

Connecting Cook County

2040 Long Range Transportation Plan

CMAP Freight Committee
November 17, 2014



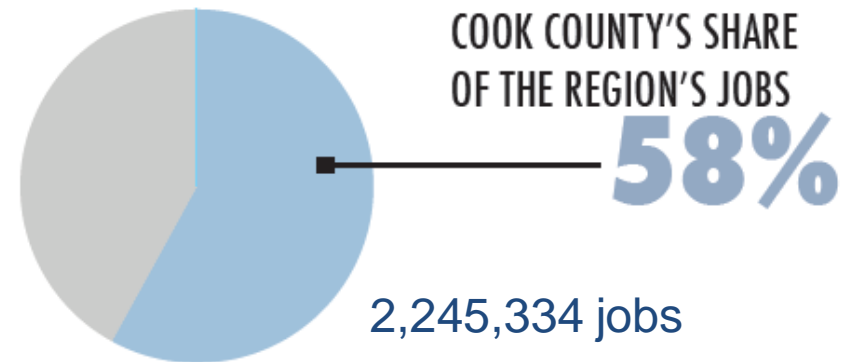
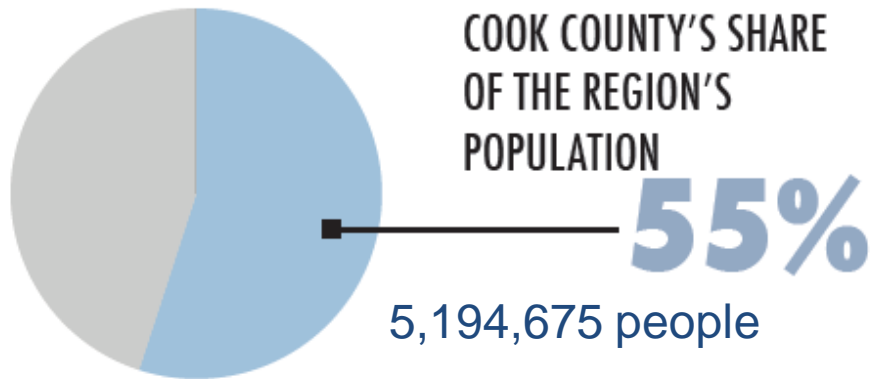
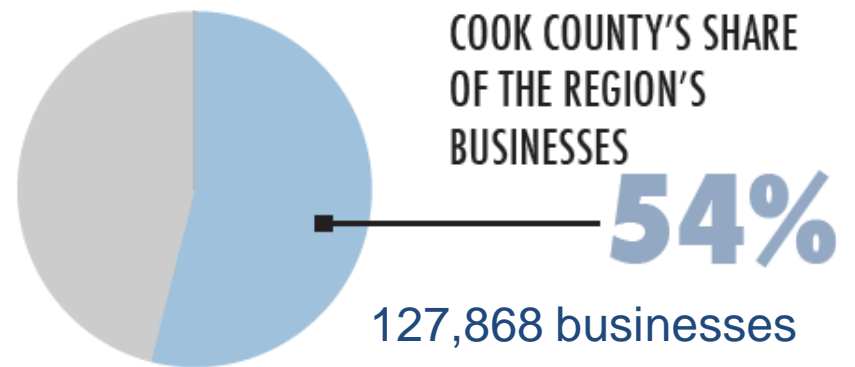
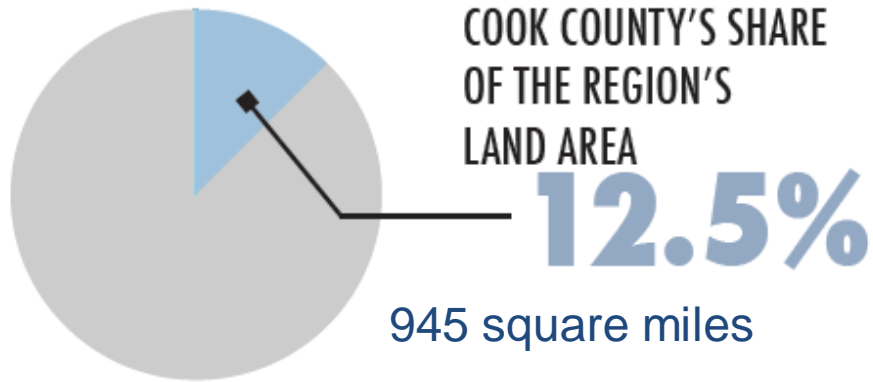
Honorable Toni Preckwinkle, President
Cook County Board of Commissioners



