Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Transportation Committee

Agenda
Friday, October 3, 2014
9:30 a.m.
Cook County Conference Room
233 S. Wacker Drive, Suite 800
Chicago, Illinois

1.0 Call to Order/Introductions **9:30 a.m.**

2.0 Agenda Changes and Announcements

3.0 Approval of Minutes—September 19, 2014

4.0 GO TO 2040 Update, FFY 2014-19 Transportation Improvement Program and Conformity Analysis

At their October 8 meeting, the CMAP Board and MPO Policy Committee will be asked to consider adoption of the GO TO 2040 plan update, the FFY 2014-2019 TIP, and the conformity determination. The latest version of the materials is available at http://www.cmap.illinois.gov/about/2040/update.

ACTION REQUESTED: Recommendation for adoption of the FFY 2014-2019 TIP, the conformity determination, and the full GO TO 2040 Regional Comprehensive Plan update by the MPO Policy Committee and the CMAP Board

5.0 Local Technical Assistance (LTA) Program

The CMAP Board and MPO Policy Committee will be asked to approve the staff recommendations for the LTA program at their joint meeting on October 8. Staff recommendations for projects, the evaluation process, a full list of projects that are recommended and not recommended and basic statistics for the distribution of LTA projects are attached .

ACTION REQUESTED: Recommendation for approval of the LTA program by the MPO Policy Committee and the CMAP Board.

6.0 Other Business

7.0 Public Comment

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion. It should be noted that the time for the public comment period will immediately follow the last item on the agenda.

8.0 Next meeting – November 14, 2014

9.0 Adjournment

Committee Members

_____ Charles Abraham	____ Robert Hann	_____ Leon Rockingham
_____ Reggie Arkell***	____ Scott Hennings	_____ Mike Rogers
_____ Michael Bolton	____ Emily Karry	_____ Steve Schlickman
_____ Bruce Carmitchel	____ Jennifer (Sis) Killen**	_____ Joe Schofer
_____ Lynnette Ciavarella	____ Fran Klaas	_____ Peter Skosey
_____ Michael Connelly*	____ Wes Lujan	_____ Kyle Smith
_____ John Donovan***	____ Randy Neufeld	_____ Chris Snyder
_____ John Fortmann	____ Holly Ostdick	_____ Steve Strains
_____ Luann Hamilton	____ Leanne Redden	_____ Ken Yunker
_____ Alicia Hanlon	____ Tom Rickert	_____ Rocco Zucchero

*Chair **Vice-Chair ***Non-voting

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Chicago Metropolitan Agency for Planning (CMAP) Transportation Committee

Draft Minutes

September 19, 2014

Offices of the Chicago Metropolitan Agency for Planning (CMAP)
Cook County Conference Room
Suite 800, 233 S. Wacker Drive, Chicago, Illinois

Committee Members Present:	Chair Michael Connelly – CTA, Charles Abraham, IDOT DPIT, Reggie Arkell – FTA, Jennifer Becker – Kendall County, Bruce Carmitchel – IDOT OP&P, John Donovan – FHWA, Adrian Guerrero – Class 1 Railroads, Luann Hamilton – CDOT, Alicia Hanlon – Will County, Pete Harmet – IDOT District One, Vice Chair Sis Killen – Cook County, Emily Karry – Lake County, David Kralik – Metra, John Loper – DuPage County, Mayor John Mahoney – Council of Mayors, Randy Neufeld – Bicycle and Pedestrian Task Force, Holly Ostdick – CMAP, Mark Pitstick – RTA, Tom Rickert - Kane County, Peter Skosey – MPC, Kyle Smith – CNT, Lorraine Snorden – Pace, Steve Strains – NIRPC, Rocco Zucchero – Illinois Tollway.
Absent:	Wally Dittrich – McHenry County, Robert Hann – Private Providers, Mike Rogers – IEPA, Steve Schlickman – Academic & Research, Joe Schofer – Academic & Research, Ken Yunker – SEWRPC.
Others Present:	Garland Armstrong, Heather Armstrong, Bruce Christensen, Heidi Files, Brooks Hansen, Rick Harnish, Terry Heffron, Janell Jensen, Patrick Knapp, Christina Kupkowski, Ashley Lucas, Martha Perales, Brian Pigeon, Chad Riddle, Adam Rod, David Seglin, Ron Shimuzu, Mike Sullivan, Tom VanderWoude, Mike Walczak, Tammy Wierciak, John Yonan, Barbara Zubek.
Staff Present:	Alex Beata, Patricia Berry, Randy Blankenhorn, Bob Dean, Teri Dixon, Kama Dobbs, Jesse Elam, Doug Ferguson, Lindsay Hollander, Leroy Kos, Jill Leary, Martin Menninger, Jacquelyn Murdock, Ross Patronsky, Justine Reisinger, Liz Schuh, Andrew Williams-Clark.

1.0 Call to Order and Introductions

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

2.0 Agenda Changes and Announcements

Mr. Riddle announced that IDOT will be holding a series of open houses to seek public comment on the IDOT Multi-Year Program (MYP) starting on September 23. There will be a meeting in each of the collar counties and three in Cook County, including the City of Chicago.

3.0 Approval of Minutes – August 1, 2014

A motion to approve the minutes of the August 1, 2014 meeting as presented was made by Mr. Carmitchel, seconded by Mr. Strains, carried.

4.0 Coordinating Committee Reports

Mr. Connelly reported that neither coordinating committee had met since the last Transportation Committee. Both are scheduled to meet on October 8, 2014.

5.0 FFY 10-15 TIP Amendments and Administrative Modifications

Mr. Kos reported that TIP amendments and modifications were included with the meeting materials and reminded programmers that a new federal fiscal year begins on October 1 and line items programmed in FFY14 will need to be authorized or reprogrammed. Mr. Carmitchel made a motion, seconded by Ms. Hamilton, to approve the FFY 10-15 TIP amendments. The motion carried.

6.0 Local Technical Assistance Program (LTA) Program Evaluation, Part 2: Project Implementation and Part 3: Internal Project Evaluation

Mr. Dean provided an overview of the alignment of LTA projects with the policies and principles of GO TO 2040. He explained that LTA plans were given a score of high or moderate to indicate the degree to which each plan addressed each GO TO 2040 recommendation. He reviewed the number of plans that addressed each recommendation at a high or moderate level. He reported that infill, mixed-use and context-sensitive development and bicycle and pedestrian improvements are the most common recommendations addressed at a high level and intergovernmental coordination and maintaining existing transportation infrastructure are the most common recommendations addressed at a moderate level. In contrast, projects addressing freight movement are less common.

The results of the analysis will be considered in determining future LTA efforts. He also noted that some topics will require securing external funding that is not restricted to transportation. Mr. Connelly agreed that it would be appropriate to use non-transportation funding for projects not related to transportation. Mr. Dean went on to provide a summary of three implementation case studies: the Joliet Correctional Center redevelopment study, the Park Forest sustainability plan and the Will County Fairmont neighborhood plan. He reported that in each case, implementation of plans required partner organizations, beyond the project sponsor getting involved in the implementation of plan recommendations. He noted that the three case studies illustrate how different the implementation process is, making systematic evaluation difficult. The evaluations revealed that early involvement of partners that may eventually be implementers should be increased. CMAP staff and financial resources should be increased for implementation tracking and assistance, balanced with new projects. He stated that high local commitment is the driver for successful projects.

In response to a question from Mr. Carmitchel, he noted that CMAP will be working to build partner relationships earlier in the planning process. In response to questions from Mr. Rickert, he explained that sponsors must provide a resolution in support of LTA projects and in addition, local commitment is evaluated by CMAP staff during interviews with applicants. In response to a question from Mr. Zucchero, he explained that sponsors must provide quarterly reports on the progress of plan implementation for two years, with annual reports required after that time. Mr. Rickert expressed concern regarding shifting some focus to implementation given that CMAP is a planning agency and that the early steps are critical to the success of projects. Mr. Dean agreed that a balance is necessary and anticipated no more than ten to fifteen percent of the resources would be dedicated to implementation. In response to a question from Mr. Arkell, Mr. Dean noted that so far there have been few contradictions between local plans and GO TO 2040 and no direct conflicts. Projects are pre-screened and where contradictions have arisen they have been resolved so that there are no inconsistencies between local plans and GO TO 2040.

Mr. Dean next reported on the results of an internal evaluation of individual staff-led projects within the LTA program. He reported that projects were evaluated on several qualitative and quantitative factors and a score of zero to ten, with ten being best was calculated. Projects most commonly scored in the 5-7 range. Using the numerical scoring, staff attempted to answer a series of questions about what factors, such as overall project budget and local commitment, have an influence on project outcomes. He reported that the analysis suggests that projects with low scores tended to have significant issues with local commitment. There was no correlation between community need and project outcomes. Projects that were in the "other" category, tended to score lower, because they are unique. Project location was not a factor in scoring. CMAP staff's initial impressions of a project turned out to be a good predictor of project success leading to the conclusion that it is important to be aggressive when screening applications. As a result of the evaluations, the current practice of prioritizing resources to lower-capacity communities, and seeking a geographic balance will be continued. Local commitment should be assessed, as much as possible, when reviewing applications and a high level of commitment should be required.

CMAP will begin a more extensive use of "planning priorities reports" to figure out what type of planning is needed in a community. Ms. Hamilton stated that CDOT did not initially understand that the focus of the program is on planning that will lead to implementation, and submitted requests for data collection. She suggested that now that the program is defined, sponsors should be encouraged to seek UWP or SPR funds for data collection and analysis. Mr. Dean agreed and noted that while data collection is a part of planning, it shouldn't be the entire project.

7.0 Congestion Mitigation and Air Quality (CMAQ) Improvement Programming and Management Policies

Mr. Elam reported that over the past year staff and the CMAQ Project Selection Committee (PSC) have been working to update the CMAQ Programming and Management Policies. He reviewed the most significant changes, including clarifying project readiness requirements, connecting programming to planning for bicycle projects,

providing guidance on scoring projects, the portion of engineering costs eligible for funding for transit projects, clarification of policies related to match, and other language changes to clean-up the policies document. He reported that the current draft of the Policies included in the meeting materials was recommended by the CMAQ PSC for Transportation Committee recommendation to the MPO Policy Committee and Regional Coordinating Committee. Mr. Connelly added that a number of Transportation Committee members have been involved in the development of the recommended policies.

Mr. Pitstick made a motion, seconded by Ms. Hamilton to recommend the CMAQ Programming and Management Policies to the MPO Policy Committee and CMAP Board. The motion carried. Mr. Smith stated that these policies, which consider transportation impact criteria and the implementation of GO TO 2040 are a step in the right direction. Ms. Hamilton and Mr. Rickert expressed thanks to Mr. Elam for working with the PSC to come to a compromise and develop a final product that is a good.

8.0 GO TO 2040 Update

Mr. Williams-Clark provided an overview of the outreach process for the GO TO 2040 plan update and the proposed Federal Fiscal Year (FFY) 2014-19 TIP. He reported that over 1,400 comments were received, nearly 1,300 of which were form letters. There were four major themes to the comments: Discussion of Bus and Arterial Rapid Transit (BRT and ART), support for CrossRail Chicago, opposition to the inclusion of the Illiana Expressway as a Major Capital Project, and implementation of reasonably expected revenues. He stated there were no comments on the conformity analysis. Regarding the TIP, there were questions and comments about individual projects and text changes were made regarding the sub allocation of FTA funds and Environmental Justice. In response to comments on BRT and ART, the RTA suggest text revisions, which have been made, to appropriately frame BRT and ART options in the context of improving the overall transit system's operations and fiscal health.

In response to comments in opposition to the Illiana Expressway, since there have been no major policy changes, no changes to the current major capital projects are proposed. Text has been added to the project description to reflect the volume of comments received and the need to protect the region's open and green space during project implementation. Given its very early planning phase, the CrossRail Chicago project will remain listed as an unconstrained project. However, language was added to the project description to encourage supporters to continue to study the project, identify funding sources and most importantly to identify a project implementer. Language was also updated to reflect that a flyover option at the A2 interlocker is still under consideration. In response to a question from Mr. Skosey, Mr. Williams-Clark noted that the A2 interlocker is one of many independent projects within the overall CrossRail Chicago project. Mr. Kralik added that the A2 is also included in the Metra UP West major capital project and alternatives analysis will occur before moving into the NEPA process to determine the optimal alternative at that location. In response to a question from Mr. Skosey, Mr. Kralik stated that CrossRail contains elements that would not be under Metra's jurisdiction, and therefore Metra does not believe they are the appropriate sponsor of CrossRail. Mr. Skosey asked how the jurisdiction, project ownership, and primary lead would be

reconciled if CrossRail moves forward. Mr. Abraham stated that DPIT is looking into these issues. Mr. Pitstick noted there are a lot of parallels with the CREATE program, which has individual projects moving forward that are not major capital projects. In response to a question from Mr. Arkell regarding the description of the Circle Line in the unconstrained project list, Mr. Williams-Clark stated that implementing agencies reviewed the project descriptions, and that in the case of the Circle Line, the project is broken into phases for implementation. Mr. Connelly added that phase one was the Paulina Connector which is complete, and there are two more phases. Mr. Williams-Clark added that the Ashland Ave. project is fiscally constrained as a systematic enhancement. Mr. Arkell stated that in his opinion the project will need to be a major capital project to move forward using certain federal funds.

Mr. Williams-Clark stated that all documentation, including the changes made in response to public comment, is available for final review. He stated that the Transportation Committee will consider recommending the plan update on October 3. The CMAP Board and MPO Policy Committee are scheduled to meet jointly on October 8 to consider the plan update, conformity analysis and the FFY 2014-19 TIP. He reported that the CMAP Board had discussion at their last meeting regarding adopting the update without the Illiana included as a major capital project. Mr. Carmitchel stated that this issue should be discussed today. He stated that FHWA and IDOT have been talking about what the implications would be, including whether or not another public comment period and a new conformity analysis would need to be completed. Mr. Donovan stated that the addition or subtraction of any major capital project after the comment period would require some additional public comment and a new conformity analysis. The length of the comment period will have to be determined. In response to a question from Ms. Hamilton regarding the effect on the ability to authorize federal funds, Mr. Donovan stated that the current plan expires on October 13. Subsequently it was determined that the plan expiration date is October 25 and that federal actions on projects within the TIP will be limited after that date until a new plan is adopted.

Mr. Skosey asked if there is any precedent, and if the fact that the issue involves a major capital project, is driving the requirements. Mr. Donovan stated that the law refers to substantial changes that could not be foreseen. He stated that the need for a new conformity analysis is obvious. Mr. Skosey asked if it is possible that FHWA would consider it reasonable that the region didn't know this issue would arise and would allow federal action to continue during a 30 day comment period. He stated there should be concern that the threat of withholding federal funds could force the region to adopt a plan that is not favored by the public. Mr. Donovan stated that FHWA tries to be flexible where it can. Mr. Donovan continued, saying that we're running into federal requirements requiring an updated transportation plan. Mr. Carmitchel stated that in response to a letter from IDOT to FHWA Division Administrator Kay Batey, the FHWA office stated:

> The MPO Policy Committee has the authority to vote for a Transportation Plan identifying a surface transportation network that includes a package of fiscally constrained projects of their choosing. However, the action of the Policy Committee must follow a process that satisfies all applicable

planning, public participation, and air quality regulations. It is the position of the FHWA Illinois Division that the addition or deletion of any Major Capital Project to the GO TO 2040 Update by the MPO Policy Committee on October 8 would require additional opportunity for public comment and a revised air quality conformity determination. Failure to adopt a Transportation Plan that meets regulatory requirements would obviously threaten the region's ability to advance projects from the Transportation Improvement Program.

We welcome dialogue on this issue at the September 19 CMAP Transportation Committee meeting so that all partner agencies have a clear understanding of the issues involved.

In response to a question from Ms. Hamilton, Mr. Blankenhorn indicated that a revised conformity analysis would not be an impediment to an updated schedule. Mr. Smith stated that CMAP received 621 standardized comments in opposition to the project and asked; at what point do we listen to the volume of comments and acknowledge the opposition. Mr. Carmitchel noted that IDOT understands the need to hear the public, but not at the risk of the plan and stated that in the future, more time should be built into the adoption schedule. Mr. Skosey stated that had Will County stakeholders known that this would be "on the ballot," the outcome of the public comment period would have been different. He stated that last year the region went through a very intense process of evaluation and public input. Mr. Smith stated that we have a public comment period to allow citizens to provide their opinion on projects and their voices should be heard. Mr. Carmitchel stated that had proponents of the project known that this would be another debate about the individual project; the outcome of the comment period would have been different. Mr. Rickert stated that it would be concerning to remove a project that the public assumed would be included during the comment period.

Mr. Blankenhorn stated that the CMAP Board has spoken once on this project and commented on the public comment period that already took place. He stated CMAP concurs that a new conformity analysis would have to be undertaken and that if USDOT requires an additional comment period, CMAP will get through that as expeditiously as possible. Ms. Hanlon stated that a year ago the Transportation Committee voted to recommend including the Illiana project. Although some were not happy, nobody can say that they didn't have an opportunity to be heard. She added that what is being considered now is an update to the plan, which includes the Illiana project. It is unfortunate that action on the update will be about this project, and not about the update. She stated the region should not be fighting over a slice of the pie, and instead should work together to bake a bigger pie. Mr. Harmet noted that the final EIS for the Illiana will be released on September 26. Mr. Rickert commended staff and the committee for their efforts on the update and stated the final product is good. Mr. Connelly reminded everyone that the committee meets on October 3 and the Regional Coordinating Committee meets on October 8 to make a recommendation on the plan, prior to the joint meeting of the CMAP Board and MPO Policy Committee. He asked if there is any concern if the CMAP Board supports a different plan. Mr. Blankenhorn stated that there is no "other plan" but that the CMAP Board or MPO Policy Committee can take action as they see fit. Mr. Carmitchel

asked if removal of a project would be an amendment. Mr. Blankenhorn clarified that the upcoming vote is on an updated plan, not an amendment. After adopting the plan update in October, the addition or subtraction of individual projects would be an amendment.

9.0 Status of Local Technical Assistance Program and Major Capital Projects

Mr. Connelly noted that an updated LTA status report and an updated MCP report were provided with the meeting materials.

10.0 Other Business

Mr. Rickert stated that he hopes the committee can continue to discuss a more robust process for vetting and auditing TAP-L projects that would be similar to the CMAQ program process, as opposed to through the TIP amendment process.

