with disabilities and individuals with lower incomes. This process involved a significant outreach effort to gather input from a variety of stakeholders throughout the region via the steering committee and through a series of public forums, all of which included CMAP participation.

Modifications to the HSTP or the selection criteria used for JARC and New Freedom projects will be presented to the CMAP Human Services committee for discussion prior to the RTA formally approving any changes. In addition, the RTA annually reviews the HSTP and JARC and New Freedom selection criteria with CMAP’s Human Services committee to identify areas for improvement. The HSTP is a part of the region’s 2030 RTP. JARC and New Freedom projects are selected using the criteria called for in the HSTP. These projects are then included in the Transportation Improvement Program (TIP) and are thus part of the region’s annual and multiyear transportation program. In addition, many of the goals and strategies that are in the HSTP have been shared with various paratransit coordinating councils throughout the region in an effort to develop a more coordinated and efficient paratransit system.

**I.8 Discuss the incorporation of bicycle and pedestrian planning as part of the regular metropolitan transportation planning process.**

The metropolitan planning process addresses walking and cycling in a number of ways:

* A Bicycle and Pedestrian Task Force, which provides expert advice regarding walking and cycling issues. <http://www.cmap.illinois.gov/bikeped/minutes.aspx>.
* The *2030 Regional Transportation Plan* <http://www.cmap.illinois.gov/WorkArea/linkit.aspx?LinkIdentifier=id&ItemID=11664> includes a “Strategic Regional Bicycle and Pedestrian System” (pp. 128-130) that outlines several concepts of walking and cycling transportation planning in the region, including the incorporation of subregional plans (Attachment Z) into a regional system <http://www.cmap.illinois.gov/WorkArea/linkit.aspx?LinkIdentifier=id&ItemID=5586>, and specific design and operations solutions to address issues of pedestrian safety. The plan also specifically addresses walking and cycling in its strategic recommendations and as part of the recommendations for a number of major capital projects.
* Through the UWP, CMAP has continued to support subregional walking and cycling plans. Plans approved from 2006 to 2008 include those in the City of Chicago, DuPage and Kane Counties, the North Shore, Northwest, Central, and South Council of Mayors. Approval of the Chicago Trails Plan is pending. A pedestrian plan for Chicago is currently in development.
* An update to the Regional Greenways and Trails Plan, including an extensive trails system suitable for bicycling, is in the final approval stage <http://www.cmap.illinois.gov/bikeped/trailsupdate.aspx> .
* The region engaged in a Pedestrian Safety Initiative to address the pedestrian crash problem. This initiative involved (1) determining the extent and location of the problem (table: <http://www.cmap.illinois.gov/WorkArea/linkit.aspx?LinkIdentifier=id&ItemID=13420> (Attachment Z1); sample maps: <http://www.cmap.illinois.gov/WorkArea/linkit.aspx?LinkIdentifier=id&ItemID=12236>; (Attachment Z2); <http://www.cmap.illinois.gov/WorkArea/linkit.aspx?LinkIdentifier=id&ItemID=12232> (Attachment Z3), (2) workshops on addressing pedestrian safety, in coordination with USDOT and the City of Chicago; and (3) specific design and operations recommendations regarding locations of high numbers of pedestrian crashes in four communities, to serve as models for other communities; and (4) specific recommendations for improvements to design practices and procedures to address pedestrian safety to be included in the Bureau of Design and Environment Manual (see “IDOT Bureau of Design and Environment Manual: Suggested Changes to Address Pedestrian Safety” at <http://www.cmap.illinois.gov/bikeped/pedsafety.aspx>). CMAP is working with IDOT to address (3) and (4).
* The region has worked on a specific plan for walking and cycling, the *Soles and Spokes Plan*, <http://www.cmap.illinois.gov/bikeped/ssplandocs.aspx>, and <http://www.cmap.illinois.gov/bikeped/solesandspokesplan.aspx>.
* CMAP staff has worked to raise awareness of existing and proposed accessibility guidelines applicable to public rights-of-way. CMAP hosted accessibility workshops in 2006 and 2008, providing training to IDOT, county, and local government staff and consultants. <http://www.cmap.illinois.gov/bikeped/accessibility.aspx>.
* CMAP periodically holds *Soles and Spokes Workshops* to bring best practice information to partner agencies and local communities. The most recent *Soles and Spokes Workshop* was entitled “The Nuts and Bolts of Implementing a Local Bikeway Plan,” and was held in December, 2008 (See Attachment Z4 <http://www.cmap.illinois.gov/WorkArea/linkit.aspx?LinkIdentifier=id&ItemID=11616>).
* CMAP provides guidance regarding pedestrian and bicycle accommodation during local agency and IDOT project development processes. These responses to inquiries include maps of existing and proposed bikeways (from the Strategic Regional Bike/Ped Map), land use information and transit service information that generates walking and cycling trips, safety issues (crashes, etc.), and recommendations to address safety concerns and other accommodation issues, as appropriate.
* CMAP also provides directory and funding program information regarding bicycle and pedestrian planning for the use of local agencies: <http://www.cmap.illinois.gov/bikeped/resources.aspx> and <http://www.cmap.illinois.gov/bikepedfunding.aspx>.