Meeting Agenda

- Welcome and Project Background
- Why Embark on this Plan?
- Strategic Direction
 - Vision statement
 - Draft goals and objectives
- Scenario Development

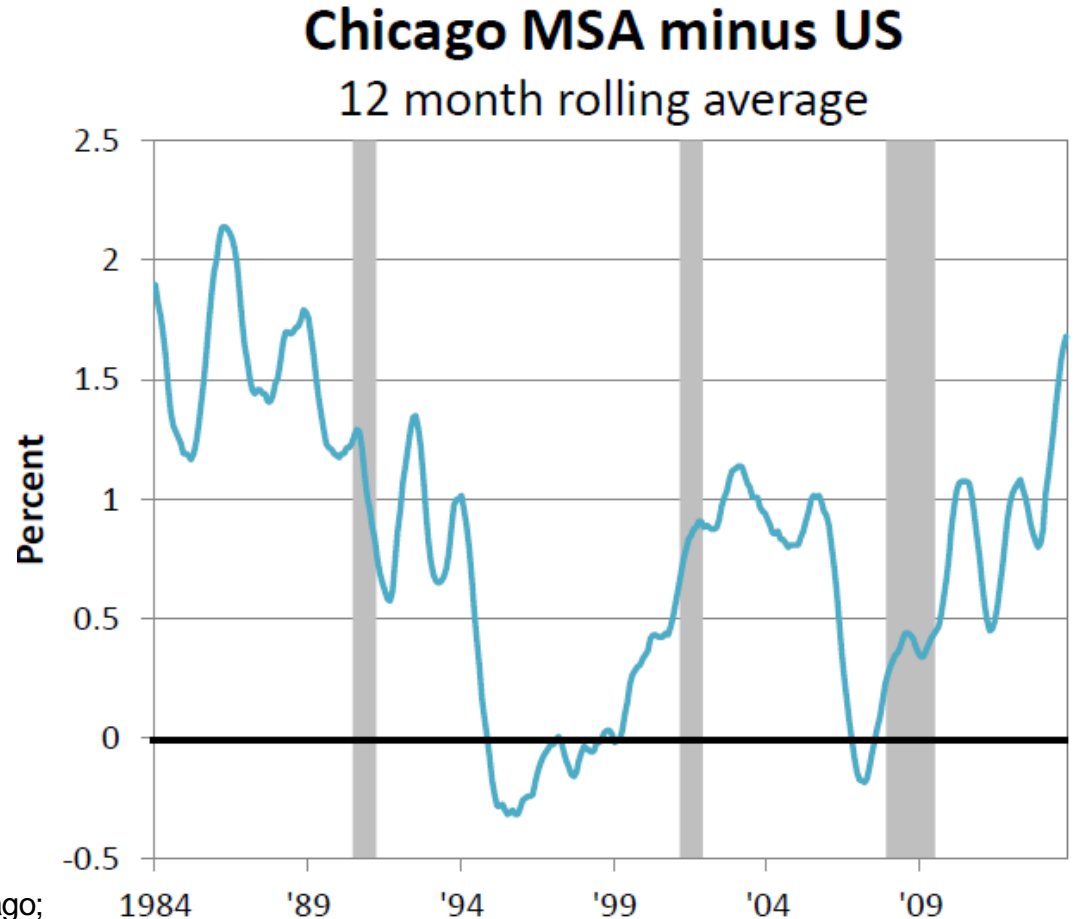
Why Embark on this Plan?