11.0 Public Comment

Mr. Garland Armstrong stated that yesterday in Elmwood Park, a freight train stopped, blocking car traffic. He stated CTA route 90 buses and Pace route 307 buses made detours and asked what choices there are for cars and trucks. He asked if there is a solution or just more chaos. He stated an overpass is needed at Harlem or Grand.

Mr. Rick Harnish of Midwest High Speed Rail thanked CMAP staff for their help in describing the process for moving the CrossRail Chicago project forward. He appreciates that the project is included in the unconstrained project list for further study and the additional language added to the plan update regarding the A2 flyover. He stated that he also envisions CrossRail as a CREATE-like program of projects. One element could be a grade separation at Harlem or Grand that the previous speaker mentioned, one is a direct connection from Union Station to O'Hare airport, more direct routes to Milwaukee are another. He stated the A2 interlocker needs to be functional beyond a state of good repair and that a flyover is needed to meet the goals of CrossRail. He stated Metra, Amtrak and a future line to O'Hare airport would benefit.

12.0 Next Meeting

The next meeting of the Transportation Committee is scheduled for October 3, 2014.

13.0 Adjournment

A motion to adjourn at 11:08 am, made by Ms. Hamilton, seconded by Mr. Zucchero, carried.

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MEMORANDUM

To: CMAP Transportation Committee

From: CMAP Staff

Date: 9/30/2014

Re: Recommendation to Adopt GO TO 2040 Plan Update

At their October meetings, the CMAP Board and the MPO Policy Committee will be asked to consider adoption of the GO TO 2040 plan update.

Revisions to the full plan update, based on public comments, were discussed at the September meetings of the Board and its committees. Several minor edits were made to the document based on these discussions. These changes include clarifying that the A-2 flyover remains under evaluation as part of the Metra UP West major capital project, updating data on the number of completed CREATE projects, and updating the graph depicting the age of the region's municipal comprehensive plans.

GO TO 2040 was adopted after a four year effort to reach consensus around a series of policies that will guide the region toward a vision of sustainable prosperity through mid-century and beyond. In 2010, the plan's major capital projects were evaluated and selected based on their ability to implement those policies. The fiscally constrained projects remain the same in the final draft plan update. The only exceptions are the three completed projects that have been removed from the fiscal constraint and the two new projects added by amendment in 2013. During the Public Comment process, there was significant discussion about the Illiana. But, no new information has come to light over the past year that is likely to change the positions of either board with respect to the project.

The latest version of the plan update is online at http://www.cmap.illinois.gov/about/2040/update. Copies will be available for you at your meeting next week and the final version will be sent to the printer following the plan's adoption.

Additionally, two other technical components of the GO TO 2040 plan update require consideration as part of the plan's adoption: an updated Transportation Improvement Program (TIP) and the conformity determination. A full update to the TIP and associated documentation was undertaken in the spring. The TIP implements the transportation recommendations of the

GO TO 2040 plan update, and provides accountability for the use of federal transportation dollars in the region. The TIP documentation can be found at http://www.cmap.illinois.gov/programs-and-resources/tip.

The air quality impacts of transportation projects in GO TO 2040 and the Federal Fiscal Year (FFY) 2014-2019 TIP were evaluated through a conformity analysis. This analysis found that The GO TO 2040 plan update and the FFY 2014-2019 TIP meets all applicable requirements for conformity to the State Implementation Plan (SIP) and applicable provisions of the Clean Air Act. The documentation is available at http://www.cmap.illinois.gov/about/2040/update.

Concurrent with the GO TO 2040 public outreach, a formal comment period on the TIP and conformity analysis was held from June 13 to August 1. No comments were received on either the FFY 2014-2019 TIP or conformity analysis. There were inquires and discussions about various TIP projects that staff responded to at the public hearing meetings. The TIP Document was updated to further detail the sub-allocation process for federal transit funds. The language on environmental justice was revised to clarify the analyses completed.

ACTION REQUESTED: Recommendation for adoption of the FFY 2014-2019 TIP, the conformity determination, and the full GO TO 2040 Regional Comprehensive Plan update by the MPO Policy Committee and the CMAP Board.

CMAP

GO TO 2040

PLAN UPDATE SUMMARY DRAFT

October 2014

Table of Contents

Introduction 2
Regional Mobility 4
Livable Communities 14
Human Capital 18
Efficient Governance 22
Conclusion: Looking Forward to Metropolitan Chicago's
Next Comprehensive Regional Plan 26

Introduction

Metropolitan Chicago is one of the world's great economic centers. We have abundant natural resources — including a magnificent system of parks, open spaces, trails, and waterways — with access to Lake Michigan for drinking water and recreation. We have a transportation system that moves people and goods, acting as an engine of jobs and prosperity. And the residents of the region themselves are perhaps our greatest renewable resource, constituting a diverse workforce that fuels economic development.

Residents of our region's seven counties — Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will — aspire to and deserve a high quality of life. The mission of the Chicago Metropolitan Agency for Planning (CMAP) is to help the counties and 284 communities plan together for sustainable prosperity through mid-century and beyond.

Implementing the GO TO 2040 comprehensive regional plan is metropolitan Chicago's best chance to set the stage for economic growth in decades to come. The plan defines carefully coordinated policies to address the fundamental challenges that shape residents' daily lives. After nearly three years of research, public input, and deliberation, GO TO 2040 reflects the collective will of our region's leaders and residents. The plan was unanimously adopted by leaders from across the region in fall 2010. The region has aggressively implemented many of the plan's recommendations since then, garnering awards from the U.S. Environmental Protection Agency (U.S. EPA), American Planning Association, Urban Land Institute Chicago, Metropolitan Planning Council (MPC), Transportation Research Board, Federal Highway Administration, and Federal Transit Administration. While maintaining regional consensus for implementation can be challenging, CMAP continues to focus on the principles that brought diverse stakeholders together: livable communities, human capital, efficient governance, and regional mobility.

GO TO 2040 update

CMAP has updated GO TO 2040 as required by the Moving Ahead for Progress in the 21st Century Act (MAP-21), which calls for regional plans such as this to be revised every four years. The draft GO TO 2040 plan update was released for public comment over summer 2014 to coincide with public meetings held by CMAP throughout the region to solicit feedback. The CMAP Board and Metropolitan Planning Organization (MPO) Policy Committee will vote on adoption of the plan update in October.

GO TO 2040 update appendices

- Financial Plan for Transportation
- Major Capital Projects
- Implementation Action Areas
- Indicator Methodology
- Socioeconomic Forecast Update Overview
- Transportation Conformity Analysis
- Travel Model Documentation
- Public Engagement Summary

This plan update summarizes what has been accomplished since 2010 and where the region should concentrate its efforts moving forward to achieve the GO TO 2040 vision for metropolitan Chicago. Organized by the plan's four themes – Regional Mobility, Livable Communities, Human Capital, and Efficient Governance – this update highlights successes and challenges related to plan implementation.

While the region's priorities remain consistent, the update process allows CMAP to:

- Consider the region's preferred transportation investments in light of updated, robust financial analysis regarding anticipated revenues to support the systematic enhancement, maintenance, and modernization of the region's system while pursuing limited new major capital projects over the coming decades.

- Revisit actions that must be taken -- and by whom -- to implement GO TO 2040 recommendations, reflecting progress made since the plan's adoption and providing clarification where necessary. Recent developments affecting plan implementation include the passage of federal and state legislation, the restructuring of federal programs, and revised financial transportation forecasts.

- Reevaluate the indicators and associated aspirational targets used to measure progress on plan implementation.

For additional technical analysis and research related to the GO TO 2040 update, please see relevant appendices at www.cmap.illinois.gov/about/2040/update.

Regional Mobility

A modern transportation system is indispensable for our region's future prosperity. Residents must be able to travel quickly and easily around our region to sustain our economy and quality of life. Businesses must be able to count on the timely delivery of their goods.

Regional Mobility recommendations

- Invest Strategically in Transportation
- Increase Commitment to Public Transit
- Create an Efficient Freight Network

Historically, our region's transportation system has been a foundation of our success. But the system's infrastructure was built decades ago, with inadequate ongoing investment to keep it up to date. At the same time, congestion is increasing along with growth in population and jobs. While transportation is still a significant strength of this region, we must continue the modernization of our system to compete with other U.S. and global economic centers.

Making our system world class is not simply a matter of raising taxes to generate more revenue, nor is it about massive expansion of the system. Instead, the region should invest in maintenance and modernization first, followed by strategic enhancements and limited expansions of the transportation network. The plan devotes 97 percent of its resources to maintaining and modernizing the existing system. It is essential that our local and regional stakeholders collaboratively pursue new sources of revenue to invest in the transportation system. These include:

- Congestion pricing on new capacity and portions of the existing system
- State motor fuel tax increase and replacement
- Performance-based funding
- Variable parking pricing

Carefully selecting projects through a transparent decision-making process will help us achieve clear regional objectives.

To a significant extent, quality of life and economic prosperity are shaped by how well the region moves people and goods. GO TO 2040 takes a strategic approach to coordinating investments and maximizing the benefits of our transportation system. Key aspects of improving regional mobility include:

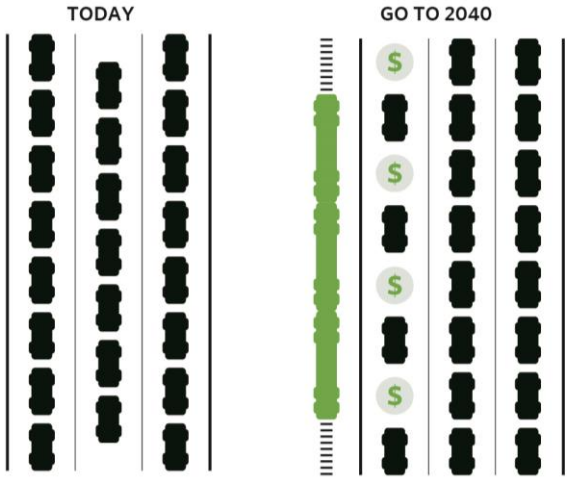
- Setting strategic priorities
- Changing how transportation is funded
- Reducing congestion and its costs
- Increasing transportation options
- Making freight efficient

Implementation Progress

While substantial challenges remain, CMAP and partners have made progress toward the GO TO 2040 recommendations of strategic investment in transportation, increased commitment to transit, and creation of a more efficient freight network.

Promote congestion pricing

Because the Chicago region's transportation network is mature and funding is limited, it is critical to wring all possible performance from the system before expanding it. Once built, new capacity needs to be managed to prevent the loss of performance to congestion over time. The use of congestion pricing, or "express toll lanes," is the most effective way of managing highway capacity so that the price to use the facility changes with demand. If priced appropriately, traffic in express toll lanes flows freely even in peak periods, giving drivers options to avoid congestion. Reliability is improved because drivers will not need to leave early as "buffer time" to avoid arriving late. Transit users also benefit, as buses running on congestion-priced facilities also see speed and reliability improvements. Congestion pricing can raise revenues that can support further transportation investment. The use of pricing to manage traffic is becoming increasingly widespread in the U.S., and CMAP has explored the benefits of implementing congestion pricing on five of the highway major capital projects originally recommended in GO TO 2040, as well as on the existing expressway network. In fall 2012, the agency launched an extensive campaign to implement this policy and has since received resolutions of support from Councils of Governments, business owners, and civic groups, in addition to positive news coverage and editorial support. Surveys conducted by the Illinois Tollway in recent years also indicate public support for the policy.



Today: During peak travel times, congestion slows the driving commute.

GO TO 2040: With congestion pricing, drivers pay a premium to use an express lane during peak travel times. This will reduce congestion by giving people an incentive to travel at off-peak times and will help to pay for road and transit system improvements.

Set strategic priorities for transportation investment

The State of Illinois allocates highway funds through an arbitrary formula called the "55/45 split." CMAP launched a campaign for Illinois to implement performance-based funding of

highway and bridge projects in order to set priorities for maintaining, modernizing, and expanding our transportation system. The agency is working to develop performance measures and collect data for application to CMAP's programming and planning activities, particularly the Congestion Mitigation and Air Quality Improvement (CMAQ) program.

Despite having 66 percent of the state's population, our region receives only 45 percent of the state's road funding. This so-called "55/45 split" needs to be addressed.

Construct GO TO 2040 major capital projects

Many of the plan's recommended major capital projects have advanced. In August 2011, the Illinois Tollway raised its toll rates and approved a 15-year, $12 billion "Move Illinois" capital plan, which provides for highway expansion projects recommended in GO TO 2040. In 2013, the U.S. Department of Transportation (U.S. DOT) approved the final agreement to allow the Tollway to build the **Elgin O'Hare Western Access (EOWA)** project. CMAP's CMAQ program allocated nearly $70 million to help address a roughly $300 million EOWA funding gap, which DuPage County is seeking to fill. Construction began on the **I-294/57 Interchange.**

In 2011, the Tollway also convened key **IL 53/120 Tollway** stakeholders in a Blue Ribbon Advisory Council that recommended the project be built as a four-lane parkway, with all lanes congestion-priced and a speed limit of 45 miles per hour. The **Illiana Expressway** reached its Tier 2 Environmental Impact Study phase, and the Illinois and Indiana Departments of Transportation are seeking private industry partners to develop, design, build, finance, operate, and maintain portions of the project. It is important for the design of each road to make a high priority of protecting environmental assets and local community character.

Regarding the envisioned **West Loop Transportation Center**, a variety of stakeholders have collaborated on the multi-stage development of a master plan for Union Station, and the Chicago Department of Transportation and Chicago Transit Authority (CTA) are constructing a new off-street bus terminal across the street. In 2012, the CTA and Developing Communities Project (DCP) partnered with CMAP's Local Technical Assistance (LTA) program to assess the many livability benefits of the proposed **Red Line South Extension**. CMAP's Unified Work Program Committee allocated $1 million to develop the Environmental Impact Statement for the project.

Focus on maintenance and modernization of the transit system

The Regional Transportation Authority (RTA) and the region's transit operators have made targeted improvements to their networks, funded in part through CTA and Metra fare increases. The CTA significantly reconstructed the south branch of its Red Line, purchased new train cars, and built two new infill stations on its rail lines, with a third to begin construction in

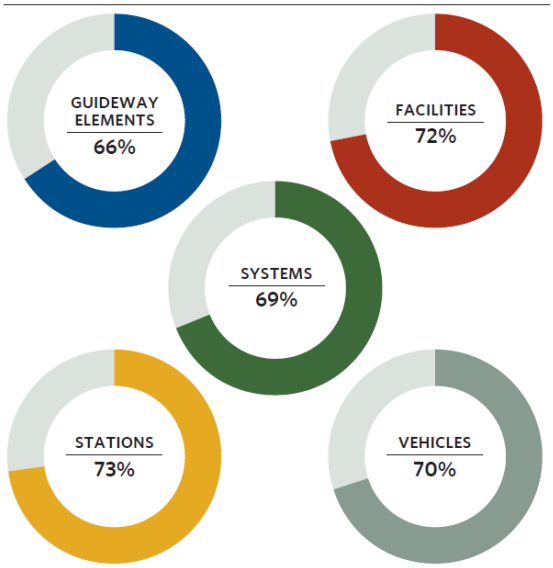
late 2014. Pace successfully launched and later expanded its I-55 Bus on Shoulder pilot program. Metra purchased modern train cars to help modernize its fleet and is currently rehabbing bridges on its Union Pacific – North line.

Implement a national vision for freight

MAP-21, the federal transportation authorization law passed in 2012, identifies a national interest in freight for the first time. The bill also directs U.S. DOT to develop a national freight policy, identify a national priority network for investment, and creates incentives for states to prepare their own freight plans. CMAP has collaborated with other major metropolitan organizations to provide comments on the primary freight network, as well as to establish freight principles for the next federal transportation bill.

Metropolitan Chicago's transit infrastructure is aging and in need of improvement. GO TO 2040 recommends the region bring its transit assets to a "state of good repair," in which all facilities are maintained in good condition with no backlog of capital maintenance.

Percentage of transit assets in a state of good repair, *represented in 2011 values*



Source: Regional Transportation Authority.

Explore the establishment of a multimodal Regional Freight Authority

From October 2013 through May 2014, CMAP convened a Regional Freight Leadership Task Force. Made up of freight stakeholders and transportation implementers, the Task Force explored the potential benefits of creating a Regional Freight Authority -- including potential revenue sources and governance issues -- to address institutional and funding barriers affecting the freight system in northeastern Illinois. The Task Force's advisory report, released May 2014, recommends increased planning, funding, and programming to support metropolitan Chicago's multimodal freight system. It does not recommend establishing a new, independent Regional Freight Authority; rather, the region should rely on existing institutions to deliver enhanced freight governance.

Complete CREATE

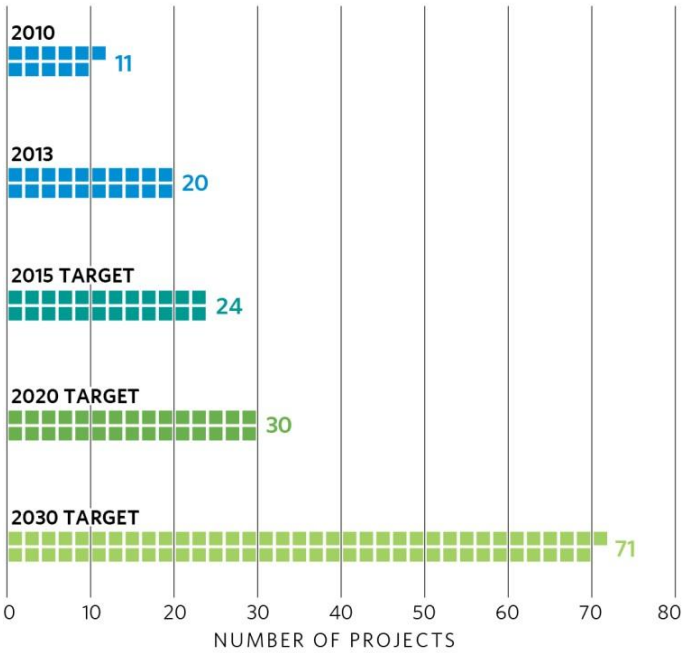
CREATE (the Chicago Region Environmental and Transportation Efficiency Program) is both regionally and nationally significant. This public-private partnership of U.S. DOT, State of Illinois, City of Chicago, Metra, Amtrak, and the freight railroads has completed nine new projects since GO TO 2040's adoption, and funds must be secured to implement the remaining projects. The program had received $1.2 billion as of October 2013.

