Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

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www.cmap.illinois.gov

Transportation Committee

Agenda
Friday March 6, 2015,
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—January 16, 2015

4.0 Coordinating Committee Reports

The Local Coordinating Committee met on February 11, 2015. A report on the meeting will be given by the Transportation Committee's representative.

5.0 FFY 14-19 Transportation Improvement Program

5.1 FFY 14-19 TIP Amendments and Administrative Modifications

TIP revisions that exceed financial amendment thresholds have been requested. Revisions include line items that have been awarded, moved, or deleted. The TIP amendments and modifications are attached.

ACTION REQUESTED**:** Approval of TIP amendments

5.2 Semi-Annual GO TO 2040/TIP Conformity and TIP Amendment

The semi-annual GO TO 2040/TIP conformity analysis and TIP amendment has been subject to a 30-day public comment period which ended February 16, 2015. No comments on the analysis or amendment were received.

ACTION REQUESTED Recommendation of the semi-annual GO TO 2040/TIP conformity analysis & TIP amendment for approval to the Regional Coordinating Committee and MPO Policy Committee

5.3 Period of Performance for FHWA Authorizations

New requirements of 2 CFR 200 Super Circular require Period of Performance timeframes for federally funded projects. An update will be given.

ACTION REQUESTED: Information

6.0 Local Technical Assistance (LTA) Program: Des Plaines River Corridor Plan

A corridor plan that improves access to and enhances the transportation and recreational value of the Des Plaines River Corridor in northern Cook County has been coordinated by the LTA and developed by the staff of the Northwest Municipal Conference, Houseal Lavigne Associates, Active Transportation Alliance, and various communities. An overview of the plan will be presented.
ACTION REQUESTED: Information

7.0 Federal Legislative Agenda

Using GO TO 2040 as a guide, staff developed a set of principles to inform federal legislators and other national policy makers about CMAP's positions on national policy issues. The agenda focuses on principles that will help to guide CMAP's support or opposition to specific pieces of legislation over the course of the federal legislative calendar. The CMAP Board approved this federal agenda at their February meeting.
ACTION REQUESTED: Information

8.0 State Legislative Update

A legislative update will be presented to the committee.
ACTION REQUESTED: Information

9.0 Status of Local Technical Assistance Program

The updated status report on the LTA program is attached.
ACTION REQUESTED: Information

10.0 Other Business

11.0 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.

12.0 Next meeting – April 17, 2015

13.0 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

January 16, 2015

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, Michael Bolton – Pace, Bruce Carmitchel – IDOT OP&P, John Donovan – FHWA, Alicia Hanlon – Will County, Jessica Hector-Hsu – RTA, Scott Hennings – McHenry County, Emily Karry – Lake County, Vice Chair Sis Killen – Cook County, David Kralik – Metra, Aimee Lee – Illinois Tollway, Holly Ostdick – CMAP, Mayor Leon Rockingham – Council of Mayors, David Seglin – CDOT, Peter Skosey – MPC, Kyle Smith-CNT, Chris Snyder – DuPage County, Mike Sullivan - Kane County
Absent:	John Fortmann – IDOT District One, Robert Hann – Private Providers, Adrian Guerrero – Class 1 Railroads, Randy Neufeld – Bicycle and Pedestrian Task Force, Mike Rogers – IEPA, Steve Schlickman – Academic & Research, Joe Schofer – Academic & Research, Steve Strains – NIRPC, Ken Yunker – SEWRPC
Others Present:	Mike Albin, Garland Armstrong, Heather Armstrong, Len Cannata, Bruce Christensen, Janell Jensen, Mike Klemens, Christina Kupkowski, Sharon Lowhim, Ashley Lucas, Kirsten Mellem, Brian Plum, Sagar Sonar, Tom VanderWoude, Mike Walczak, Tammy Wierciak, Barbara Zubek
Staff Present:	Randy Blankenhorn, Patricia Berry, Claire Bozic, Teri Dixon, Kama Dobbs, Dolores Dowdle, Jesse Elam, Tom Garritano, Leroy Kos, Tom Murtha, Ross Patronsky, Liz Schuh, Gordon Smith, Joe Szabo.