**I.9 What are the goals of the Soles and Spokes plan? What is the status of this plan?**

The Soles and Spokes Plan is to improve the ability to get around metropolitan Chicago on foot or by bicycle. The plan also addresses the needs of people with disabilities. The plan will recommend policies and projects to improve the safety, convenience and frequency of walking and cycling throughout the region. Walking and cycling can help address concerns about congestion, pollution, social equity, public health, and quality of life. Further, walking and cycling can facilitate increased transit use, which also addresses the concerns listed. More accessible public rights of way can help address the mobility needs of people with disabilities. A regional bicycle and pedestrian plan will identify needs, promote best practices, and facilitate coordination by communities and transportation agencies in northeastern Illinois.

The plan has been delayed owing to other program priorities. CMAP plans to complete this work, and many of the issues causing the delay of the plan, e.g., getting better information on pedestrian safety and strategies to provide accessible public rights of way, were specifically addressed because of needs identified in the Soles and Spokes Plan process. Likewise, the agency’s current standard of bikeway information, used by many agencies regionwide, was developed as part of this process.

**I.10 How successfully have bicycle and pedestrian projects competed in allocation of STP Urban funds and CMAQ funds. How are bicycle and pedestrian interests addressed in roadway projects by major implementing agencies?**

For the CMAQ program, bicycle and pedestrian projects have been very competitive, and are programmed substantial funds. For STP-Urban funds, this varies depending on the priorities of the subregional council. Each area also develops policies regarding accommodations to be included in roadway projects.

Several counties have developed policies for “routine accommodation” or “complete streets” to assure that all roadway users, including walkers, bicyclists, and transit users, are accommodated. Several of these agencies fully fund such accommodations. However, agencies such as IDOT still stipulate that local agencies participate financially in these projects. Frequently, in low-income and unincorporated urbanized areas, such participation is not feasible (though the facility may be feasible), in which case IDOT does not accommodate pedestrians. Further, because such facilities are provided by policy (even though they are not funded), IDOT will not consider using transportation enhancement funds for these accommodations. The legislature recently addressed this through “Complete Streets” legislation (Attachment Z5) (<http://www.ilga.gov/legislation/publicacts/95/PDF/095-0665.pdf>). IDOT proposed’s implementation through its BDE Manual (Attachment Z6) is of substantial concern and is currently being discussed by CMAP’s bike/ped task force (<http://www.cmap.illinois.gov/WorkArea/DownloadAsset.aspx?id=15465>).

These issues are tightly integrated; many of the requests for bicycle and pedestrian project funding from the Transportation Enhancement, CMAP, Safe Routes to School, and other programs are for projects that provide retrofit facilities where accommodations were not provided in the first place. CMAP continues to work with partner agencies to encourage IDOT to implement more forward-thinking procedures.

**I.11 Discuss the region’s success in receiving funding through the Safe Routes to Schools Program. What role does CMAP play in coordinating or assisting project applications?**

The Safe Routes to Schools Program was delayed. One program was announced, including many projects in the CMAP region. We are again concerned about the delay in IDOT’s announcement of the 2008 program, and we are concerned that a 2009 call for projects has not been scheduled, despite the final year of funding in SAFETEA-LU.

CMAP’s role in the program is to provide supporting data for projects, often at the project identification stage. Thus, the pedestrian crash maps produced as part of the pedestrian safety initiative are used by our partners to identify locations with large number of crashes. Strategies identified through the pedestrian safety initiative have been presented, as appropriate, for consideration by local agencies for project submittals. CMAP has played no role in project selection.

**I.12 Discuss the organization and implementation of the June 2008 Peer Review, "Best Practices in Bicycle Facilities Planning" that was hosted by the Chicago Department of Transportation and the Chicagoland Bicycle Federation (now known as the “Active Transportation Alliance”).**

According to the Transportation Planning Capacity Building Program – Peer Exchange Report, posted at <http://www.planning.dot.gov/Peer/Chicago/chicago_2008.htm>, “the overall goal of this peer exchange was to improve knowledge of best practices in bicycle facilities planning for transportation planners and engineers in the 11-county Columbus, Ohio, region through both a peer exchange as well as a hands-on experience riding city streets during peak commute hours. 4-hour morning riding tour of Chicago streets was followed by an afternoon presentation on foundations of high-quality bicycle facilities design by long-time Chicago city traffic engineer John LaPlante at the headquarters of the Chicagoland Bicycle Coalition. The Mid-Ohio Regional Planning Commission (MORPC, the MPO for Columbus, OH) had requested the exchange to better support its local jurisdictions ability to comply with the recently adopted Regional Bikeways Plan, as well as MORPC's ‘routine accommodation’ policy for bicyclists and pedestrians, passed in 2004.”