Moving Forward

GO TO 2040 recommends transportation investments be prioritized to first maintain the existing system, followed by improvements and enhancements to achieve the goal of a modern, world-class transportation network. Pursuing major capital projects, while important, remains a lower priority than these other activities. Between 2015-40, estimated revenue from existing funding sources will barely keep pace with expenditures required to simply operate and maintain the transportation system, let alone bring it to a state of good repair or allow for additional enhancements or expansions to the system. The region must take the following steps to achieve a world-class transportation system.

CREATE should be fully implemented by 2030.

Number of CREATE projects completed, 2010-30, *with targets*



Source: Chicago Department of Transportation CREATE program.

Implement new revenues to support transportation

New sources of reasonably expected revenues should be advanced as major transportation policy priorities in order to operate, maintain to a safe and adequate level, modernize, and expand the system within the long-range planning context. These revenues can only be realized through coordinated action by local, regional, and state policymakers and should be allocated in a transparent, collaborative process..

Congestion pricing on new capacity and portions of the existing system

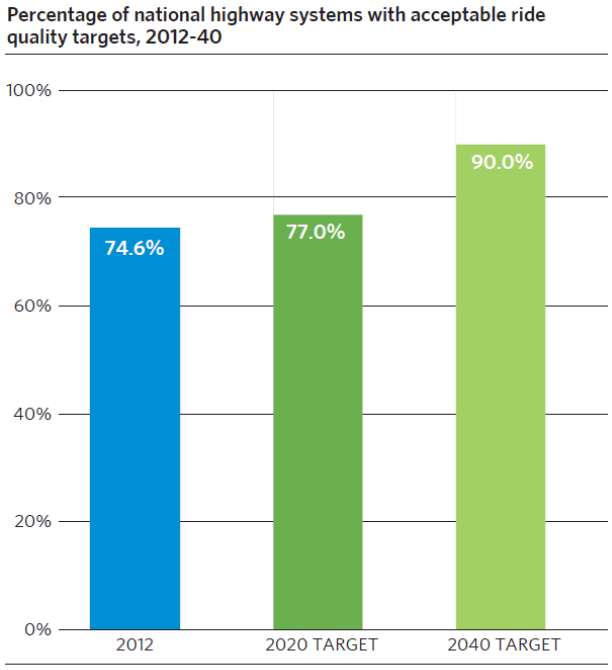
Building on CMAP's congestion pricing policy, the plan update recommends the implementation of express toll lanes on new capacity associated with GO TO 2040 major capital projects, with the exception of short or isolated add-lane projects. This will help manage traffic and preserve capacity over time, while also generating revenue that may help offset the costs of the facilities or fund other transportation improvements in the corridor. In the long term, the region should toll and implement congestion pricing on existing limited-access highway capacity as well. As pricing can cause increased traffic diversion to parallel arterials in local communities, it will be necessary to fund arterial improvements in conjunction with the congestion pricing of existing limited-access highway facilities and to provide significantly improved transit opportunities. Congestion pricing revenues should be used for these purposes.

The Illinois Department of Transportation (IDOT) and Illinois Tollway will be responsible for implementing congestion pricing on projects identified in the plan update. While federal law allows the tolling of new Interstate facilities or reconstructed bridges and tunnels, it places limitations of pricing facilities that are currently untolled. Existing law allows tolling after the reconstruction of a facility, but only if the number of free lanes exceeds the number of tolled lanes. Amending federal law is a key part of the implementation process because the traffic management benefits will be greatest if congestion pricing can be applied to currently unpriced facilities. Implementers may benefit from the enactment of state legislation that authorizes or encourages congestion pricing. CMAP will continue to organize existing support for congestion pricing and to push for authorization at the state and federal levels.

State motor fuel tax increase and replacement

The state motor fuel tax (MFT) has been $0.19 per gallon since 1991. GO TO 2040 recommends that the state MFT be increased by 8 cents and indexed to an inflationary measure. But in the face of rising vehicle fuel economy, a replacement to the motor fuel tax that accounts for growth in construction costs, as well as overall growth in the transportation system, will be necessary in the long term. The region must build a coalition of transportation implementers and business and community groups to promote an MFT rate increase to the Illinois General Assembly and the Governor, as well as an eventual replacement. Other state governments and MPOs across the country are already considering replacements for the MFT, including a fee on vehicle miles traveled or road usage.

GO TO 2040 recommends bringing the highway system to a state of good repair with "acceptable" ride quality, defined by pavement quality with International Roughness Index values of less than or equal to 170.



Source: Illinois Department of Transportation and Illinois State Tollway Highway Authority.

Performance-based funding

While CMAP does not advocate for the implementation of a different arbitrary formula to replace the "55/45 split," it is reasonable to assume that the implementation of performance-based funding would result in increased funding for the region, which has the vast majority of the state's population and economic activity. Research and analysis required to fully implement performance-based funding is already underway as a result of federal requirements for states to establish performance measures. The implementation of a robust performance-based programming process can be implemented in the near term through administrative action by IDOT and does

not require a statutory change. But, a more formal codification in state and federal law could be beneficial. The CMAP Board and MPO Policy Committee have called on the State to establish a technical advisory group to implement performance-based funding on the state level.

Variable parking pricing

Local governments with commercial areas experiencing high demand for parking could implement variable parking pricing. This strategy would balance parking supply and demand to help improve traffic flow and increase the availability of parking. Variable pricing could be implemented at any time through the passage of ordinances, as local governments have broad powers to regulate parking. Through its LTA program, CMAP will continue to work with local governments to implement parking strategies, which may include pricing.

Explore innovative financing mechanisms

The region should also explore other innovative project-specific funding or financing sources to lower the public costs of major capital projects. New funding options could include value capture, congestion pricing on new expressway capacity, or other transportation user fees. Value capture mechanisms have promise in generating revenue from increases in property values caused by nearby infrastructure investments. Public-private partnerships (PPPs), which should be carefully explored on a project-by-project basis, offer a range of approaches to deliver and manage infrastructure assets and realize cost savings during construction, operation, and financing. These project-specific arrangements should be handled with a high degree of transparency and care. For long-term lease agreements, the fiscal benefits of an up-front revenue infusion must always be carefully weighed against the public benefits over the lifespan of the project.

Improve the transit system

Transit helps our economy and quality of life, giving people more choices for getting around. As outlined in the Transit Strategic Plan developed by the RTA with the CTA, Metra, Pace, and other regional stakeholders in 2013, the system faces continued financial challenges. The transit agencies should continue to make a concerted and unified effort to control costs and improve service efficiency. Capital funding should continue to be prioritized to maintain and modernize our region's expansive transit system, while the transit agencies should also seek ways of enhancing the capacity of the existing system through investments like Bus and Arterial Rapid Transit and Transit Signal Priority. Making transit a better "first option" for more residents to get around the region will help keep cars off the road, reduce congestion for drivers, and improve air quality for all.

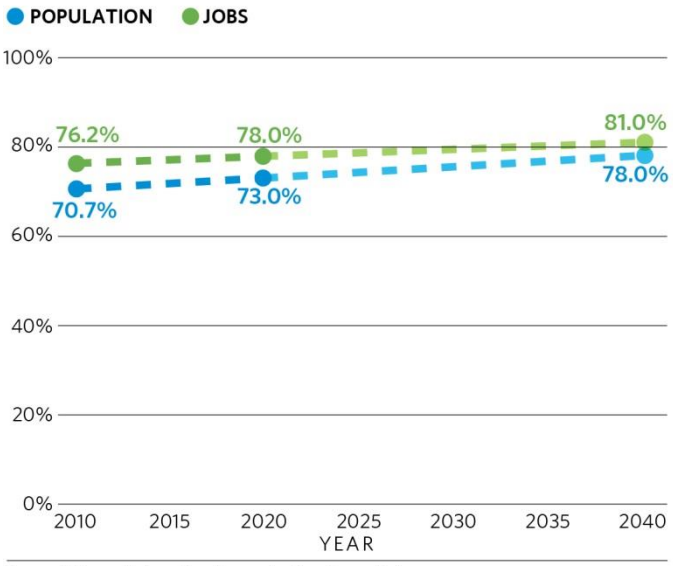
Establish a regional voice for freight

The ability of freight to move efficiently around and through metropolitan Chicago will continue to play an important role in our region's economic vitality. CMAP will take a more

robust role in freight planning moving forward. Recommendations from the CMAP Regional Freight Leadership Task Force include incorporating of a freight element into the next comprehensive regional plan and establishing of a Metropolitan Chicago Freight Fund to be programmed by CMAP.

By 2040, GO TO 2040 recommends that 78 percent of the population and 81 percent of jobs be within at least moderate access to transit.

Share of population and jobs with at least moderate access to transit, 2010-40, *with targets*



Source: Chicago Metropolitan Agency for Planning analysis.

Note: The transit access index measure is calculated using four factors:
(1) weekly frequency of transit service,
(2) activities that can be reached via a single direct transit route,
(3) proximity to a transit stop or station measured over the network, and
(4) the pedestrian friendliness of the surrounding area.
The index scores localized areas and places them in one of five categories, ranging from low to high transit access. Areas with "at least moderate access" fall within the top three index categories.

GO TO 2040 Capital Projects

While the primary transportation emphasis of GO TO 2040 is to maintain and modernize – bringing our system to a state of good repair – the plan contains a handful of major capital projects that will maximize regional benefits of mobility and economic development. The list of priority major capital projects includes the same set of projects under fiscal constraint as the original plan, minus three projects already completed, plus two projects amended into the plan in 2013. The following GO TO 2040 major capital projects include a balance of transit, highway, and multimodal projects that are distributed throughout the region. While their costs are substantial, they represent just over three percent of the region's projected $371 billion available for transportation through 2040, with nearly 97 percent going to maintenance and modernization. It is important for each major capital project to be implemented in accordance with GO TO 2040 recommendations to plan for supportive land uses and offer transportation options.

Selected Highlights

CTA Red Line South Extension

This project will extend the CTA's Red Line south 5.3 miles to 130th Street, beyond where it currently ends at 95th Street. South of the Red Line's current terminus, residents struggle with long commute times and multiple transit

transfers required to reach work, school, medical appointments, and services. The area served by the extension will see improved access, reduced travel times by streamlining CTA and Pace bus-to-rail connections, and enhanced livability and economic impact in distressed neighborhoods. A park-and-ride facility at the new 130th Street Station near I-94 will also improve connections for commuters. The investment will cut transit travel time from 130th Street to the Chicago Loop by 21 minutes, or 34 percent.

Elgin O'Hare Western Access

While the area around O'Hare International Airport can attribute its economic vitality to the unique convergence of air, road, and rail infrastructure, the same assets have also led to significant congestion problems for truck and passenger traffic. The Elgin O'Hare Western Access (EOWA) project will provide a new, limited-access facility to reduce congestion and improve access to the airport. The project includes three main components, all of which will be tolled: reconstructing and widening the existing Elgin O'Hare Expressway, extending the expressway east to O'Hare International Airport, and adding an expressway around the western side of O'Hare from I-90 to I-294 (the western bypass). Consideration should be given to implement congestion pricing on these facilities. The first two components are expected to be complete in 2018, while the western bypass is planned for 2025. The EOWA provides critical support to the most significant cluster of freight and manufacturing employment in the region. The project provides meaningful travel time savings and yields the highest increase in access to jobs by automobile of any major capital projects considered during the update process. Planning for and implementing enhanced transit service that improves access to this regional employment center will be critical over the long term.

IL 53/120 Tollway

Several attempts have been made to plan and build a north-south route through central Lake County to address severe arterial traffic congestion. In the past two years, the project has made significant progress via the Tollway's IL 53/120 Blue Ribbon Advisory Council (BRAC), which developed consensus among key stakeholders to build a "21st Century modern boulevard" in the corridor. The project will extend the existing, limited-access IL Route 53 from its terminus at Lake-Cook Road to join IL Route 120 to the north. Additionally, an extension of the limited-access portion of IL Route 120 is proposed. The tolled facility will use congestion pricing to help manage demand and will utilize a context-sensitive design that protects Lake County's communities and environmental assets. Of all the capital projects considered in the GO TO 2040 update, the IL 53/120 Tollway will have the highest congestion reduction benefits for both automobile and freight traffic. It will also have the largest economic impacts of any project.

Planning for supportive land use will be critical. The BRAC report is now the basis of extensive land-use planning led by CMAP and financial planning led by the Illinois Tollway, with both efforts including Lake County government, municipalities, environmental groups, and other stakeholders.

Fiscally Constrained Projects

Expressway Additions: Express Toll Lanes

I-55 Stevenson Express Toll Lanes
I-290 Eisenhower Express Toll Lanes

Expressway Additions: Interchanges and Improvements

Circle Interchange
I-294/I-57 Interchange
I-190 Access and Capacity Improvements
I-90 Jane Addams Tollway

Transit Improvements

CTA North Red/ Purple Line Modernization
West Loop Transportation Center Phase I Improvements
Metra Rock Island Improvements
Metra SouthWest Service Improvements
Metra UP North Improvements
Metra UP West Improvements

New Projects and Extensions

CTA Red Line South Extension
Elgin O'Hare Western Access
IL 53/120 Tollway
Illiana Expressway
Metra UP Northwest Improvements and Extension

Livable Communities

Though opinions differ on what makes a community appealing, livable communities tend to share some common traits. They are healthy, safe, and walkable. They are diverse and inclusive. They offer choices for timely transportation to schools, jobs, services, and basic needs. They are more cost-effective for individuals and local governments. They make the region more economically competitive.

Whether we choose to live and work in a newer community or one that has been around for decades, a community's unique "sense of place" draws people and makes us feel at home and welcome there. Though that sense may seem intangible, livability is seldom an accident. Livable communities are created through effective planning and decisions by local officials, developers, and individual residents.

Livable Communities recommendations

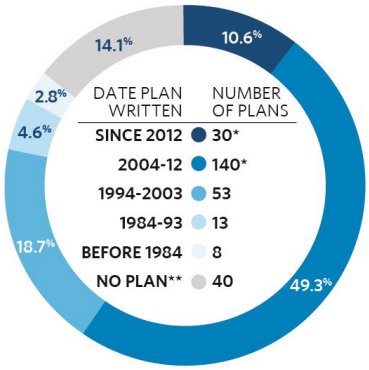
- Achieve Greater Livability through Land Use and Housing
- Manage and Conserve Energy and Water Resources
- Expand and Improve Parks and Open Space
- Promote Sustainable Local Food

Our region faces significant obstacles to achieving livable communities now and for future generations. But working together as a region, we can make our communities more livable. The cumulative choices of 284 municipalities and seven counties determine quality of life and economic prosperity across our region. With local autonomy over land use comes the responsibility to consider how those decisions shape a community's livability, including how they affect neighboring communities and the region as a whole. As a region, we need to implement policies and investments that concentrate on livability.

In addition to their quality-of-life benefits, livability and more compact growth make good economic sense for our region and its residents as well. Developing our existing communities and improving their livability is more cost-effective and resource-efficient than rapidly developing in areas that don't have adequate infrastructure. Some of the tangible benefits of livable communities are:

- Lower household costs
- More transportation choices
- Reduced taxpayer costs
- Increased water and energy efficiency
- More parks and open space
- Improved health and availability of local food

One of GO TO 2040's highest priorities remains the promotion of comprehensive planning in communities across metropolitan Chicago.



*Twenty-three of the comprehensive plans adopted since 2012 were developed through CMAP's Local Technical Assistance program.

**These communities either do not have, or CMAP was unable to discern if they have, comprehensive plans.

Source: Chicago Metropolitan Agency for Planning analysis of municipal surveys and the compendium of plans.

Implementation Progress

Achieving livability requires proactive planning by local governments that recognize the regional impacts of even seemingly small decisions. Following the plan's adoption, CMAP primarily focused its livability implementation efforts through the Local Technical Assistance (LTA) program, which provides resources to help local governments conduct planning that is consistent with GO TO 2040. The following projects, many conducted through LTA, highlight the quality-of-life benefits of local, proactive planning efforts.

Support a well-balanced housing supply

In partnership with the Metropolitan Mayors Caucus and MPC, CMAP has created a series of *Homes for a Changing Region* (*Homes)* plans for clusters of communities throughout the region. These plans allow local leaders to chart future supply and demand trends for housing in their communities, allowing the development of long-term housing plans that are driven by data. These multijurisdictional efforts encourage collaboration between neighboring communities that often share similar challenges in planning for housing. *Homes* plans have helped guide the work of three formalized housing collaboratives in Cook County, among other clusters of communities.

Percentage of income spent on housing and transportation by moderate- and low-income residents:

Today: 57 percent
GO TO 2040: 45 percent

Coordinate technical assistance programs

CMAP and the RTA have synchronized the application process and schedule for their respective LTA and Community Planning programs. This streamlines the application process for communities in need of assistance by allowing them to apply to either program using a single application for consideration by both agencies. It also allows CMAP and the RTA to allocate their own technical assistance resources more strategically.

Promote retrofit programs

The CMAP-led Energy Impact Illinois (EI2) alliance programs simplified the often-complex process of improving energy efficiency for residential, commercial, and industrial buildings and facilitated access to information, finances, and workforce. Funded with a $25 million grant from the U.S. Department of Energy Better Buildings Neighborhood Initiative, EI2 completed its three-year program in early 2014. Through its financing and incentive programs, EI2 cumulatively reduced energy usage among participants by an estimated 4 million kilowatt

hours (kWh) and 2 million therms of natural gas, or a total of 211,000 million British Thermal Units (MMBtus) annually. These activities led to an annual reduction of 10,855 metric tons in carbon dioxide (CO_2) emitted in the Chicago region -- the equivalent of taking 2,261 automobiles off the road.

Preserve and connect parks and open spaces

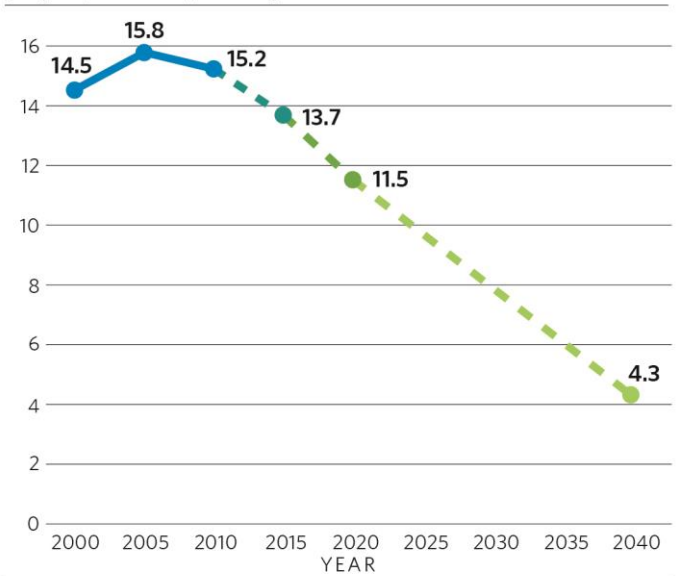
Local planning can improve recreation options, public health, and the biodiversity of the region's ecosystems. The Conservation Fund, Chicago Wilderness, and CMAP refined the Green Infrastructure Vision, first completed in 2004, to provide more detail and strengthen its scientific basis from 2011-12. Through the process, a series of mapping tools were created to help conservation partners identify portions of the green infrastructure network on which they wish to concentrate their efforts. Each county in the region is also making strides to increased protected acreage, which has grown overall from 99,188 acres in 1990 to 189,523 in 2012. Additionally, a 2013 amendment to the state's Open Space Lands Acquisition and Development Act allows distressed communities to receive up to 90 percent (rather than the former 50 percent) for the acquisition of land.