1.0 Call to Order and Introductions

Committee Chair Michael Connelly called the meeting to order at 9:32 a.m.

2.0 Agenda Changes and Announcements

Mr. Connelly introduced CMAP Senior Fellow Joe Szabo and welcomed him to CMAP. The committee congratulated Mr. Blankenhorn on his appointment to the position of Secretary of the Illinois Department of Transportation. Further discussion occurred under item 10.0.

3.0 Approval of Minutes – November 14, 2014

A motion to approve the minutes of the November 14, 2014 meeting, as presented, was made by Mayor Rockingham, seconded by Mr. Carmitchel, carried.

4.0 Coordinating Committee Reports

Mr. Connelly reported that the Regional Coordinating Committee met on January 14 and recommended approval of the ITS Architecture to the CMAP Board. The committee also received updates on Cook County's Long Range Transportation Plan development, CMAP's Economic Development report and CMAP's State Legislative agenda. He noted that the Local Coordinating Committee will meet on February 11, 2015.

5.0 FFY 2014-19 TIP Amendments and Administrative Modifications

5.1 FFY 2014-19 TIP Amendments and Administrative Modifications

Mr. Kos reported that TIP revisions that exceed financial amendment thresholds have been requested and administrative modifications including line items that have been awarded, moved, or deleted were provided for the committee's information. Mr. Seglin made a motion, seconded by Mr. Kralik, to approve the FFY 2014-19 TIP Amendments. The motion carried.

5.2 Semi-Annual GO TO 2040/TIP Conformity Analysis and TIP Amendment

Mr. Kos reported that the semi-annual conformity analysis and TIP Amendment has been prepared. He reviewed the amendments and requested that the committee release it for 30 days of public comment. Ms. Hanlon made a motion, seconded by Ms. Killen, to release the semi-annual GO TO 2040/TIP conformity analysis and TIP amendment for public comment from January 16 to February 16, 2015. The motion carried.

6.0 Unified Work Program (UWP)

Ms. Dowdle reported that a call for projects for the SFY 2016 UWP was made this month and reviewed the program development process and schedule. In response to questions from Ms. Hanlon and Mr. Snyder, Ms. Dowdle stated that the call for projects is communicated through CMAP's committee structure and posted on the CMAP website. She stated staff will review alternatives for the announcement of the call. In response to questions from Mr. Snyder, Ms. Dowdle stated that CMAP anticipates the programming mark for SFY 2016 and the allocation of funds for core and competitive proposals to be similar to the current year and that IDOT would be providing the mark later this month.

7.0 Mobility Data Visualizations

Mr. Garritano provided an overview and demonstration of the mobility data visualizations site that will be launched on January 26. In response to a question from Mr. Seglin, Mr. Garritano stated members interested in testing the site prior to the launch can be provided login credentials. In response to a question from Mr. Snyder, Mr. Garritano stated that the most recent data available for each category was used and that all sources are documented on a single page, with links to data. In response to a question from Mr. Bolton, Mr. Murtha stated that transit access for both rail and bus in the suburbs was included in the data. In response to a question from Mr. Bolton, Mr. Garritano noted that the site was developed to meet accessibility standards to the maximum extent possible, given the way the data is graphically displayed. Mr. Snyder noted that the use of the term "structurally deficient" always raises questions. Mr. Garritano stated that CMAP wanted to use the standard industry term, but recognized that the term could cause concern. To address this concern a thorough explanation of the definition of "structurally deficient" has been included in the text regarding bridge condition. Mr. Seglin noted there is some value in the use of the term to balance the understanding that while not unsafe, our infrastructure is in crisis. In response to comments from Mr. Snyder and Ms. Killen, Mr. Garritano requested that members provide contact information for their agencies' communications and media relations staff so a consistent regional message is communicated to the media. Ms. Hanlon suggested showing the entire regional rail network in the background of the CREATE pages may be beneficial. Mr. Garritano thanked all for their comments and said he welcomed further input.