SOURCE: Partnering for Prosperity

Economic Performance: Unemployment Rate

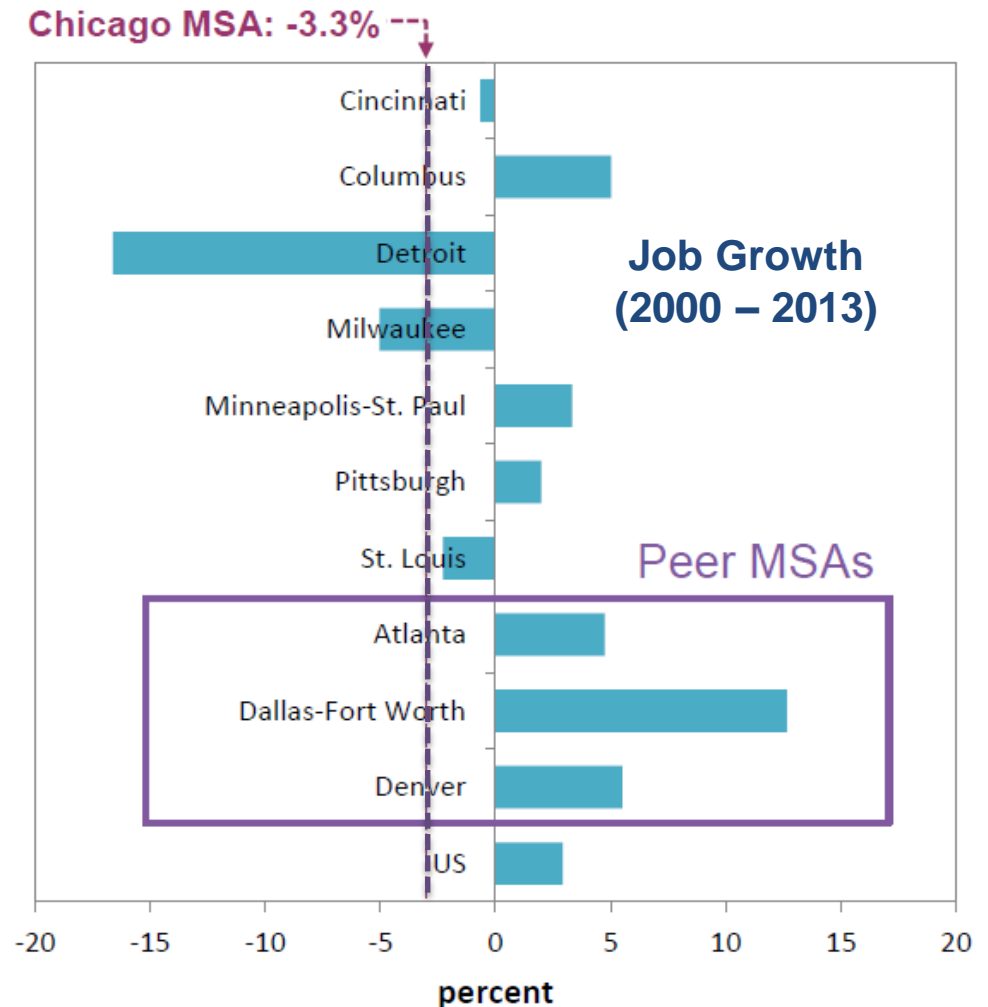
- The Chicago metropolitan area has lagged the U.S. since the late 1990s
- **And it is falling further behind during the current U.S. recovery**



SOURCE: Bill Testa, Federal Reserve Bank of Chicago;
Growing our Regional Economy, December 12, 2013.