Facilitate local food production

Increased production of local food can enhance regional health, grow the economy, and preserve agricultural

Consumption of electricity and natural gas for heating, cooling, and appliances at home and at work contributes nearly two-thirds of our region's greenhouse gas emissions.

Greenhouse gas emissions, metric tons per capita of CO2 equivalent per year, 2000-40, *with targets*

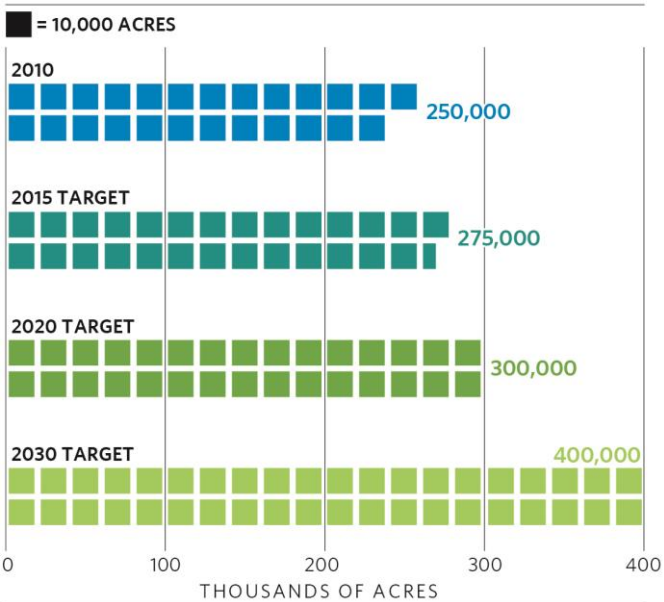


GHG emissions sources: ICF International (2010 GHG emissions); the Center for Neighborhood Technology (GHG emissions for all other years).

Population sources: 2010 U.S. Census and Chicago Metropolitan Agency for Planning socio-economic forecast.

Over the next 26 years, an additional 150,000 acres of land across the region should be preserved through a collaborative, multi-organizational, public-private approach.

Acres of conservation open space, 2000-40, *with targets*



Sources: Chicago Metropolitan Agency for Planning Land Use Inventory, Illinois Department of Natural Resources, County forest preserve and conservation districts, and the National Conservation Easement Database.

land, and progress has been made both locally and statewide. The City of Chicago adopted changes to its Zoning Ordinance in September 2011 to support urban agriculture. A two-year LTA project explored policy changes to better support sustainable agriculture as an economic development tool in Lake County. Nonprofit, public, and private partners collaborated to strengthen the county's sustainable food system, in conjunction with a master plan update for the Liberty Prairie Reserve. Since the project's completion in mid-2013, Lake County has amended its Unified Development Ordinance. Conserve Lake County, the Lake County Forest Preserve, and the Liberty Prairie Foundation have formed a partnership to lease co-owned land on Casey Farm in Libertyville to Radical Root, a local organic farm co-op. Additionally, the Illinois Department of Agriculture launched a "Where Fresh Is" campaign in 2013 to promote the sale of produce grown in the state.

Moving Forward

Communities interested in improving their quality of life and livability through local planning can continue to rely on CMAP's LTA, research, and data resources. The region must focus on the following actions in order to achieve livable communities with a high quality of life.

Concentrate technical assistance around existing plans

CMAP and the RTA have helped communities develop a substantial number of plans to implement GO TO 2040 over the past few years. In future calls for projects, the LTA and Community Planning programs will focus more on projects that implement recommendations from existing plans. The types of assistance provided will be broadened in response to demand and may include capacity building opportunities.

Target investments to implement plans

Future CMAP research and LTA projects will include an increased focus on infrastructure investment, particularly around areas prioritized for redevelopment in local plans. Projects will also incorporate findings from the Green Infrastructure Vision, which will continue to be refined with support from Chicago Wilderness and The Conservation Foundation. CMAP will also continue work to coordinate housing and other non-infrastructure investments in ways that implement GO TO 2040 recommendations.

Utilize model ordinances

CMAP's Model Ordinances and Toolkits program has and will continue to develop resources that help communities enhance livability through planning for climate adaptation, parking that supports livability, local food production, form-based codes, water conservation, sustainability, aging in communities, and more. CMAP will use these and new resources to explore new planning areas through LTA.

Human Capital

GO TO 2040 supports economic growth and innovation by investing in infrastructure, education, and workforce training for jobs of all skill levels; by seeking ways to support existing clusters of regional specialization like freight and manufacturing; and by creating a supportive business environment, including addressing tax policy.

The seven-county metropolitan Chicago region is among the nation's few global economic centers and GO TO 2040 seeks to maintain and strengthen this position. A global region needs to have a modern infrastructure; a diversity of business types and economic activity; a skilled workforce, with access to strong workforce training and higher education systems; active cultural institutions; and a high overall quality of life.

GO TO 2040 Human Capital recommendations

- Improve Education and Workforce Development
- Support Economic Innovation

The quality of our region's labor force is crucial for sustaining economic prosperity. Increasingly, job growth relies on the availability of well-educated, skilled workers for knowledge-based industries. We can gain a significant advantage by ensuring that businesses and residents here have the skills necessary to compete with other global economic centers. More than half of our job pool will continue to be middle-skill positions that require more than a high school diploma but less than a college degree. Residents without adequate education and training will struggle to find productive employment, which could undermine our economic future.

Our long-term prosperity also hinges on the ability of our region and its business community to adapt when new circumstances require creative solutions. Though economic innovation must come primarily from the private sector, government has an important supporting role. With our world-renowned universities and laboratories, the region should do more to connect researchers and entrepreneurs.

Strategic investments by the public sector should be targeted to leverage private venture capital, emphasizing specialized "clusters" of strong industries that create good jobs and spur innovation in our region. Even as they compete against one another, companies in these clusters need to collaborate to compete against other regions across the world. We should rally behind such clusters by helping to ensure that our workforce meets these industries' needs. The region

What is a cluster?

can ensure the effective coordination of workforce training programs with employer needs by making data-driven decisions that target resources to professions expected to grow in the future. Community college curriculums need to align with the quickly changing needs of the region's employers; this is especially true in manufacturing, where workers need to receive training on the most up-to-date processes and systems in order to find employment.

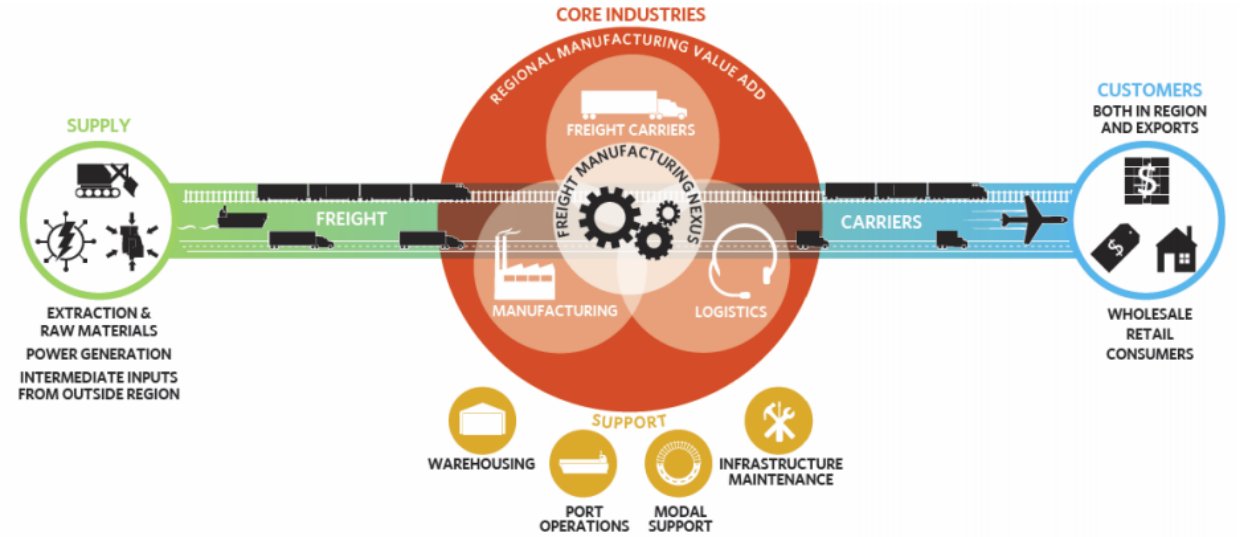
Implementation Progress

As the region recovers from the recent recession, progress has been made in a series of human capital areas related to improving education and workforce development and supporting economic innovation.

Nurture the region's industry clusters

Strategically organizing the region around its existing and emerging clusters of regional specialization can help target investment decisions in areas like training and infrastructure. Following the adoption of GO TO 2040, CMAP has focused its efforts around the study of our region's freight and manufacturing industry clusters and the nexus between them, all of which offer metropolitan Chicago numerous strategic advantages. The powerful "freight-manufacturing nexus" consists of three core industries: manufacturing firms, freight carriers, and logistics providers, which are responsible for transforming inputs from supply industries into goods consumed by customer industries. The agency most recently initiated a study of freight and manufacturing activity in the subregion around O'Hare International Airport, where both clusters are heavily concentrated.

Metropolitan Chicago's freight-manufacturing nexus



As other U.S. metropolitan areas have either maintained or grown their private research and development employment bases, metropolitan Chicago's has declined.

Support an innovative business environment

While innovation can and should largely be driven by the private sector, public entities like CMAP add value through policy research and analysis. CMAP has studied efforts elsewhere in the U.S. to reorient economic development at the regional and state levels to be more strategic, coordinated, and outward-facing. Some examples could be instructive for Illinois and metropolitan Chicago, including broad-based state policies; the implementation of regional collaboration and cluster support; and improvements to transparency and accountability.

Improve data and information systems

The regional economy's capacity for innovation depends on many factors related to its industries' ability to innovate, the diversity of its workforce, and the health of national and international economies. In July 2014, CMAP launched a regional economic indicators microsite to measure and track 16 indicators grouped by the themes of trends, clusters, innovation, and workforce. The indicators will be updated annually as new data becomes available, with supplementary analysis released periodically via CMAP Policy Updates.

Coordinate workforce training with employer needs

Many efforts are underway in the region to coordinate and streamline workforce training programs to improve the experience for workers and businesses. The Chicago Cook Workforce Partnership, which merged City of Chicago and Cook County workforce investment boards in July 2012, is the second largest local workforce investment area in the nation. Beyond operational efficiencies that reduced costs and improved services, it has also engaged the business community to better align occupational training services with current and projected needs of many sectors, including those in freight and manufacturing.

Moving Forward

CMAP will continue to focus its human capital efforts around supporting industry clusters in the region, as well as the analysis of indicators, that can assist policymakers in understanding opportunities and challenges facing the economy. The region must concentrate on the following actions to remain competitive in the global economy.

Support industry clusters

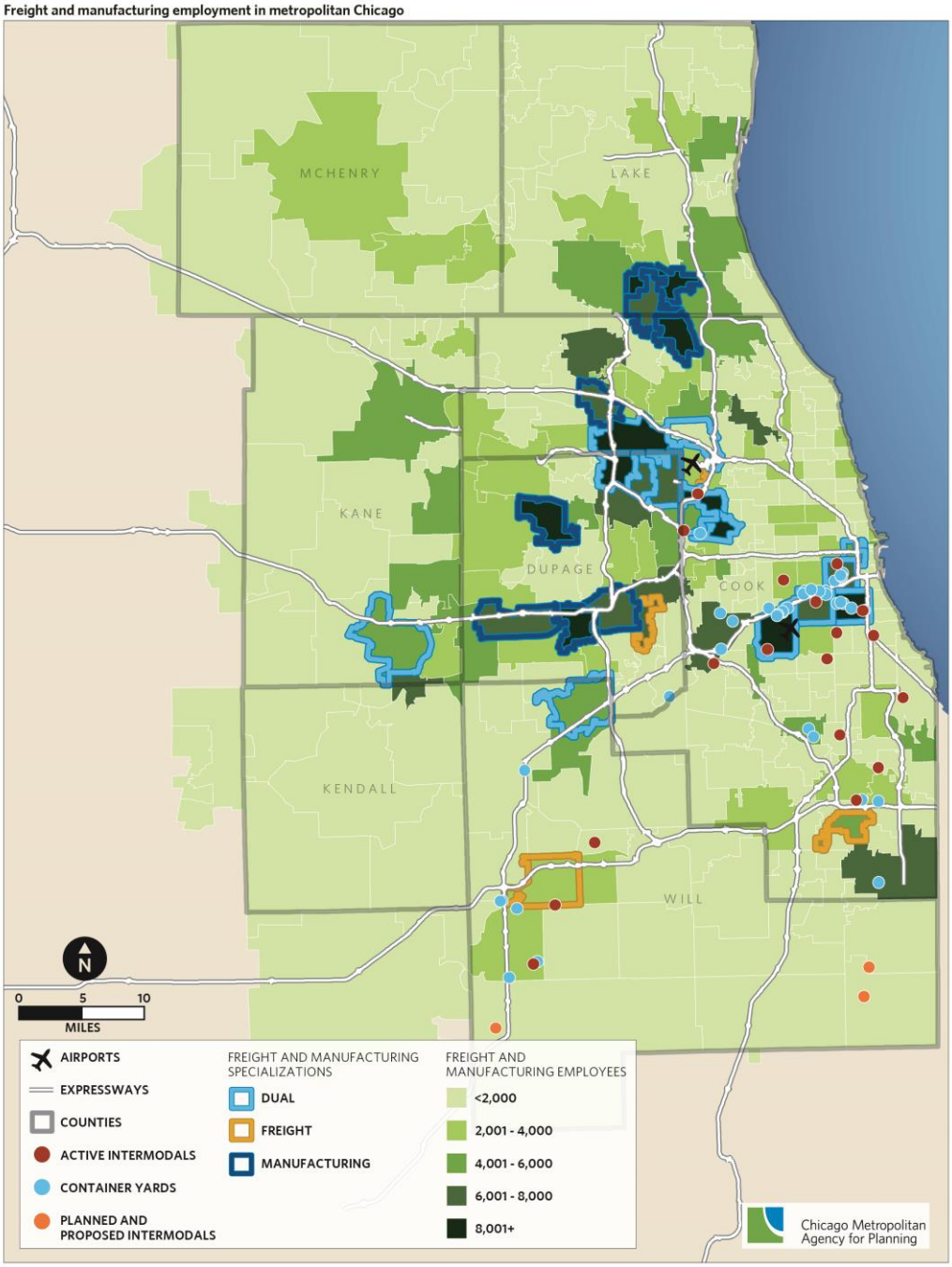
CMAP will continue to study the region's industry clusters, including drilling deeper into their effects on subregions. The cluster reports will examine opportunities and challenges related to workforce, innovation, and infrastructure. This approach will allow CMAP to focus on how specific land use and transportation investments can leverage the strength of existing clusters.

Create a culture of innovation

Reorienting economic development practices can greatly impact the ability of businesses to innovate, foster growth, and compete globally. CMAP will build on its research of economic development best practices in order to support the development of more strategic, accountable, and globally competitive policies and practices in the region and state.

The region's two largest centers of manufacturing employment – the areas around O'Hare and Midway airports – also have the highest concentration of regional freight employment.

Freight and manufacturing employment in metropolitan Chicago



Note: Dual specialization includes those zip codes that have concentration in both freight and manufacturing employment, while areas of single specialization have a concentration in either freight or manufacturing employment but are below the mean for employment in the other half of the nexus.

Source: Chicago Metropolitan Agency for Planning analysis, 2013.

Efficient Governance

Efficient and effective decision making by government is necessary to meet the goals of GO TO 2040. Plan implementation relies on strategic public sector investments that maximize benefits to residents, but in an environment of limited fiscal resources, these must be carefully prioritized. This requires careful analysis of state and local tax system impacts on our economy and community livability, better access to information, and increased coordination between government agencies.

Efficient Governance recommendations

- Reform State and Local Tax Policy
- Improve Access to Information
- Pursue Coordinated Investments

State and local taxes have a profound impact on development patterns and the ability of government to provide necessary public services. Current tax policy too often unintentionally encourages choices that undermine the long-term interests of our region and its communities. The sales tax system pushes communities into intense competition to attract retail businesses, and an over-reliance on these revenues can also leave municipalities short of funds when retail sales slump in economic downturns.

To guide important local decisions, we need better access to information in our region. Our region must also work together to provide more coordinated delivery of services and to remove the barriers that prevent coordination of programs at the local, regional, state, and federal levels. By efficiently targeting and coordinating investments, our region can streamline programs and services to avoid duplication at all levels of government.

Together, we can make government in our region more effective, which will help make our communities more economically competitive and more livable for all residents.

Implementation Progress

Following the plan's adoption, CMAP focused its implementation of efficient governance recommendations around the study of state and local tax policy and its impacts on local land use decisions. The agency's approach to data sharing has evolved for greater effectiveness, and the region has seen promising movement towards the coordination and potential consolidation of services where appropriate.

Create a Regional Tax Policy Task Force

A task force established by CMAP evaluated state and local tax policy issues through the lenses of the regional economy, sustainability, and equity. It also examined the connections between tax policies and development decisions. The task force's final report, issued in January 2012, has guided CMAP's tax policy work since then. Based on the work of the task force, CMAP has

completed additional analysis of economic development incentives, as well as the fiscal and economic impacts of development.

Address existing state revenue sharing systems

More than $5 billion in state tax revenue, much of it from the sales tax, is disbursed annually to local governments. CMAP has studied the relationship between state revenues sharing and the local fiscal impacts of development decisions, as this system creates an incentive for local governments to emphasize some land uses over others that are more aligned with local plans or more beneficial to the regional economy.