8.0 State Legislative Principles and Agenda 2015

Mr. Gordon Smith reported that on January 14 the CMAP Board approved the State Legislative Principles and Agenda documents. He reviewed the six areas that CMAP will be focusing on and reviewed key issues within those areas. In response to a question from Mr. Skosey, Mr. Smith stated that there is not current pending legislation related to any of these issues and that CMAP expects FUND 2040 to be part of broader legislative proposals. Mr. Seglin suggested convening a group of interested parties to share information on the agenda and legislative principles. In response to a question from Ms. Hanlon, Mr. Smith noted that to date there has been limited success in recruiting members of the business community, and positive responses from civic and labor communities to spearhead FUND 2040 and that CMAP is reassessing how to advance the effort given the departure of the executive director, Mr. Blankenhorn, who has been the face of the effort. Mr. Bolton noted a concern that even if the motor fuel tax is raised, the number of alternative fuel vehicles, both personal and fleet vehicles, is increasing and the insurance industry may be able to provide mileage data for those vehicles so they could pay a fair share. He also noted that when discussing public private partnership (P3) projects, CMAP should keep in mind that P3 is used not just for transportation related infrastructure. Mr. Smith stated that CMAP has always supported user fees. He reported that the General Assembly has passed legislation to create a task force to identify alternative funding

sources and CMAP would like to be a part of that task force. Mr. Skosey stated that MPC is working with the General Assembly on value capture for transit and has begun developing a public message effort to be called "Accelerate Illinois" to communicate the public desire for infrastructure investments to the General Assembly. He also noted that MPC recently looked at vehicle registration data and that only about 15,000 alternative fuel vehicles are registered in the state at this time there is not a big revenue issue related to these vehicles not paying motor fuel tax. Mr. Smith concluded by stating that CMAP would convene a meeting to discuss and share the agenda and legislative principles. He also encouraged members to contact CMAP staff for support or assistance on issues that they are working through the General Assembly.

9.0 Status of Local Technical Assistance Program and the Major Capital Projects

Mr. Connelly noted that updated status reports provided with the meeting materials.

10.0 Other Business

Mr. Seglin reported that at the recent National Association of City Transportation Officials (NACTO) and TRB annual meeting there was significant discussion about driverless vehicles. California and Nevada have already enacted legislation related to these vehicles and at some point the issue will emerge here. NACTO is concerned about how this technology will impact the use of public ways; for example, rather than paying for parking while shopping, consumers may just send their car driving in endless circles around the block. He stated that the region should initiate discussions about it. Mr. Bolton said that Pace has been looking at driverless cars as an option for the first or last mile connection for suburban transit to penetrate subdivisions bringing people to and from the edges where bus operations are more frequent and practical.

Mr. Skosey reaffirmed that he is happy that Mr. Blankenhorn has been selected as the next Secretary of the Illinois Department of Transportation and thanked Randy for being willing to take on that role.

Mr. Carmitchel stated he is thrilled as well and the reaction within the ranks of IDOT staff has been positive.

Mr. Blankenhorn thanked these gentlemen and the committee for their support and stated that he has accepted the position with mixed emotions. He stated that he is proud of CMAP's success and that the staff and partners are responsible for that success. He stated he looks forward to working with everyone in his new role and looks forward to increased coordination between CMAP and IDOT.

11.0 Public Comment

Garland Armstrong inquired about the timeline for completion of the Bellwood grade separation. Mr. Kralik stated he will provide that information to Mr. Armstrong.

Heather Armstrong stated that she enjoyed the conversation regarding driverless cars and noted that they would help people with disabilities, particularly the visually impaired, get around to destinations without transit service.

12.0 Next Meeting

The next meeting of the Transportation Committee is scheduled for March 6, 2015.

13.0 Adjournment

A motion to adjourn at 10:23 a.m., made by Mr. Snyder, seconded by Mayor Rockingham, carried.