Economic Performance: Job Growth

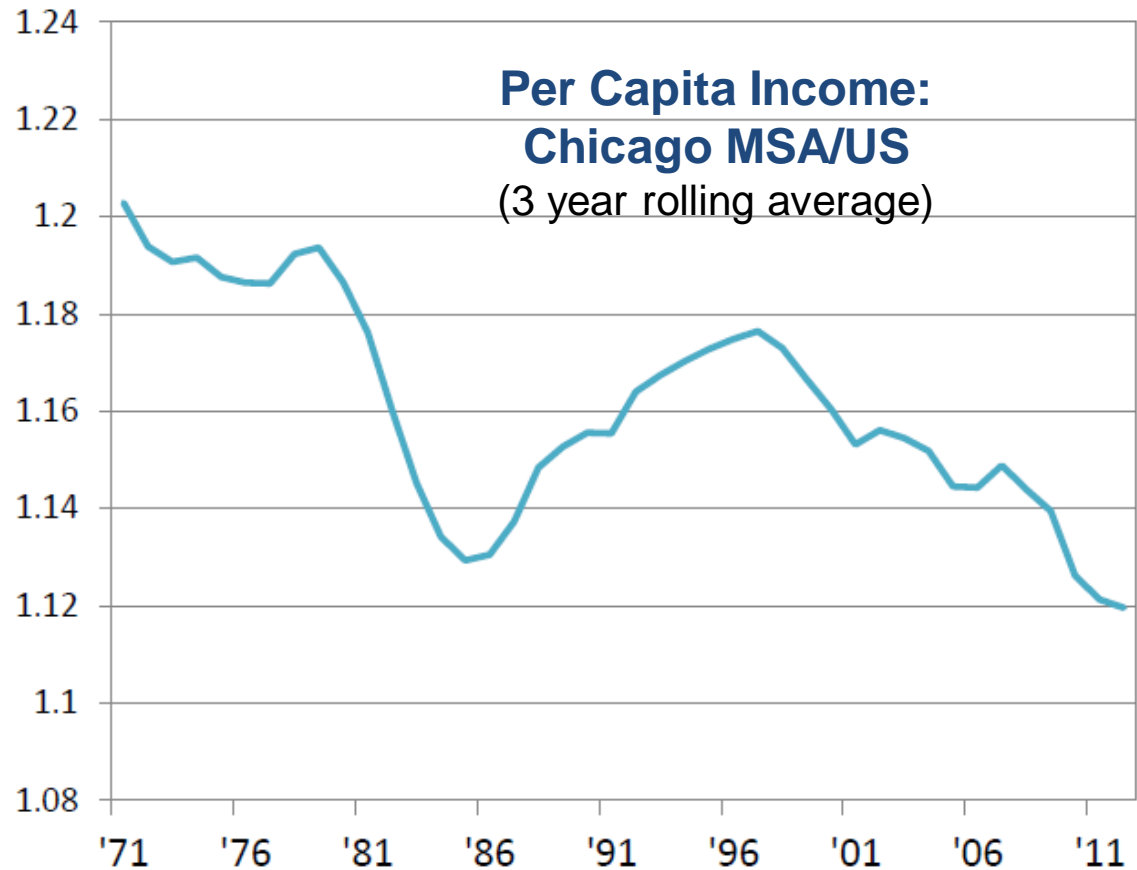
- The region's performance versus other Midwest MSAs is not great either...
- ...even while metro area growth has been slipping among peer MSAs in other regions



SOURCE: Bill Testa, Federal Reserve Bank of Chicago;
Growing our Regional Economy, December 12, 2013.

Economic Performance: Per Capita Income

- Per capita incomes have been sliding versus the nation
- Stimulates job and business growth
- Creates stronger communities
- Improves quality of life



SOURCE: Bill Testa, Federal Reserve Bank of Chicago;
Growing our Regional Economy, December 12, 2013.