CMAP’s John O’Neal participated in the peer exchange. In planning bicycle and pedestrian transportation, CMAP works closely with CDOT and the Chicago consultant community, which includes many national experts in bicycle and pedestrian planning. For example, John LaPlante, mentioned above and now a consultant for TY Lin International, worked with CMAP to develop pedestrian safety recommendations as part of our Pedestrian Safety Initiative.

**TRAVEL DEMAND ANALYSIS**

**J.1 Provide a brief overview of the status of the CMAP travel demand model.** CMAP currently applies a traditional four-step travel demand model inherited from its predecessor agency.

The model procedures were developed in-house over several decades and were most recently updated in the mid-1990s to comply with air quality conformity requirements. The procedures are regularly modified and adapted for a variety of regional planning and transportation project evaluations and represent the current advanced state-of-the-practice for most MPOs.

While, the current procedures are suitable for many traditional transportation planning applications, attention to advancing their sophistication is beneficial to answering the more complex regional planning questions inherent in CMAP’s expanded public policy mission.

As a first step, CMAP hosted the [August 2008 Activity Based Modeling Symposium](http://www.cmap.illinois.gov/template.aspx?id=11096) (Attachment C) held in Chicago. Based on the symposium and internal discussions, CMAP is now prepared to begin designing a work plan for advancing its travel modeling capabilities.

Several symposium participants recommended that CMAP take advantage of development work done in other metropolitan areas. While much valuable work has been done, these other regions are not in singular agreement on their approach to developing and implementing an advanced travel model set. CMAP staff also knows from experience that each metropolitan area is unique and must respond to different planning priorities and technical capacity.

CMAP is assembling a four-person cadre of qualified individuals to collaborate in producing a detailed work plan for developing and implementing advanced travel modeling practice at the agency. The cadre has been selected and contract negotiations are underway. The strategic planning effort is expected to last six months.

CMAP is also lead agency in a proposal for the Strategic Highway Research Program (SHRP2) C10 grant to develop an integrated, advanced travel demand model and fine-grained, time-sensitive network. If awarded, CMAP will combine this advanced network modeling effort with the above mentioned activity-based modeling objective.

Implementing an activity-based modeling system coupled with a regional network microsimulation will permit CMAP to better address the new generation of transportation management and operations challenges that have redefined transportation planning priorities in recent years.

**J.2 How does CMAP come to consensus on regional population and employment growth scenarios? Are external technical reviewers typically engaged in developing planning assumptions for land use and/or travel demand modeling?**

CMAP limits reliance on external technical reviewers in developing planning assumptions for land use and/or travel demand modeling in favor of establishing transparency with internal planning partners. *GO TO 2040* regularly presents the products of its scenario modeling to the agency’s working committees. These committees are populated primarily with technical staff from partner agencies and are encouraged to understand how socioeconomic alternatives are generated and how policy and strategy recommendations can affect them. External parties interested in or concerned with regional population and employment growth scenarios are advised to actively participate in the *GO TO 2040* process so that their perspective can be resolved in the context of regional planning.

**J.3 To what extent are CMAP modeling results for regionally significant projects utilized by implementing agencies in project development and environmental review processes?**

Please see response to B.15 above.

**J.4 Does CMAP share model files outside the MPO structure and if so, is there a formal policy for sharing these files?**

CMAP model files are available to anyone on request. The files are transmitted “as is” with the understanding that they were developed for regional planning purposes. CMAP will provide additional modeling assistance to active planning partners, but does not distribute its modeling computer code for use by others.

1. Available at <ftp://ftp.cmap.illinois.gov/pub/docs/highwaysafety>. Logon information: Username: cmapftpro; Password: cmapread; Filename: 2007\_Expressway\_congestion\_and\_crash\_scans.pdf. [↑](#footnote-ref-1)
2. <http://www.prairie-parkway.com/infocenter/pdf/pp_preferred_alternative_report42607.pdf>. P. 5 [↑](#footnote-ref-2)
3. *Illiana Expressway and Freight Corridor, Corridors of the Future Program, Phase-2 Application. 2007. P. 8-1* [↑](#footnote-ref-3)