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MEMORANDUM

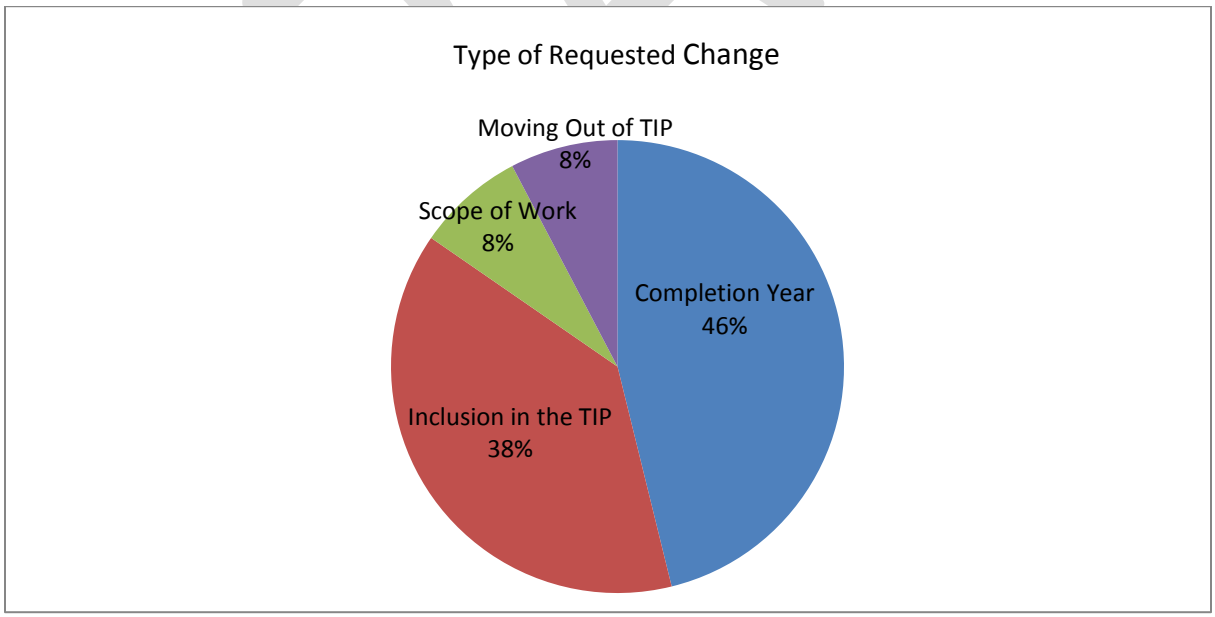
To: **CMAP Transportation Committee**

Date: **January 9, 2015**

From: **CMAP Staff**

Re: **GO TO 2040/TIP Conformity Analysis & TIP Amendments**

In accordance with the biannual conformity analysis policy CMAP staff asked programmers to submit changes, additions, or deletions to non-exempt projects for inclusion in the regional air quality analysis of the Transportation Improvement Program (TIP) and GO TO 2040. Of the changes requested, thirteen (13) projects require air quality conformity analysis. Below is a summary of the types of requested changes.



If the TIP amendments are approved, five new non-exempt projects will be included in the TIP. These types of projects are included in the conformity analysis because funding for phases beyond preliminary engineering has been identified in the TIP. Non-exempt and exempt tested projects with only preliminary engineering funding are exempt from conformity analysis.
The new projects are:

- TIP ID 07-96-0013: Extending Joe Orr Rd from Burnham to the Indiana/Illinois state line.
- TIP ID 09-00-0033: Extending Bliss/Fabyan Rd.
- TIP ID 09-99-0102: Building the La Fox Rd Bypass.
- TIP ID 12-00-0035: A new bridge over the DesPlaines River and roadway alignment of the Caton-Bruce corridor from west of US 30 to IL 7 159th St.
- TIP ID 12-15-0002: Adding lanes to Bell Rd from 131st St to IL 7 159th St, while omitting the intersections of 151st St and 143rd St.

A request to remove all funding from the active years of the TIP for one project was received. This project will no longer be included in the conformity determination.
The project being removed from the conformity determination is:

- TIP ID 08-95-0024: Adding lanes on IL 83 from 31st St to I-55.

Scope changes have been requested for one existing project. The scope of a project is determined by the work types associated with the project.