Provide data to improve decision making

Because good data becomes more accessible every year from government agencies and other institutions, MetroPulse has narrowed its focus to select indicators for monitoring the progress of GO TO 2040 implementation and livability goals determined in partnership with The Chicago Community Trust. This revised approach should be more effective for the greatest number of users. CMAP also launched a new project to share up-to-date information about the region – the Community Data Snapshots summarize demographics, housing, employment, transportation habits, retail sales, property values, and land use in metropolitan Chicago's seven counties, 284 municipalities, and 77 Chicago Community Areas. Each snapshot is presented in an easy-to-print PDF and will be updated periodically as new data becomes available.

Pursue coordinated investments

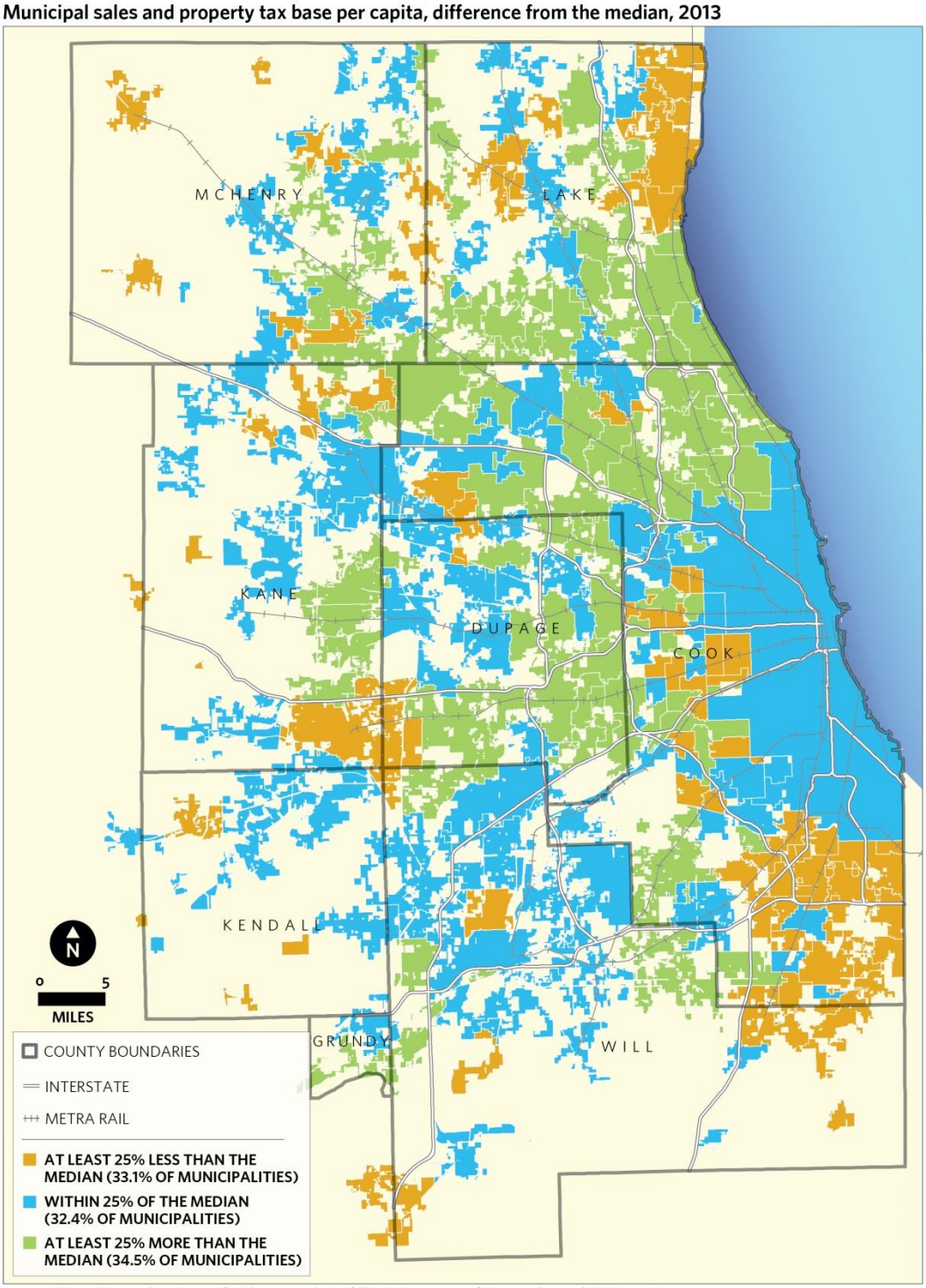
The City of Chicago and Cook County initiated a historic collaboration in 2011 to increase coordination of their services, which has helped reduce costs and improve efficiency in their delivery. In 2013, a new state law established a pilot program whereby DuPage County can dissolve select small units of local government and consolidate their services in a transparent, open process. This is the first program of its kind in the state.

Moving Forward

CMAP's ongoing work around tax policy will continue to focus on areas most important for GO TO 2040 implementation. The agency will maintain its study of plan indicators and will share relevant data "snapshots" with local communities on a regular basis. The importance of regional decision making and planning should be emphasized through federal and state action. The region must focus on the following actions to ensure government effectively makes our communities more economically competitive and more livable for all residents.

Since most local governments depend on revenues like property and sales taxes to fund basic services, GO TO 2040 gauges tax policy equity by measuring the tax base equal to the sum of a municipality's equalized assessed value and retail sales per capita. In 2013, half of the region's municipalities had between $4,410 and $40,407 in sales and property tax base per resident, while the other half had between $40,407 and $1.2 million.

Municipal sales and property tax base per capita, difference from the median, 2013



Source: Chicago Metropolitan Agency for Planning analysis of Illinois Department of Revenue data and U.S. Census Bureau, 2008-12 American Community Survey five-year estimates.

Facilitate a regional perspective on tax policy

CMAP will continue to play a leadership role in facilitating a regional perspective on tax policy. Future study will focus on the impacts of tax policy on infrastructure, land use, and the regional economy; phasing out property tax classification in Cook County; evaluation of state and local economic development incentives and tax policies; and analyzing policies that broaden the tax base and lower tax rates.

Measure GO TO 2040 implementation

CMAP will continue to conduct activities around regional indicators to measure plan implementation, which will focus on a smaller number of indicators. Relevant data will be shared through the distribution of Community Data Snapshots, which summarize demographics, housing, employment, transportation habits, retail sales, property values, and land uses in metropolitan Chicago's seven counties, 284 municipalities, and 77 Chicago Community Areas. These data profiles will also help communities track their progress on implementing LTA plans.

Take a regional approach

More should be done at the state and federal levels to encourage regional decision making and empower regional institutions. Permanent funding programs should be established to support comprehensive planning without requiring recipients to continually submit proposals for support. CMAP will continue to work with other major metropolitan organizations across the country to pursue these objectives.

Support coordination and consolidation of local services

Local governments should continue to evaluate the potential consolidation of local services in metropolitan Chicago. The Illinois General Assembly should help facilitate this process through legislation. It will be important to ensure that local governments maintain the ability to solve problems with innovative solutions and integrate intergovernmental collaboration into their decision-making processes.

Identify new funding for non-transportation comprehensive planning

Though its three-year U.S. Department of Housing and Urban Development grant expired in January 2014, CMAP has continued its LTA program with new funding from the U.S. Department of Commerce's Economic Development Administration, the Illinois Attorney General, the Illinois Department of Natural Resources, CMAP's Unified Work Program, philanthropic sources, and more. CMAP will concentrate on identifying additional external funding to support the agency's non-transportation comprehensive planning work in the future.

Conclusion: Looking Forward to Metropolitan Chicago's Next Comprehensive Regional Plan

Designed to guide development and infrastructure decisions through mid-century and beyond, GO TO 2040 takes a forceful but nuanced approach to aligning the region's public policies and investments to achieve sustainable prosperity. CMAP is grateful to all who have contributed to GO TO 2040 and its subsequent update in 2014. CMAP will continue to lead aggressively with the help of many organizational and individual partners.

Please visit www.cmap.illinois.gov/about/2040/update for the GO TO 2040 plan update appendices and other related materials. The appendices contain much more detailed information, including updated goals for performance measurement and targeted implementation steps.

CMAP is already beginning to work on the region's next long-range comprehensive plan, which will use GO TO 2040's broad policies as a starting point. As with GO TO 2040, extensive engagement of partners, stakeholders, and the public will be an essential component of the planning process.

CMAP was created nearly ten years ago at a turning point for the region, as the business community, civic leaders, and local elected officials recognized that many of our most pressing issues are best addressed comprehensively and regionally. Wanting to break with "business as usual," our region's decision makers, residents, and other stakeholders collaborated to form a response: GO TO 2040. Future economic resilience and quality of life relies on our collective ability to continue that call to action and build on our experiences by developing the next plan.

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FY14-0098

CMAP

GO TO 2040
UPDATE APPENDIX

Public Engagement Summary

DRAFT

October 2014

Table of Contents

Introduction **2**
Background 2
Outreach Process **3**
Outreach Methods 3
Public Input Formats and Participation 5
Input Summary and Results **7**
Description of Public Input 9
A Focus on Transportation Projects *10*
Responses to Input 12
Response Summary Tables *13*

Introduction

As part of the federally mandated update to metropolitan Chicago's GO TO 2040 comprehensive regional plan, the public must be afforded an opportunity to provide input on the process and resulting updated plan documents. Therefore, a public comment period was conducted by the Chicago Metropolitan Agency for Planning (CMAP) from June 13, 2014 through August 1, 2014. The comment period was designed to ensure adequate feedback from stakeholders and the general public on the draft GO TO 2040 plan update, as well as the proposed Federal Fiscal Year (FFY) 2014-19 Transportation Improvement Program (TIP).

This outreach appendix:

- Provides background about the public comment process.
- Describes the outreach methods employed and the resulting participation.
- Summarizes the comments received, as well as CMAP's responses to the public input.

Background

A hallmark of CMAP's work has been its emphasis on public participation, and this was a key component throughout the development of the original GO TO 2040 plan, which involved thousands of residents and stakeholders in setting a vision and priorities for the seven-county northeastern Illinois region. Leading up to the adoption of GO TO 2040 by CMAP's Board and Metropolitan Planning Organization (MPO) Policy Committee in October 2010, a public comment period (similar to this year's effort) was conducted to garner feedback on the draft plan. CMAP reached out to hundreds of stakeholders in 2010 and received over 1,000 comments about GO TO 2040's major themes and recommendations, which helped shape the plan into the strong document that guides the region today.

Federal law under Moving Ahead for Progress in the 21st Century (MAP-21) mandates CMAP's continued adherence to the previous public engagement guidelines for metropolitan transportation plans, which is consistent with CMAP's 2013 Public Participation Plan. These guidelines dictate that all interested parties must have a reasonable opportunity to provide input for a comment period of no less than 45 calendar days, with public meetings conducted at accessible and convenient times and locations, and with plan materials available for public viewing via electronic formats and using visual techniques. The outreach process described in the following sections was performed with these requirements in mind.

After these public comments are considered and subsequent revisions to the plan update are made, it is anticipated that the CMAP Board and MPO Policy Committee will vote on adoption of the plan update in its entirety this October.

Outreach Process

Prior to the 50-day public comment period that commenced on June 13, 2014, numerous outreach techniques were employed to alert the public about the plan update and solicit their feedback. The philosophy behind this outreach effort was to engage CMAP's existing network, rather than endeavor to forge an abundance of new partnerships (as was necessary leading up to the original GO TO 2040 plan's adoption). Through the outreach methods described as follows, both regional stakeholders and the broader public were engaged and encouraged to participate in the plan update process.

Outreach Methods

Starting in fall 2013, an outreach strategy was devised for engaging the public in the plan update process. As the plan update was being developed, the technical elements and draft summary were shared with, and vetted by, CMAP working committees, the Board, and the MPO Policy Committee. Using a variety of communication methods, CMAP staff utilized the agency's broad existing network to notify stakeholders and the general public about opportunities to participate in the forthcoming comment period.

CMAP Committees and Partners

Once the plan update and technical appendices were drafted in spring 2014, staff began to inform each CMAP working committee – including the Citizens Advisory Committee – about the upcoming public comment period at meetings and through meeting materials. CMAP staff asked working committee members, many of whom represent important partner organizations and agencies, to spread the word in turn about the public comment period through their own organizational networks. Additionally, a letter was mailed to all County Board Chairs across the region, inviting their respective boards to provide input and offering to attend meetings to discuss the plan update at each board's discretion.

Subregional Councils

With their local knowledge of community activities and issues, the Planning Liaisons (PLs) who staff the subregional councils across the seven-county region created the ideal network for notifying local leadership (and in turn, their constituents) about the draft plan update. The network of PLs also provides geographic coverage across the seven counties, and the councils presented a logical way to organize public meetings for the public comment period. Therefore, the PLs were integral to arranging and announcing the comment period's series of open house meetings, spreading the word to their respective local leadership by making meeting announcements, posting on on-line calendars, and/or sending emails and mailing flyers. PLs attended the meetings that they helped to organize and provided valuable local perspective in many instances.

General Public

Many private citizens have been engaged with CMAP's work in years past, though some members of the general public are not familiar with CMAP and GO TO 2040. Using both electronic and print communication methods, CMAP staff aimed to strike a balance between investing time wisely to target individuals within the agency's network, while also making plan update information available and easy to find.

To that end, CMAP ran legal notices in a number of printed newspaper publications across the Chicago region, including the Chicago Sun-Times local papers, the Daily Herald, and the Northwest Herald. These notices ran over 30 days prior to the formal public hearing (held July 31, 2014), and this general circulation in printed media was intended to reach those members of the public who may not be regular Internet users.

Electronic Communications

Beyond meeting announcements, formal letter invitations to regional leaders, and printed newspaper notices, the main outreach method used prior to and during this public comment period was electronic communication. The plan update has its own dedicated page on the CMAP website, which housed important details about public participation and was available to anyone with access to the Internet. The draft plan update's webpage (http://www.cmap.illinois.gov/about/2040/update) had 699 page views – 483 of them unique – during the length of the entire public comment period.

CMAP began including information in its Weekly Update e-blast – which is electronically sent to approximately 14,000 stakeholders each week – about the forthcoming public comment period starting in spring 2013. That e-blast became a vehicle for sharing details about each upcoming public meeting at least a week in advance. Additionally, CMAP staff used its database, with thousands of stakeholder contacts, to send out geographic-specific e-blasts at least a week before each public meeting, such that people in CMAP's database would receive a reminder email about the upcoming meeting most convenient to their location.

Expanding upon this outreach through CMAP's existing network, staff also reached out to specific organizations representing populations that historically have not always had a voice in planning processes. For instance, members of CMAP's working committees who serve underrepresented populations were asked specifically to share plan update information with their constituents. Additionally, CMAP has built a network of organizations that represent Latino communities around the region. Staff translated the plan update public outreach messaging into Spanish and distributed it to those organizations to encourage participation.

Public Input Formats and Participation

CMAP solicited public comments through a variety of vehicles to accommodate varied schedules and preferred modes of communication. All comments received are considered and valued equally, no matter the format of submission. This description of input formats explains the ways in which interested parties participated in the plan update process throughout the public comment period.

Public Meetings

Public meetings were geographically distributed around the Chicago region in order to provide all residents of the seven-county area with adequate and convenient opportunities to participate in the plan update process. A logical way to organize these meetings for maximum geographic coverage was to work with the PLs, who serve as a bridge between CMAP and the councils of mayors, and have strong networks to reach the mayors and managers in their areas. It was therefore determined by geography that a total of ten public open house meetings in addition to one formal public hearing would be held during this public comment period. The public meeting details are displayed in Table 1 (on page 6).

The location and time of day for each of the public meetings was selected with participants' convenience and accessibility in mind. To the extent possible, CMAP and the PLs worked to schedule the meetings at locations that were familiar and inviting, were accessible by different transportation modes (i.e. – are near transit service, or with available parking), and were convenient for typically underrepresented populations. Meetings were held during the late afternoon to early evening hours on weeknights, which is commonly the most convenient time for members of the general public to attend public meetings outside of typical work hours.

Since the purpose of the public comment period was to provide information and gather feedback on the drafted plan update, an "open house" meeting format was a suitable method of public engagement. Attendees were encouraged to arrive at any time and stay as long as they were able during the posted open house meeting hours. Visual aids and posters were displayed, summarizing the policy recommendations and implementation activities of the four themes in GO TO 2040. Several hard copies of the draft plan update summary and supporting appendices were available for participants to read in more detail and take home. CMAP staff were also available to answer questions, and comment cards were provided for attendees to write and submit formal written comments during the meeting.

Approximately 220 people attended these public meetings in total, and about 25 comment cards were submitted during the course of the public meetings. The final public meeting was a hearing – which included a formal oral comment session – and 11 people gave oral testimony that was recorded and transcribed by CMAP staff.

Table 1. Public Meeting Date and Location Details

Lake County
Tuesday, July 17, 2014
Lake County Division of Transportation
(600 W. Winchester Rd., Libertyville, IL 60048)
Attendance: 11

South Cook County
Thursday, June 19, 2014
South Suburban Mayors and Managers Assoc.
(1904 W. 174th St., East Hazel Crest, IL 60429)
Attendance: 17

Will County
Monday, June 23, 2014
New Lenox Village Hall
(1 Veterans Parkway, New Lenox, IL 60451)
Attendance: 28

Southwest Cook County
Tuesday, June 24, 2014.
Palos Hills City Hall
(10335 South Roberts Rd., Palos Hills, IL 60465)
Attendance: 8

DuPage County
Municipal Leaders Meeting, Public Open House
Wednesday, June 25, 2014
DuPage County Administration Building
(421 N. County Farm Rd., Wheaton, IL 60187)
Attendance Total: 34

West Central Cook County
Wednesday, July 9, 2014
LaGrange Village Hall
(53 S. LaGrange Rd., LaGrange, IL 60525)
Attendance: 16

Northwest / North Central Cook County
Thursday, July 10, 2014
Arlington Heights Village Hall
(33 S. Arlington Heights Rd., Arlington Heights, IL 60005)
Attendance: 18

Kendall County
Monday, July 14, 2014
Historic County Courthouse
(109 W. Ridge St., Yorkville, IL 60560)
Attendance: 7

Kane County
Tuesday, July 15, 2014
Kane County Government Center
(719 S. Batavia Ave., Geneva, IL 60134)
Attendance: 17

McHenry County
Thursday, July 17, 2014
McHenry County Administration Building
(667 Ware Rd., Woodstock, IL 60098)
Attendance: 23

Central Cook County – Public Hearing
Public Open House, Oral Comment Session
Thursday, July 31, 2014
Chicago Metropolitan Agency for Planning
(233 S. Wacker Dr., Chicago, IL 60606)
Attendance: 41

On-line Comment Form

Another primary method available for collecting input during this public comment period was electronically through an on-line form on the CMAP website. This on-line comment form included links to the draft plan update summary and appendices so that interested parties could download and review the draft update materials and then share input from the same webpage at their convenience. This input format facilitated participation from those people who were interested in the update process but were unable to attend one of the public meetings.