Vision Statement

Commerce



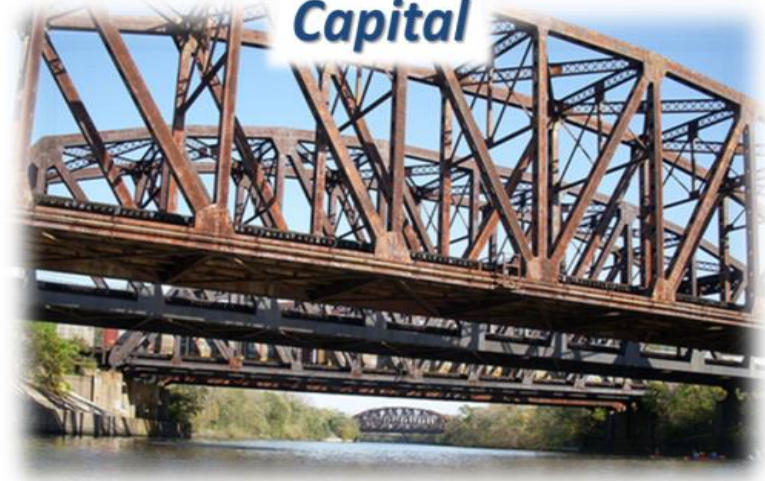
Collaboration



Communities



Capital



Goal: Economic Opportunity

- Invest in transportation improvements that support the economic vitality of the County by fostering local and regional competitiveness and sustained productivity.



Goal: Accessibility and Reliability

- Increase the integration, connectivity and reliability of the transportation system by developing a comprehensive multimodal system that expands mobility options for all transportation users.



Goal: Safety

- Provide a safer transportation system that balances the travel needs of all users, including the general public and area businesses and industries.



Goal: Land Use

- Create a built environment that promotes healthy, sustainable communities through coordinated land use and transportation policies.



Metra Station in Downtown Arlington Heights
Source: Village of Arlington Heights



Village Green and Train Station
Source: Village of Arlington Heights and Calder Latour

Goal: Environmental Stewardship

- Promote a sustainable future through a transportation system that protects, enhances and provides connections to natural, cultural, and historic resources.



Goal: Implementation

- Advance a plan that preserves, maintains, and strategically operates existing transportation assets while investing in the expansion and diversification of critical transportation services and infrastructure.