Nearly 60 on-line comments were received, ranging from topics across the major themes of GO TO 2040.

Other Comment Types

CMAP staff also accepted comments in the form of e-mails, hard copy letters, phone calls, and faxes. Individuals, organizations, and units of government submitted over 50 comments in these various formats. These included communications with CMAP partners that had direct feedback on specific areas of the plan update.

One distinct category of comments received was form letters – standardized, project-specific messages from individuals who were galvanized by the advocacy of a nonprofit organization about a given topic. Some individuals customized their comment to express a personal sentiment, but the vast majority of these comments were identical in content. These comments were either submitted one-by-one directly to a designated CMAP staff person over email, or were collected by the organization and submitted in bulk at the close of the comment period. Table 2 summarizes the organizations, issues, and number of form letters received.

Table 2. Form Letter Comments

Organizational Membership	Issue / Project of Concern	Number of Standardized Comments
Environmental Law and Policy Center	Opposes the Illiana Expressway	221
Midwest High Speed Rail Association	Supports the CrossRail Chicago project	660
Sierra Club – Illinois Chapter	Opposes the Illiana Expressway	401

As Table 2 shows, hundreds of form letter comments were generated to voice opinions about two specific transportation projects (discussed further on pages 10-11). The volume of form letters demonstrates the strength of these advocacy efforts, which are a welcome contribution to long-range transportation planning.

Input Summary and Results

In total, over 1,400 comments were received during the public comment period, the majority of which were form letters (see Table 2). The approximately 150 non-standardized comments spanned submission formats, as well as levels of detail and analysis. They were submitted by a

range of commenters – from private citizens to nonprofit organizations to various governmental entities – and comments were received from all across the region.

The geographic origin of all comments received during the public comment period – including form letters – is displayed in Figure 1. Nearly one third of all comments were submitted from outside of the CMAP region, most of which were form letters. Figure 2 focuses on the geographic origin of the approximately 150 non-standardized comments, which mostly came from people who live and work within the seven-county CMAP region. Of those comments, 60 percent originated in Cook County, followed by 18 percent submitted from Will County, and 12 percent submitted from the remaining collar counties.

Figure 1. Geographic Origin of All Comments

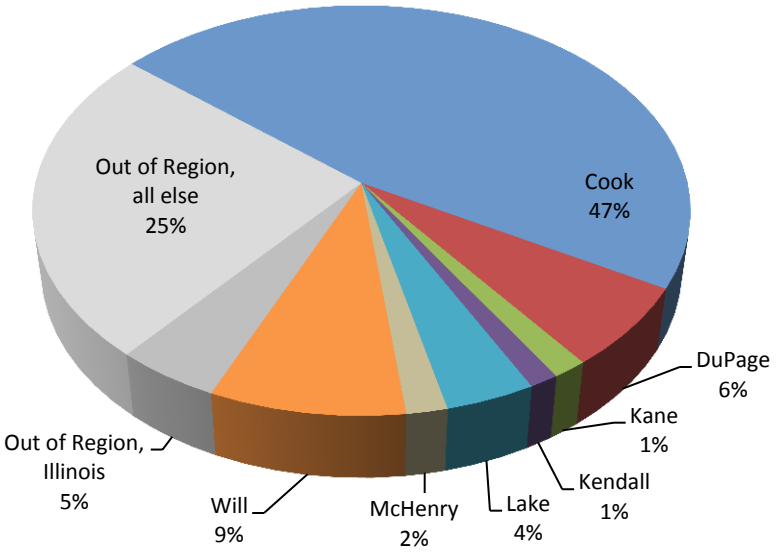
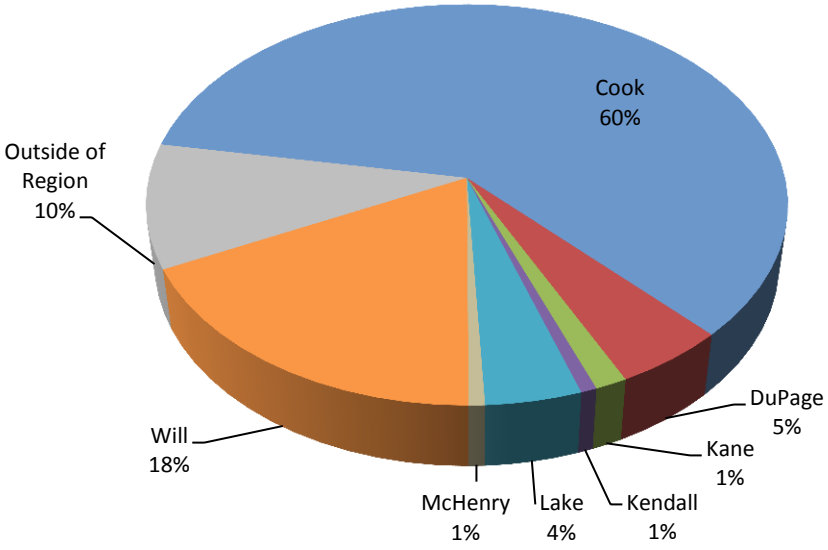


Figure 2. Geographic Origin of Comments, Excluding Form Letters



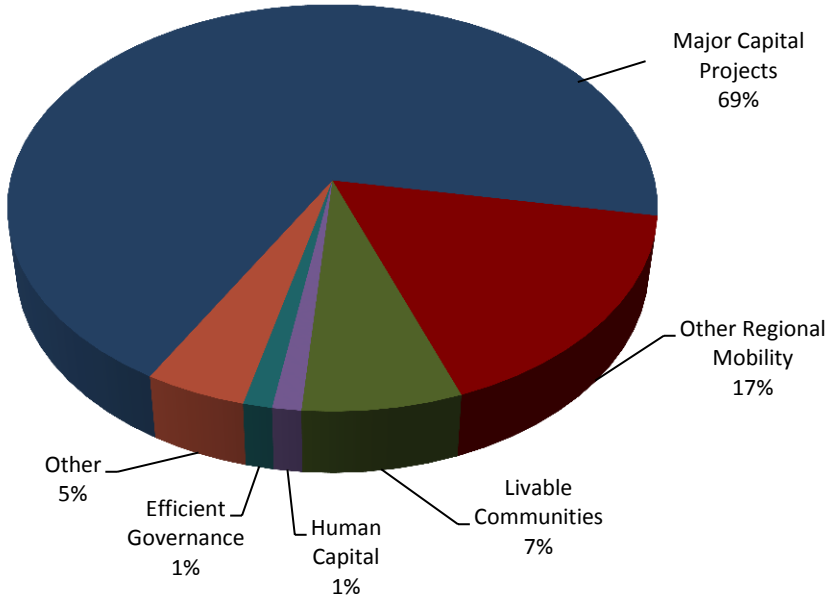
Description of Public Input

Many comments expressed an interest in principles already embedded into GO TO 2040, which reinforces the need for continued commitment to those issues. Several comments called for investing in the region's existing transportation system (with a particular support for public transit) before expanding or creating new transportation facilities. Similarly, many participants had thoughts and questions regarding the plan update's prioritization of advancing new sources of reasonably expected revenues to invest in our region's transportation system. Many comments offered suggestions for improving the implementation of recommendations already in GO TO 2040, from facilitating coordination around bicycle and pedestrian trailways planning to creating stronger stormwater management tools for local governments to use.

Other comments offered observations and made requests about specific elements of the draft plan update, which are examined further in the **Responses to Input** section. General support for CMAP's work was expressed by many commenters, from encouraging the exploration of additional funding sources to improve our region's transportation system to advocating for the continuation of the Local Technical Assistance (LTA) program.

While comments were received across all four themes of GO TO 2040, the majority pertained to transportation-related issues. Figure 3 displays the distribution of comments by plan theme, with a separate category for comments about major capital projects. This chart excludes the more the 1,200 form letters – which are addressed separately (pages 10-11) – in order to present a more balanced representation of the breadth of topics that were covered during the public comment period.

Figure 3. Comments by GO TO 2040 Plan Theme, Excluding Form Letters



A Focus on Transportation Projects

In total, the high volume of form letters focusing on two specific transportation projects shifted the overarching theme of public input toward a concern for major capital projects. Even excluding the form letters, this category of specific transportation projects – both on CMAP's list of major capital projects, as well as other roadway and transit projects – still comprised around two-thirds (or, approximately 100 comments) of the input received. Generally, people commented on the transportation projects located near where they live or work, which have the potential to directly influence their quality of life and mobility options.

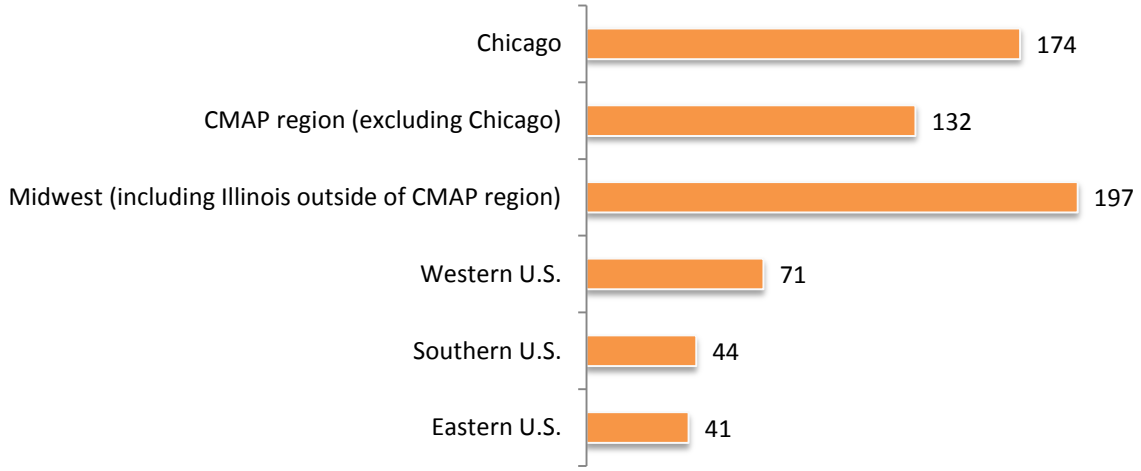
The plan update continues the same priorities of GO TO 2040. As such, the list of major capital projects includes the same set of projects under fiscal constraint as the original plan, minus three projects already completed (add lanes projects on portions of I-80, I-88, and I-94), plus two projects amended into the plan in 2013 (the Circle Interchange and the Illiana Expressway). While only about three percent of the revenue projected for transportation projects in the region through 2040 is available for major capital projects, these transportation projects still garner a great deal of attention from stakeholders and the general public.

During the public comment period for the plan update, the transportation projects and proposals that drew particular interest included:

CrossRail Chicago

The Midwest High Speed Rail Association (MHSRA) led a form-letter campaign supporting the CrossRail Chicago project and urged CMAP to adopt it as a priority in GO TO 2040. Figure 4 shows the geographic origin of comments received. Less than half of the form letters supporting CrossRail Chicago were submitted from communities within the CMAP region, while about one third were submitted from downstate Illinois, Indiana, Wisconsin, and the greater Midwest.

Figure 4. Geographic Origin of CrossRail Chicago Project Supporters



The geographic extent of interest in CrossRail Chicago is likely related to the project's scale; it proposes a phased approach to link major transportation assets and job centers throughout the region (notably O'Hare International Airport, Union Station, and McCormick Place) by integrating existing plans. None of the entities that build major capital projects in the region came forward as the project implementer, so CrossRail Chicago is not included in the universe of major capital projects (constrained or unconstrained). However, the project is currently listed in CMAP's Major Capital Projects appendix to the draft plan update, which notes the current cost estimates for this project's early stage of planning.

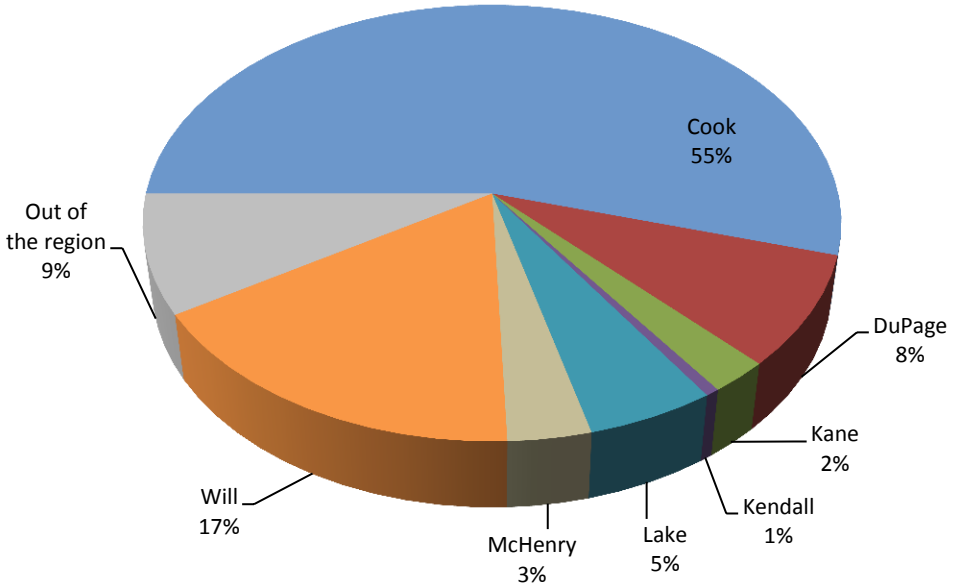
Illiana Expressway

During the public comment period, notable opposition was expressed for the Illiana Expressway (a proposed 47-mile tolled alternative for long-distance truck freight), even excluding the large volume of standardized form letters that were submitted. Both the Sierra Club – Illinois Chapter and the Environmental Law and Policy Center led form letter campaigns that collectively generated over 600 comments (see Table 2, page 7) opposing the project's inclusion on GO TO 2040's list of fiscally constrained major capital projects.

A variety of private citizens, nonprofit organizations, and county government representatives expressed this opposition. Figure 5 displays the geographic origin of all the comments opposing the Illiana Expressway, depicting how these comments were dispersed across all counties in the CMAP region (as well as in other parts of Illinois and in Indiana). There were points of concentrated opposition both in the area of the proposed roadway alignment in southern Will County, as well as on the north side of the City of Chicago.

It should be noted that there was also support expressed for the Illiana during the public comment period, but the volume was small compared to the opposition.

Figure 5. Geographic Origin of Comments Opposing the Illiana Expressway



Other transportation projects

Beyond CrossRail Chicago and the Illiana Expressway, many other comments were submitted about transportation projects both on and off the major capital projects list. Some commenters asked that certain projects be prioritized by CMAP with inclusion onto the plan's major capital projects list, while other commenters cautioned about pursuing particular projects.

The other transportation projects that were commented on specifically for support included:

- Extension of Metra's BNSF line into Kendall County (currently on unconstrained list)
- Circle Line (currently on unconstrained list)
- IL 53/120 Tollway (support for both the project being built and for continued adherence to the recommendations of the Blue Ribbon Advisory Council [BRAC])
- West Lake Commuter Rail (support for including on the fiscally unconstrained project list)
- STAR Line Corridor (currently on unconstrained list)
- Adding managed lanes on I-80 (currently on unconstrained list)

Responses to Input

The recommended changes to the plan update based on comments received are described as follows. These do not include the minor changes to correct typos and formatting, but instead focus on revisions made to the plan update that are directly due to public feedback. No major changes to policy recommendations in the draft plan update are recommended, but the following describes the areas where clarification and further detail was called for by partners and stakeholders, or where the volume of comments warrants further discussion.

- *Discussion of* Bus and Arterial Rapid Transit: Discussion occurred during the development of the plan update about the best way to treat Bus Rapid Transit (BRT) and Arterial Rapid Transit (ART) projects in the update. The Regional Transportation Authority (RTA) offered guidance on this matter during the public comment period, suggesting text revisions that have since been made in the plan update summary. These changes aim to appropriately frame BRT and ART options in the context of improving the overall transit system's operations and fiscal health, echoing the RTA's Transit Strategic Plan.

- *Support for* CrossRail Chicago: Hundreds of form letters were submitted asking CMAP to prioritize the CrossRail Chicago project. Given its very early planning phase, this project will remain where it was listed in the draft Major Capital Projects appendix. Language was added to the project description in the Major Capital Projects appendix to encourage supporters to continue to study the project, identify funding sources, and identify a project implementer. As details are solidified in future years, this project can be reevaluated for consideration in the universe of major capital projects.

- *Opposition to* Illiana Expressway: The Illiana Expressway was amended into the plan in 2013 and is included on the fiscally constrained major capital projects list. It received significant debate during a public process at that time and was specifically amended into the plan by a vote of the MPO Policy Committee. During this plan update public comment period, the most common arguments enumerated against this project included concerns that the roadway would cause environmental degradation, loss of prime farmland, and a large financial burden on the taxpayers of Illinois. Additionally, many comments questioned the project's consistency with the principles of sustainable growth for the region at the core of GO TO 2040.

  No major changes are intended for the GO TO 2040 plan during this update process given the amount of consensus-building and research that informed the development of the original plan. There is a process that has been established to amend the major capital projects list between plan updates, and the outcomes of those processes are being preserved for this plan update. Text has been added to the Illiana Expressway project description in the Major Capital Projects appendix to reflect the volume of comments received and the need to protect the region's open and green space during project implementation. It will be important to consider the environmental and local community impacts, as well as to protect the public interest in the public-private partnership funding structure as much as possible.

- *Implementation of* Reasonably Expected Revenues: Several comments were submitted regarding the plan update's prioritization of advancing new sources of reasonably expected revenues to invest in our region's transportation system. While acknowledging the necessity of these new revenues, many asked questions about the potential time frame and political support needed to implement them, or wanted assurance that local and regional stakeholders would be involved in decision making and implementation. CMAP understands the concerns about political feasibility and agrees that implementation of these revenues will need to be driven by a strong regional coalition of CMAP and its partners.

Response Summary Tables

Summary tables of all comments received are categorized by the four themes of GO TO 2040. These tables share the CMAP staff response to each comment, as well as any proposed changes to the plan update as a result of that input. The pertinent public meeting discussions are summarized after each table for consistency reasons. A full compilation of public comments received is available for review.

Public Comments on Regional Mobility	CMAP Staff Response
• Emphasis on continued need to increase access to the region's assets via public transportation. (*Sustainable Englewood, residents*)	No change made to plan update. Comments reinforced existing CMAP priority and commitment to increasing and improving transit.
Congestion Pricing: • The express toll revenues generated in a given corridor should be used to promote, enhance, and expand transit service in that corridor's area. Any arterial improvements that these revenues fund should incorporate bicycle and pedestrian facilities and links. (*Village of Hoffman Estates*) • Local community participation in a transparent process is critical to any decision-making about future tolling of existing, non-tolled facilities. (*Village of Hoffman Estates, residents*)	The plan update's summary and Financial Plan appendix address these comments, which are taken under continued advisement as reasonably expected revenues are explored further and implemented. Language was added to the summary (page 4) to reinforce the necessity for local and regional stakeholders to work collaboratively in pursuing new revenue sources.
State Motor Fuel Tax (MFT) Issues**:** • Continued discussions are merited for indexing MFT to inflation and finding a better long-term funding solution. The politics cannot be ignored, analysis about replacements should be shared with stakeholders, and discussions should be open and public. (*Village of Hoffman Estates, DuPage Mayors and Managers Conference [DMMC]*) • Support for replacing MFT with a vehicle miles travelled (VMT) fee. (*Resident*)	The plan update's summary and Financial Plan appendix address these comments, which are taken under continued advisement as reasonably expected revenues are explored further and implemented. Language was added to the summary (page 4) to reinforce the necessity for local and regional stakeholders to work collaboratively in pursuing new revenue sources.
• Communities considering variable parking pricing would benefit from guidance as to how revenues would best be used. (*Village of Hoffman Estates*)	No change made. CMAP recommends that local revenues generated by variable parking pricing be invested in local transportation improvements. The plan update summary calls for CMAP's continued work with local governments on parking issues through the LTA program and model ordinances/toolkits (like *Parking Strategies to Support Livable Communities*, April 2012).
• The ability of local communities to access funds for new transit services or road improvements are just as important at the local level as continuing investments in existing services in more densely developed areas. Performance measures used to help prioritize funding should give due consideration to needs in both developed areas and those which are still growing, and should consider different metrics. (*Village of Hoffman Estates*)	No change made. The plan update greatly emphasizes the need for additional funding sources for maintaining existing facilities and investing in existing communities.

• Mention Pace's Transit Supportive Guidelines under the appropriate action items (Regional Mobility, Conduct supportive land use planning). (*Pace Bus*)	No change made. The Implementation Action Areas appendix provides summaries of each recommended action, which are not intended to capture every example of pertinent work by partners/implementers. Pace's Transit Supportive Guidelines already play a key role in implementing this action, and will be added as an example of implementation into CMAP's next Moving Forward report.
• The City of Chicago's implementation of a Transit Oriented Development Ordinance, Pedestrian Street Designations, and a Complete Streets Policy should be recognized. (*Resident*)	No change made. The plan update is not intended to contain every example of pertinent work by partners/implementers, but Chicago's activity in this area can be highlighted in future plan implementation reports.
• CMAP's designation of Quentin Road between Lake Cook and Dundee Roads as a Strategic Regional Arterial (SRA) is underpinning Cook County plans to expand the road from two to five lanes through part of the Deer Grove Forest Preserve. (*Residents*)	No change made to the plan update. SRA Design Concepts were produced for CMAP's predecessor agency – the Chicago Area Transportation Study (CATS) – in 1994. CMAP encourages concerned citizens' continued conversations with the Cook County Highway Department about this project.
• Would like Amtrak to work with Metra and railroad so that Amtrak trains can stop at the West Lake Forest station. (*Resident*) • Better operational management and infrastructure is needed at points of intersection between passenger rail service and freight movement. (*Resident*)	No change made to plan update. CMAP generally supports the idea of coordination between passenger and freight rail services.
• Support the transfer of freight on the outskirts of the region to avoid bottlenecks and use of multimodal facilities to maximize efficiency in freight movement. (*Resident*)	No change made. The Regional Mobility sections of the plan outlines strategies for efficient freight movement, such as completing CREATE.
• Suggestions for exploring or implementing new transportation technologies like automated vehicles, "Hyperloop" fast transit, or Superconducting Maglev technology. (*Resident, technology/product representatives*)	No change made to plan update. Transportation implementers should consider as technologies advance.

Related Discussions from Public Meetings

In general, many public meeting attendees expressed their support for CMAP's emphasis on investing strategically in transportation, and prioritizing the maintenance and modernization of our existing transportation facilities rather than focusing on building new ones. Transit service was a topic of interest in different parts of the region. At a couple of meetings, attendees had concerns and questions about specific transportation projects or proposals that are outside CMAP's major capital projects list. CMAP staff were able to help provide what information was available about these specific projects.

Public Comments on Major Capital Projects	CMAP Staff Response
• The Tollway should continue to follow the environmental recommendations outlined by the Blue Ribbon Advisory Council (BRAC) for the IL 53/120 Tollway project. (*CMAP's Environment and Natural Resources [ENR] Committee membership*)	Significant emphasis on this point was previously included in the plan and has carried over into the subsequent IL 53/120 Corridor Land Use project. Language was added to the plan update summary reiterating the importance of designing the facility to protect environmental assets and local community character as much as possible.
• Clearly differentiate support for the IL 53/120 Tollway project in central Lake County from any future examination of or support for the McHenry-Lake Corridor. (*CMAP's ENR Committee membership*)	The two projects are clearly separate in the plan update. McHenry-Lake Corridor is in the universe of major capital projects; however it sits on the "Projects Reclassified or Not Evaluated" list and therefore was not modeled.
• Support for interchange access and transit improvements planned (and under construction) for the I-90 corridor. (*Village of Hoffman Estates*)	No change required. The Jane Addams Tollway is a fiscally constrained major capital project. CMAQ funds are supporting enhanced transit elements as described in the Major Capital Projects appendix.
• Add language into the IL 53/120 Tollway project narrative that is similar to the discussion of reserving space for future transit services in the Elgin O'Hare Western Access project description. (*Village of Hoffman Estates*)	Principles from the BRAC process are guiding the continued IL 53/120 Tollway work, and they call for "innovative design solutions for a safe, integrated, multi-modal corridor." To the extent that demand exists, transit service could be considered. Text has been added to this effect in the Major Capital Projects appendix.
• Include the West Lake Corridor project – a proposed extension of the South Shore Line in Indiana – on the list of fiscally unconstrained major capital projects in the **plan update**. (*The Northwestern Indiana Regional Planning Commission [NIRPC]*)	This project was added to the Major Capital Projects appendix on the list of "Projects Not Included in the Universe," which includes projects that were submitted late, lacked important details, or were too early in the planning phase to appropriately classify.
• Mention or reference the Cook DuPage Area Rapid Transit Investment Plan – which Pace is currently developing – specifically in discussions of transit service in the Elgin O'Hare Western Access project; DuPage "J" Line; and O'Hare to Schaumburg Transit Service. (*Pace*)	References to Pace developing a phased transit investment plan were added to the project descriptions of the Elgin O'Hare Western Access project and the DuPage "J" Line project, and to the project status of the O'Hare to Schaumburg Transit Service project.

• Revise the discussion of Bus Rapid Transit (BRT) and Arterial Rapid Transit (ART) in the **plan update** to more accurately reflect how it is just one of many transit opportunities that would help achieve a world-class transportation system for the Chicago region. (*Regional Transportation Authority [RTA]*)	Text in the plan update summary was revised to reduce the prominence of BRT/ART and instead put it in the context of improving the overall transit system's operations and fiscal health, citing the RTA's Transit Strategic Plan.
• Ongoing National Environmental Policy Act (NEPA) studies and public input for both the I-290 and I-55 projects will determine the preferred project alternatives, which may not include express toll lanes, but rather may employ other managed lane strategies. (*Illinois Department of Transportation [IDOT] – District 1 Division of Highways)*	Comment on language/project classification is noted by CMAP staff. No change made to the major capital projects text.
• Mention the A2 flyover project explicitly as a potential strategy in the Metra UP West Improvements project. (*Midwest High Speed Rail Association [MHSRA]*)	The A2 flyover is among the alternatives under evaluation as part of the UPWest Improvements project. The text of the project description has been revised to reflect this.
• More transit projects should be included on the fiscally constrained list to reinforce the priority of increasing commitment to public transportation. (*Resident*)	No changes made. CMAP evaluated the benefits of proposed capital projects to help prioritize them for inclusion within the plan's fiscal constraint, and several transit improvements (as well as other projects with transit components) were ultimately included. Beyond this, the plan and its update continue to prioritize a commitment to transit.
• Clarifications were requested regarding the Financial Plan appendix, particularly about the alignment of the long-range transportation forecasts with short-term budget cycles and how that alignment might impact the need for local matching funds to support some local projects. (*DuPage County Department of Transportation*)	CMAP sent an email in response. The draft plan update represents a long-term forecast for planning purposes that is not compatible for a particular annual budget in a given year or even a particular five-year program.
<u>Support for CrossRail Chicago project</u>**:** • Phased proposal seeks to link assets and job centers around the region (O'Hare, Union Station, McCormick Place) by connecting existing infrastructure • Would make jobs more accessible via transit • Would reduce travel times from those currently experienced on existing facilities (*MHSRA, residents – form letters and individual comments)*	This project remains in the Major Capital Projects appendix on the "Projects Not Included in the Universe" list, since it is still in an early planning phase. The project can be reevaluated for inclusion in the universe of major capital projects in the future.
• Opposition for CrossRail Chicago project because of the backlog of more urgent capital projects. (*Resident*)	This project remains in the Major Capital Projects appendix on the "Projects Not Included in the Universe" list, since it is still in an early planning phase. The project can be reevaluated for

	inclusion in the universe of major capital projects in the future.
<u>Opposition to the Illiana Expressway</u>**:** The opposing comments urge the CMAP Board not to adopt an update to GO TO 2040 that includes the Illiana on the fiscally constrained list of major capital projects. Most common arguments include: • Project would violate core principles of sustainable growth in the region's GO TO 2040 plan and undermines the Green Infrastructure Vision. • Project would degrade the Midewin National Tallgrass Prairie, other natural resources, and prime farmland. • The project would not produce the degree of freight and economic benefits predicted. • It is fiscally risky and could leave taxpayers on the hook to cover up to $1 billion in costs. (*Resident,s President of Cook County Board of Commissioners, Will County Board Member - District 1, over two dozen nonprofit organizations -- form letters and individual comments; see compiled comments for full list)*	Language was added to the plan update Summary emphasizing the need to protect environmental assets and local community character as much as possible. The project remains on the fiscally constrained list of major capital projects since this particular plan update is being conducted to renew the baseline data rather than recommend major policy changes. It is also a CMAP priority to protect the public interest in Public Private Partnership funding proposals, which applies to this project.
• Support for the Illiana Expressway project as a needed freight asset and economic development driver. (*State Senator Pat McGuire – District 43, resident)*	Language was added to the plan update summary emphasizing the need to protect environmental assets and local community character as much as possible. The project remains on the fiscally constrained list of major capital projects, since this particular plan update is being conducted to renew the baseline data rather than recommend major policy changes. It is also a CMAP priority to protect the public interest in public-private partnership funding proposals, which applies to this project.
• Support the Circle Line project. (*Resident*)	Currently on the fiscally unconstrained list of major capital projects.
• Support for the STAR Line Corridor project. (*Resident*)	Currently on the fiscally unconstrained list of major capital projects.
• Include the extension of Metra's BNSF passenger service into Kendall County on the fiscally constrained list of major capital projects. (*Village of Montgomery*)	No change made. The project is currently on the fiscally unconstrained list of major capital projects and will require support from Kendall County to enter into and pay taxes to be a part of the RTA service area.
• Expand I-80 from New Lenox to I-55 from two to three lanes due to increasing traffic. (*Will County Board Member Tom Weigel*)	I-80 Add/Managed Lanes project (I-80 from Ridge Road to US 30, which encompasses the portion commented upon) is on the fiscally unconstrained list of major capital projects.

Related Discussions from Public Meetings
Many questions and concerns with the Illiana Expressway were expressed, in particular at the meeting held in Will County (near the project's Tier 2 alignment), but also at several other public meetings around the region. Otherwise, each public meeting tended to garner comments about the major capital projects located in the vicinity of where the meeting occurred (e.g. meeting attendees in Lake County asked about the IL 53/120 Tollway, and attendees in Kendall County supported the BNSF extension project).

Public Comments on Livable Communities	CMAP Staff Response
• Take serious steps to increase affordable housing that is evenly distributed throughout the region, beyond technical assistance. Ideas include working with partners to provide incentives in high-cost municipalities and for intergovernmental agreements; intensify consequences for failing to comply with affordable housing regulations. (*Open Communities, resident*)	No changes to the plan update made; these priorities were already captured in the Livable Communities section of the plan. CMAP also continues work that addresses these comments, from conducting Homes for a Changing Region projects across the region, to developing a Fair Housing Toolkit.
• Include accessible, community-integrated housing for people with disabilities as a goal under Livable Communities. (*Open Communities*)	No changes to the plan update made; these priorities were already captured in the Livable Communities sections of the plan. CMAP also continues work that addresses these comments, from conducting Homes for a Changing Region projects across the region, to developing a Fair Housing Toolkit.
• Include language in the Livable Communities section of the plan update about diversity and inclusion of all (particularly by income, race, national origin, disability, age, and familiar status). (*Open Communities*)	Text added to reflect this description in the introduction of the plan update summary's Livable Communities section.
• Consider the 14 Millennium Reserve priorities in final revisions to the plan update. (*Millennium Reserve*)	No changes made, since many of the Millennium Reserve goals and principles are already represented in the plan update.
• Mention Pace's Transit Supportive Guidelines under the appropriate action items (Livable Communities, Link transit, land use, and housing). (*Pace Bus*)	No change made. The Implementation Action Areas appendix provides summaries of each recommended action, which are not intended to capture every example of pertinent work by partners/implementers. Pace's Transit Supportive Guidelines already play a key role in implementing this action, and will be added as an example of implementation into CMAP's next Moving Forward report.
• CMAP should encourage communities to re-tool their zoning codes to facilitate more compact development. (*Resident*)	No change made to the plan update. CMAP addresses this comment frequently through LTA projects and also has created a Form-Based Codes Guide.

• There should be greater acknowledgement of the preservation of the region's historic architecture and arts/cultural assets. (*Resident*)	No changes made to the plan update. GO TO 2040 supports historic preservation and maintaining community character in the Livable Communities section of the plan. In part as a response to the comments of this nature during the development of GO TO 2040, CMAP created an Arts and Culture Planning Toolkit.
• Encourage coordination amongst implementers (like forest preserve districts and local governments) in building, connecting, and maintaining bicycle and pedestrian trails and signage. Comments applied to the region in general, as well as a couple that specifically pertained to West Cook County. (*Residents*)	No change made to the plan update, which already recommends connecting parks and open spaces. Many LTA projects focus on the coordination and development of communities' nonmotorized transportation systems.
• Enable better stormwater management and flood protection across the region, primarily by equipping local governments with guidance and tools for mitigation. Suggested strategies included encouraging land acquisition in flood-prone urbanized areas, and creating climate change measures for municipalities to use in their capital planning. (*DuPage County Forest Preserve District, residents)*	No change made to the plan update. CMAP recommends many stormwater management strategies to local communities in its LTA projects, and also has a Climate Adaptation Guidebook for municipalities to use. CMAP is working to secure a sustainable funding source for non-transportation related projects like these.

Related Discussions from Public Meetings
Some public meeting attendees shared anecdotes about flooding problems in their communities, and many were interested in CMAP's efforts around energy efficiency and building retrofitting.

Public Comments on Human Capital	CMAP Staff Response
• Correct two details in the plan update summary's description of the Chicago Cook Workforce Partnership (CCWP): 1) New York City has the largest nonprofit workforce board in the nation, while Chicago's is second-largest; 2) CCWP focuses on many business sectors, not just freight and manufacturing. (*CCWP*)	Factual errors were corrected in the Human Capital section of the plan update summary.
• Suggest including information about the Integrated Workforce Information System (IWIS) under the "Improve Data and Information Systems" section of the plan update Summary. (*CCWP*)	No change made to the plan update. Since data is ever-changing, CMAP does not generally name specific data resources – which evolve all the time – in its published materials. The summary provides broad details on each plan recommendation, but it is not intended to capture every example of pertinent work by partners/implementers.

Related Discussions from Public Meetings
Many public meeting attendees were interested in CMAP's cluster analyses and curious to learn more, though they left no formal comments on those topics.

Public Comments on Efficient Governance	CMAP Staff Response
• In light of the plan update, wish to reiterate concerns with a number of Regional Tax Policy Principles as currently drafted. Further discussion about tax policy should be inclusive and occur with the full benefit of CMAP's information and resources. (*DuPage Mayors and Managers Conference [DMMC], Village of Carol Stream*)	No changes made to the plan update. Comments pertain to the draft Regional Tax Policy Principles, which the CMAP Board tabled. CMAP welcomes this input as it considers next steps for addressing tax policy issues.
• Concerned with the potential impacts of proposed tax policy reforms, especially a sales tax reform initiative, on communities that do not levy a local municipal property tax. (*Village of Carol Stream*)	No changes made to the plan update. See above response. CMAP welcomes this input as it considers next steps for addressing tax policy issues.
• Implementation Action #2 under the "Reform State and Local Tax Policy" should be qualified to include caveat about avoiding redistribution of existing revenues and acknowledging that local governments have planned for their future based on the current revenue sharing practices. (*Village of Orland Park*)	No changes made to the Implementation Action Areas appendix. The text in question is just one example of tax policy reform to consider in a summary of possible actions. CMAP welcomes this input as it considers next steps for addressing tax policy issues.

Related Discussions from Public Meetings

Though not submitted through the formal comment channels, many public meeting attendees were eager to discuss and learn more about the political implications and potential cost savings resulting from local government coordination and service-sharing arrangements.

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MEMORANDUM

To: Transportation Committee

From: Bob Dean, Deputy Executive Director for Local Planning

Date: September 26, 2014

Re: Local Technical Assistance (LTA) Project Selection

Attached to this memo is a document that describes staff recommendations for selection of Local Technical Assistance (LTA) projects. This document describes the rationale for the staff recommendations, lists the recommended projects, and provides basic information about project distribution across communities.