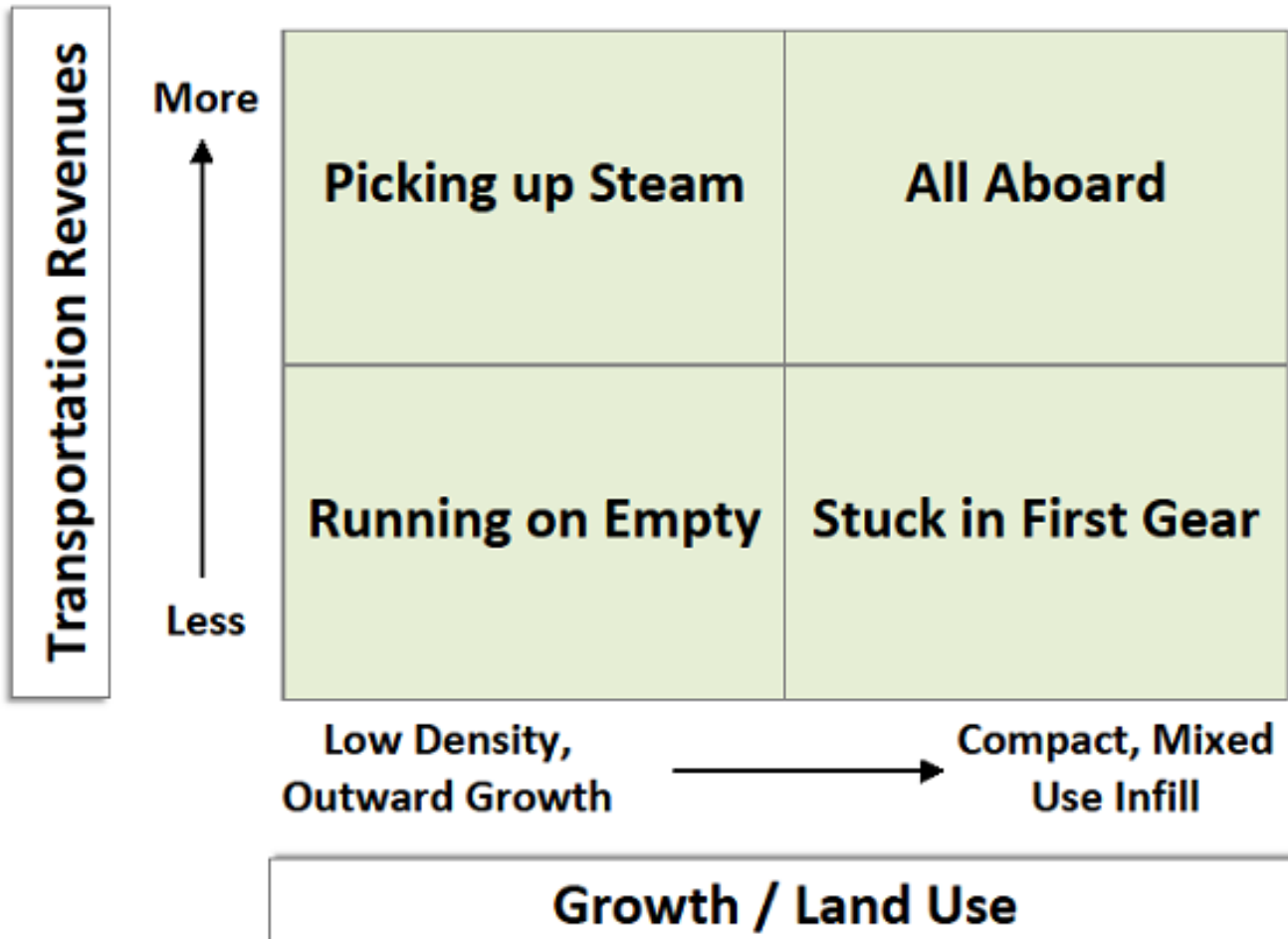
Overview of Scenarios

	CAPITAL	COMMERCE	COMMUNITIES	COLLABORATION
RUNNING ON EMPTY	<p>MFT Diversions and 55/45 split continue</p> <p>Resources for transportation declines</p> <p>Transportation system deteriorates</p>	<p>Congestion worsens</p> <p>Region falls further behind its peers</p> <p>Fails to capture transportation, logistics & manufacturing expansion</p> <p>Falls far short of job creation forecast</p>	<p>Low density growth bypasses Cook County</p> <p>Car ownership an economic hardship but viable alternatives don't exist</p> <p>Community livability declines</p> <p>Population grows much more slowly than expected</p>	<p>Local governments act unilaterally and in their own self interest</p> <p>Missed opportunities</p>
STUCK IN FIRST GEAR	<p>Cook County aggressively pursues USDOT, USEDA, IDOT and DCEO competitive infrastructure grants to incrementally improve transportation finances</p>	<p>Manufacturers choose to locate elsewhere</p> <p>Region loses market share in Transportation/Distribution/Logistics sector</p> <p>Jobs still concentrated in CBD and O'Hare but West Cook suffers losses; few jobs created in the Southland</p>	<p>Population grows at the same slow rate as jobs</p> <p>Increasing fuel prices spur more Transit and Cargo Oriented Development in communities with existing transportation facilities but financing development is difficult</p>	<p>Interjurisdictional cooperation increases with a focus on improved economic and community outcomes</p> <p>Limited County financial participation in regional and municipal projects</p>
PICKING UP STEAM	<p>Dedicating a greater share of existing revenue to transportation permits backlog of SOGR to be addressed:</p> <ul style="list-style-type: none"> • MFT diversions stop • IDOT adopts performance based approach to resource allocation (No more 55/45 split) 	<p>Diverse transportation investments targeted to support businesses in historically underserved areas leads to job creation and business growth</p> <p>Infill Brownfield sites continue to be overlooked for redevelopment</p> <p>South/west Cook economy stabilizes</p>	<p>Poor link between land use, community development and transportation policy</p> <p>Positive return on investment is shortchanged because land use does not support the transportation system</p>	<p>Local and regional governments leverage each others' resources and expertise in pursuit of regionally significant improvements</p>
ALL ABOARD	<p>Significant new revenues for transportation enacted:</p> <ul style="list-style-type: none"> • IL gas tax increased by 8¢/gallon and pegged to inflation • New public transportation revenue • Congestion pricing reduces driving and generates funds for transpo. 	<p>Transportation, Manufacturing and Logistics sectors thrive</p> <p>Job creation within walking distance of public transportation prevails</p> <p>Investments are better balanced between modes with emphasis on public and freight transportation</p>	<p>Concerted infill development strategy</p> <p>Strong support for expansions to public and freight transportation</p> <p>Improved employment leads to higher tax revenues for schools, parks, and facilities</p>	<p>Notable levels of interjurisdictional cooperation, model for other metropolitan regions</p> <p>Policy focuses on collectively getting more out of existing infrastructure</p> <p>L RTP's economic impacts & need for new revenues broadly understood</p>