The LTA applications have been discussed with a variety of groups, including working committees, transit agencies, county representatives, and COGs and COMs, among others. The staff recommendations reflect staff's evaluation of the merits of each project as well as comments received from these groups.

The Transportation Committee is asked to recommend that the CMAP Board and MPO Policy Committee approve the recommended list of LTA projects at their meeting on October 8.

Action requested: Recommend approval by CMAP Board and MPO Policy Committee.

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Local Technical Assistance (LTA) Program: Recommendations for Project Selection

Following the adoption of GO TO 2040, CMAP established the Local Technical Assistance (LTA) program to direct resources to communities to pursue planning work that helps to implement GO TO 2040. During the most recent call for projects, which ended on June 26, CMAP received 104 applications for assistance. Further information on applications received is available at: **http://www.cmap.illinois.gov/programs-and-resources/lta/call-for-projects**.

The CMAP Board and MPO Policy Committee will be asked to approve the staff recommendations for the LTA program at their joint meeting on October 8. Prior to the Board and MPO Policy Committee meeting, the Local Coordinating Committee will be asked to recommend approval by these groups. The Transportation Committee will also be asked to recommend approval at their meeting on October 3.

The purpose of this memo is to present CMAP staff recommendations for the treatment of each application received. It is divided into four sections:

- Staff recommendations for projects to be undertaken through the LTA program.
- Basic statistics concerning the projects recommended for selection.
- Evaluation process.
- Full lists of projects that are recommended and not recommended.

LTA recommendations

In total, 25 new projects are recommended to be pursued through the LTA program. These projects were selected by applying CMAP's selection criteria: alignment of the project with the recommendations of GO TO 2040; local need for assistance; feasibility and ability to implement; collaboration with other groups, including neighboring governments and nongovernmental groups; input from relevant Counties and Councils of Government (COGs); and geographic balance.

Additionally, as CMAP has completed LTA projects, the implementation of completed projects has become an increasing priority. Several of the applications received help to implement projects that had been previously undertaken through the LTA program; many of these projects are recommended for selection.

For organizational purposes, recommended projects are presented below in groups.

Regional infrastructure projects

Several applications this year related to regional transportation infrastructure priorities. Two of these covered the entire metropolitan area. One application, submitted jointly by all seven of the region's Counties, involves a ***regional truck permitting plan***. This project will be scoped

and managed by CMAP, but external funding will be needed to develop the actual plan. Another regional project, submitted by the ***Chicago Metro Metal Consortium***, a coalition of Counties, manufacturing industry representatives, economic developers, and others, will help this group to review and evaluate the impact of potential infrastructure investments on the region's metal manufacturing cluster.

Two other large-scale projects focused on the O'Hare area. A multijurisdictional application led by ***Franklin Park*** will improve truck access in an 11-community area in west Cook, northwest Cook, and DuPage Counties, addressing issues such as disconnected truck routes, poor roadway conditions, and congestion. Multijurisdictional transportation planning was also the focus of a project submitted by ***DuPage County*** which will address bicycle and pedestrian improvements in coordination with the new Elgin O'Hare Western Access facility. A number of municipalities are involved in both of these multijurisdictional projects.

County-level economic development

Two countywide projects are recommended for selection, both with focuses on economic development. ***Kendall County*** requested a study of the market for industrial development across the county, which includes assessing transportation infrastructure needs. ***McHenry County*** is participating in a multi-county Comprehensive Economic Development Strategy (CEDS) in coordination with the Rockford region; CMAP was asked to assist with the McHenry County portion of this multijurisdictional project. Both of these projects were also submitted in 2013 and made improvements to their 2014 submittals, including incorporating transportation as a central element.

Planning priorities reports

Planning priorities reports are a relatively new type of LTA project; three of them were done during the first several years of the program. These reports involve interviews with numerous local stakeholders, review of past planning work, and examination of current demographic, economic, transportation, and other conditions. Based on this information, planning priorities reports then recommend what sort of assistance a community needs. This may be a comprehensive plan, zoning ordinance update, corridor plan, or similar planning product; or it may be a training series for elected officials, a shift in departmental responsibilities, a new business development program, or many other options. Planning priorities reports are ideally suited for communities with limited staff or new administrations, and they can be useful in both identifying planning priorities for a community and confirming local commitment to a future full-scale planning process.

Four planning priorities reports are recommended this year. Two, in ***Calumet Park*** and ***Steger***, are in communities with few professional staff but significant planning needs. Another, in ***Fox Lake,*** will be designed to help a new village administrator strategically implement a recent comprehensive plan. The fourth report will be conducted for the ***Endeleo Institute***, a nonprofit organization on Chicago's south side, and will examine planning opportunities along 95th Street near the Red Line station.

Capital Improvement Programs (CIPs)

Two communities requested assistance with developing Capital Improvement Programs (CIPs), which are multi-year infrastructure investment programs. Both of these applications, from ***Blue Island*** and ***Richton Park***, are recommended to be selected. In both of these communities, the CIPs will be used to help implement recently-completed comprehensive plans. CIPs are becoming an increasing area of emphasis for the LTA program, as they can be effective links between planning and infrastructure investment.

Zoning and regulatory process improvements

Like CIPs, updates to zoning ordinances, subdivision regulations, and development review processes are important methods to implement past plans. Several projects in these categories are recommended this year. Full zoning rewrites are recommended in ***Bensenville*** and ***Villa Park***, and a downtown-focused zoning revision is recommended in ***Huntley***. In ***South Elgin***, the community requested zoning training for elected officials; this request will be linked with the ongoing development of the Unified Development Ordinance which CMAP selected for assistance in 2013. Finally, ***Lemont*** requested assistance with reviewing and suggesting changes to their development approval process. This is the first project of its type to be recommended for selection through the LTA program, but may be a more common project type in the future.

Comprehensive and subarea plans

Finally, a number of comprehensive and subarea plans, which are familiar LTA project types, are recommended for selection. Comprehensive plans in three communities – ***Brookfield***, ***Roselle***, and ***South Holland*** – are recommended; these all demonstrated a high level of local commitment and good consistency with GO TO 2040.

Three neighborhood-level plans in the City of Chicago are recommended. One of these, for a transportation plan to support the proposed ***Pullman National Historical Park***, was submitted by the National Parks and Conservation Association and will be conducted in partnership with the City's historic preservation division. Another is a ***neighborhood plan*** for several neighborhoods on Chicago's northwest side which will focus primarily on transportation and stormwater management. This project was inspired by applications from two applicants – the Center for Neighborhood Technology and the North River Commission – that covered a similar geography, and Chicago DPD and Chicago DOT will both be involved in the plan. The final project will support the ***Chicago Neighborhoods 2014*** strategic planning effort of Chicago DPD, and will consist of a corridor or subarea plan in one focal point in the City.

Two subarea plans in other communities are also recommended: a downtown walkability plan in ***Aurora***, CMAP's first project in this municipality; and a plan for the Preston Heights neighborhood in unincorporated ***Will County***, which will be similar the Fairmont plan that CMAP conducted during the first year of the LTA program.

Projects that are not recommended

Projects were considered lower priority for LTA assistance for a number of reasons, described in general terms below.

- Priority for assistance was given to communities that had lower incomes or were smaller in size, meaning that more prosperous or larger communities were less likely to receive assistance. Lower-need communities generally had to present an innovative project or one that aligned especially well with a specific CMAP priority in order to be recommended.
- CMAP made a particular effort this year to assess local commitment, including follow-up calls and in some cases site visits. Only projects for which there was enthusiastic support were recommended this year.
- Some projects were good concepts but would benefit from further development by the project sponsor. In some cases, additional multijurisdictional partners would give a project a greater chance of success.
- Applicants that submitted multiple projects had only one project recommended. Also, in general, applicants that already have active, ongoing LTA projects were also not recommended (although there were exceptions to this for multijurisdictional projects).
- Some projects were simply not a good fit for the local technical assistance program, as they did not demonstrate the full support of affected local governments, or did not demonstrate alignment with the recommendations of GO TO 2040.
- In some cases, projects were at a stage that made them not entirely relevant for LTA assistance. A few transportation-related projects appeared to need assistance with facility design and preliminary engineering, rather than the higher-level planning that the LTA program offers.
- Finally, a number of projects beyond the list of 25 recommended in this memo are positive and viable projects, but were beyond available resources this year. CMAP will encourage communities who submitted projects that were just outside resource constraints to resubmit in future years, in some cases with modifications that will improve their chances of selection.

A full list of applicants that are not recommended to receive assistance is included at the end of this document.

Statistics of recommended projects

In the following section, basic statistics are provided for the distribution of projects by geography and community need.

Geographic distribution

In the design of the local technical assistance program, an effort was made to identify projects to be pursued in many different parts of the region. In the following table, the distribution of higher priority projects by geography is summarized. Projects may be reported in multiple geographies, and these are noted below the table.

	Chicago	Cook total	N and NW Cook	W Cook	SW Cook	S Cook	Collar total	DuPage	Kane	Kendall	Lake	McHenry	Will	Total
Selected applicants	4	10	3	3	2	5	14	6	3	1	1	3	3	23
Total applicants	13	29	9	5	4	15	41	17	7	4	6	10	7	76

Notes:

- The two regional projects (CMMC and regional truck permitting) and one project submitted by an ineligible applicant are not shown in this table.
- Four projects are recommended in the City of Chicago, and some of these are co-sponsored by multiple applicants. For simplicity, this is reported in the table above as four selected applicants.

Recommended projects included in multiple geographies are:

- Blue Island CIP (S and SW Cook)
- DuPage County DOT (NW Cook, W Cook, and DuPage)
- Huntley (Kane and McHenry)
- Fox Lake (Lake and McHenry)
- Franklin Park (NW Cook, W Cook, and DuPage)
- Lemont (SW Cook, DuPage, and Will)
- Roselle (NW Cook and DuPage)
- Steger (S Cook and Will)

As the above table shows, recommended projects are relatively well-distributed throughout the region. Two counties – Kendall and Lake – have only one project recommended each. In the case of Kendall, the recommended project was submitted by the County itself, and the other unsuccessful projects were submitted by municipalities that are primarily outside Kendall. In the case of Lake, there were several other good applications from communities in the County, but it should also be noted that the largest single LTA project to date, the IL 53/120 land use plan, is still actively underway and affects many Lake County communities.

In the first several years of the program, the most significant geographic imbalance involved a relatively low level of investment in the City of Chicago. Over the first three years of the LTA program, only 10-15% of resources were devoted to projects in Chicago. In 2014, four of the 23 recommended non-regional projects are located in Chicago, and these are expected to be large projects; it is estimated that about 20-25% of available resources in the 2014 program are devoted to projects in Chicago.

Community need

An important factor in the review process was the need of the community for assistance. The program is meant to prioritize projects in communities that have limited resources and would not have the ability to undertake the project without CMAP's assistance. Communities were divided into five categories based on these factors, ranging from "very high" to "low" need. Many communities in the "low" and "moderate" need category submitted excellent projects and could still certainly benefit from assistance, but priority was given to communities with lower median incomes and tax bases, as well as to smaller municipalities. The following table and chart summarize the distribution of recommended projects by community need.

	Very high need	High need	Moderately high need	Moderate need	Low need	Total
Selected applicants	5	4	6	5	3	23
Total applicants*	15	10	17	17	17	76

* Regional projects, and one project which was submitted by an ineligible applicant, are not included in these totals.

Regionwide, approximately 28% of the region's municipalities are classified as "very high" or "high" need communities; applicants in these need categories are recommended to receive nearly 40% of the projects in this year's LTA program. As in past years, the LTA program is directing resources to higher-need communities, but also provides opportunities for lower-need communities to participate if they submit innovative or multijurisdictional applications.

Evaluation process

To evaluate each project, staff reviewed the applications and other background materials and also scheduled phone calls with each applicant to discuss their ideas. Questions were meant to gauge consistency with GO TO 2040, local commitment, internal and external support, and the project's overall feasibility. Additional follow-up phone calls and site visits were also conducted in a number of cases.

Applications were also reviewed with a variety of groups in July and August. Each working committee discussed the LTA applications at least once. Special meetings were also held with transit agencies, county planning directors, the City of Chicago, and technical assistance providers. Councils of Government (COGs) and Councils of Mayors (COMs) were encouraged to submit comments via email, and several of them did. Comments and expressions of support from these groups were used in part to determine the recommendations for selection.

Project listing

Recommended:

Sponsor	Project
Chicago Metro Metal Consortium	Infrastructure Investment Prioritization
City of Aurora	Downtown Master Plan*
City of Blue Island	Capital Improvement Program
City of Chicago	Northwest Side Neighborhood Plan**
City of Chicago	Chicago Neighborhoods 2014
City of Chicago	Pullman National Historic Park***
DuPage County DOT	Elgin-O'Hare Bicycle-Pedestrian Plan
Endeleo Institute	Planning Priorities Report
Kendall County	Industrial Market Study
McHenry County	Comprehensive Economic Development Strategy
Village of Bensenville	Zoning Update
Village of Brookfield	Comprehensive Plan
Village of Calumet Park	Planning Priorities Report
Village of Fox Lake	Planning Priorities Report
Village of Franklin Park	Truck Route Subregional Plan
Village of Huntley	Zoning Code Update
Village of Lemont	Analysis of Development Review Process
Village of Richton Park	Capital Improvement Program
Village of Roselle	Comprehensive Plan
Village of South Elgin	Elected Official Zoning Training
Village of South Holland	Comprehensive Plan
Village of Steger	Planning Priorities Report
Village of Villa Park	Zoning Code Update
Will County	Preston Heights Neighborhood Plan
regional application submitted by all Counties	Regional Truck Permitting Plan

* This project will also address elements of Aurora's application for a downtown arts district by incorporating arts-based placemaking into the downtown plan.

** This project consists of elements of applications submitted the Center for Neighborhood Technology and the North River Commission, and will involve both Chicago DPD and Chicago DOT.

*** This project was initially submitted by the National Parks Conservation Association.

Not recommended:

Please note that the below table lists some projects which are recommended for inclusion in the program after some re-scoping by CMAP and the project sponsor. These are noted where relevant. For communities that submitted some requests that are recommended and some that are not recommended, this fact is noted as well.

Sponsor	Project
Blue Island Park District	Parks Master Plan
Bridgeport Business Association	Halsted Street Vision Plan

Sponsor	Project
Center for Neighborhood Technology	Rain Ready – Chatham; Rain Ready – Midlothian (a similar application is included in the northwest side neighborhood plan in Chicago, which is recommended)
Chicago Department of Transportation	Sidewalk Pedestrian Level of Service; Truck Planning Study; Livable Streets Master Plan
City of Aurora	Sustainability Plan Update (a Downtown Master Plan is recommended)
City of Berwyn	Stormwater Management Plan
City of Blue Island	Development Review Process (a CIP is recommended)
City of Chicago Heights	Zoning Update
City of Des Plaines	Comprehensive Plan and Zoning Ordinance
City of Elmhurst	Sustainability Plan
City of Harvey	Comprehensive Plan
City of Joliet	Zoning Code Update
City of Warrenville	Comprehensive Plan
City of Woodstock	Route 47 Corridor Plan
Cook County Department of Planning and Development	Unincorporated Areas Comprehensive Plan
DuPage County Health Department	Health Plan
Far South Community Development Corporation	Roseland Culture and Arts Plan
Forest Preserve District of DuPage County	Feasibility Study – West Branch DuPage River Trail
Forest Preserve District of Will County	Will County Bikeway Plan
Fox River Study Group	Community Specific Plans
Kane County	Health Chapter – Comprehensive Plan; Health Impact Assessment – Priority Transit Network
Lake County	Robert McClory Bike Path Greenway Corridor Enhancement Plan
Mary Ann Kaufman	Future Landscapes for Achievable Planning
McHenry County	Agricultural Resource Guide
McHenry County Convention and Visitors Bureau	Wayfinding Signage Master Plan
Northwest Municipal Conference	Bike Share Feasibility Study
Rogers Park Business Alliance	Clark Street Corridor; Sheridan Road Streetscape and Parking Plan
South Loop Neighbors and Greater South Loop Association	Pre-development Support
South Shore Planning and Preservation Coalition	South Shore Visioning Plan; Marketing Strategy
South Suburban Mayors and Managers Association	Chicago Road Corridor Plan; Comprehensive Retail Development Strategy; Tax Impact Assessment
Sustainable Englewood Initiatives	Englewood Line
Village of Bull Valley	Green Infrastructure and Commercial Development Plan; Strategic Action Plan
Village of Calumet Park	Comprehensive Plan; Zoning Code Update (a Planning Priorities Report is recommended)
Village of Cary	Zoning Ordinance Update

Sponsor	Project
Village of Clarendon Hills	Southside Comprehensive Plan
Village of Fox Lake	Development Review Process and Zoning Code Update; Parks and Recreation Master Plan (a Planning Priorities Report is recommended)
Village of Glen Ellyn	Zoning Code Update
Village of Grayslake	Bicycle and Pedestrian Plan
Village of Gurnee	Comprehensive Plan
Village of Lake Zurich	Comprehensive Plan
Village of Lakemoor	Town Center Plan
Village of Lemont	State Street Corridor Plan; Subarea Plans; Water Supply Plan (Analysis of Development Review Process is recommended)
Village of Matteson	Comprehensive Plan; Zoning Ordinance Update
Village of Mokena	Comprehensive Traffic and Transportation Plan
Village of Montgomery	Comprehensive Plan Implementation / Zoning
Village of Niles	Comprehensive Arts and Culture Plan
Village of Northbrook	Bicycle and Pedestrian Plan
Village of Oak Park	Zoning Update
Village of Oakwood Hills	Comprehensive Plan and Zoning Revisions
Village of Olympia Fields	Zoning Ordinance Update
Village of Palos Park	Zoning Code Update
Village of Richmond	Comprehensive Plan
Village of Richton Park	Comprehensive Stormwater Management Plan; Richton Park and Matteson Fire Service Consolidation Plan (a CIP is recommended)
Village of Riverdale	Zoning Code Update
Village of Sauk Village	Comprehensive Plan
Village of Schaumburg	Comprehensive Plan Update; Green Action Plan Update
Village of South Chicago Heights	Zoning Update
Village of South Holland	Interstate Zoning District (a Comprehensive Plan is recommended)
Village of Steger	Comprehensive Plan (a Planning Priorities Report is recommended)
Village of Wayne	Zoning Update
Village of Willowbrook	Subarea Comprehensive Plan
Village of Winfield	Zoning Code Update
Will County	Local Food Plan
Woodlawn Consortium	Broadband Study

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