Overview of Investment Scenarios



L RTP Alternative Scenarios





Running on Empty

- **Transportation:** Preservation of existing infrastructure and services
- **Funding/Spending:** No new funding – transportation spending is very low
- **Land Use/Development:** Weak infill /reuse policies, no link between transportation spending and policy environment
- **Implications:** Current funding struggles to maintain the existing assets, and growth occurs at the urban fringe
- **Economic Impacts:** Economic vitality in the County stagnates or declines, moving elsewhere in the region



Stuck in First Gear

- **Transportation:** Small number of strategic projects targeted to economic development priorities
- **Funding/Spending:** Minor new revenue secured from existing sources
- **Land Use/Development:** Greater intergovernmental cooperation; more compact, mixed use, infill development
- **Implications:** Only enough new investment for highest priority areas
- **Economic Impacts:** County continues to lose market share in key industries



Picking Up Steam

- **Transportation:** Some new multi-jurisdictional projects
- **Funding/Spending:** More revenue from existing sources is directed to transportation projects
- **Land Use/Development:** Poor link between land use and transportation policies
- **Implications:** New investment focuses on a more diverse transportation improvements that leverage governmental resources at all levels
- **Economic Impacts:** County's economy and communities improve but at a lower rate than expected



All Aboard

- **Transportation:** Aggressive modernization and system expansion across all forms of transportation
- **Funding/Spending:** Significant new federal, state and local tax revenues are enacted
- **Land Use/Development:** Support for infill development and transit/cargo oriented development
- **Implications:** Freight and public transportation networks vastly improved
- **Economic Impacts:** County is competitive nationally and in the region

Phase 2 Public / Stakeholder Outreach

Website

www.connectingcookcounty.org

MetroQuest

Running On Empty Scenario Data:

Category	Value
Metra Rail Service	Less Emphasis
Smart Mobility	More Emphasis
Land Use Planning	More Emphasis
Low Cost Investment	More Emphasis
CTA Rail Service	Less Emphasis
Other Priorities:	
CTA Bus Service	Less Emphasis
Economic Development	Less Emphasis
Roadway Capacity	Less Emphasis
Operational Improvements	More Emphasis
Freight Access/Connections	Less Emphasis
Environmental Protection	More Emphasis
Pace Bus Service	Less Emphasis
Bikeway Facilities	More Emphasis
Existing Streets	More Emphasis

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MetroQuest – Kiosk Locations



Phase 2 – Month 3

- Chicago Public Library-West Chicago, 4856 W. Chicago, Chicago
- Harold Washington Library, 400 S. State, Chicago
- Wright College, 4300 N. Narragansett, Chicago
- Winnetka-Northfield Library, 768 Oak Street, Winnetka
- Stroger Hospital, 1969 W. Ogden, Chicago
- Lemont Public Library, 50 E. Wend Street, Lemont

L RTP Open Houses



Tuesday, Dec. 2 • 4-7pm
Franklin Park Police Station – Community Room
9451 W. Belmont
Franklin Park, IL 60131

Wednesday, Dec. 3 • 4-7pm
Northbrook Village Hall – Board Room
1225 Cedar Lane
Northbrook, IL 60062

Thursday, Dec. 4 • 4-7pm
Chaddick Institute (DePaul University)
14 E. Jackson – Dublin Room, 16th floor
Chicago, IL 60604



Tuesday, Dec. 9 • 4-7pm
Orland Park Civic Center
14750 Ravinia Avenue
Orland Park, IL 60462

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**Honorable Toni Preckwinkle, President
Cook County Board of Commissioners**

**John Yonan, P.E., Superintendent
Dept. of Transportation and Highways**