- Non-exempt work types may affect air quality and must be tested for conformity. Examples of non-exempt work types are adding lanes to a road, an interchange expansion, signal timing and the major expansion of bus route service.
- Exempt tested work types do not require an air quality conformity analysis, but the region has chosen to include the impacts of projects including these work types in the travel demand model. Exempt tested projects include new commuter parking lots, rolling stock replacement, and road reconstruction with lane widening to standard (e.g., 10 feet to 12 feet).
- Exempt work types do not require an air quality conformity analysis. Examples of exempt work types are intersection improvements and rail station modernization.

The project for which a scope change has been requested is:

- TIP ID 10-09-0037: Reconstruction of the interchange at US 41 Skokie Highway and IL 176, including adding an auxiliary lane on the north/south component and an additional lane on IL 176 from IL 43 to the UP North line RR on the east/west portion.

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

- TIP ID 07-11-0004: Grade separation of US 30 Lincoln Highway at Canadian National RR, the sponsor has requested moving the completion year from 2015 to 2017.
- TIP ID 08-00-0010: Adding lanes on IL 56 Butterfield Rd from IL 59 to Naperville Rd, the sponsor has requested moving the completion year from 2014 to 2016.
- TIP ID 08-11-0001: Grade separation of US 34 Ogden Ave at Canadian National RR, the sponsor has requested moving the completion year from 2015 to 2018.
- TIP ID 09-96-0018: Channelization of Stearns Rd at Randall Rd, the sponsor has requested moving the completion year from 2014 to 2017.
- TIP ID 12-06-0041: An extension of 143rd Street from IL 126 to Steiner Road, the sponsor has requested moving the completion year from 2014 to 2017.
- TIP ID 18-11-0046: A new station along the UP North Railroad at Peterson Ave and Ridge Ave, the sponsor has requested moving the completion year from 2015 to 2016.

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Each TIP ID includes a hyperlink to the TIP database for further current project information. Changes being made to the project are shown in the attached report.

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

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

For ozone precursors volatile organic compounds (VOC) and nitrogen oxides (NOx), the resulting emissions inventories estimates fell below the applicable budgets for the maintenance State Implementation Plan (SIP).

Both the annual direct fine particulate ($PM_{2.5}$) and NOx emissions inventories are below the applicable budgets from the attainment SIP.

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

	Fine Particulate Matter		Nitrogen Oxides	
Year	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2015	2,632.51	5,100.00	58,897.75	127,951.00
2025	1,692.33	2,377.00	30,035.72	44,224.00
2030	1,615.67	2,377.00	27,958.80	44,224.00
2040	1,692.64	2,377.00	28,737.14	44,224.00

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

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

	Volatile Organic Compounds		Nitrogen Oxides	
Year	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2015	71.59	117.23	156.28	373.52
2025	48.54	60.13	77.16	150.27
2030	46.99	60.13	71.30	150.27
2040	49.85	60.13	72.99	150.27

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

Notes:

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

Results updated as of December 31, 2014

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Conformity Amendments

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
07-11-0004	IDOT District 1 Division of Highways	Completion Year	$0	$0	$ 0	

US 30 LINCOLN HWY FROM AT CANADIAN NATIONAL RR (N OF SAUK TRAIL RD) (COOK)

Completion Year Before Revision: 2015
Completion Year After Revision: 2017

Project Work Types Before Revision: Highway/Road - Railroad Grade Separation

Project Work Types After Revision: Highway/Road - Railroad Grade Separation

Financial Data Before Revision

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
A	ILL	CONSTRUCTION	14	18980	0	1-77860-0000
A	ILL	CONSTRUCTION	14	18980	0	1-77860-0000
A	ILL	CONSTRUCTION	14	18980	0	1-77860-0000
A	ILL	ENGINEERING-I	10	1000	0	1-77860-0100 (ESTABLISHED)
A	ILL	ENGINEERING-I	10	1000	0	1-77860-0100 (ESTABLISHED)
A	ILL	ENGINEERING-I	11	500	0	1-77860-0110 (ESTABLISHED)
A	ILL	ENGINEERING-I	11	500	0	1-77860-0110 (ESTABLISHED)
A	ILL	ENGINEERING-II	12	3000	0	1-77860-0210 (ESTABLISHED)
A	ILL	ENGINEERING-II	12	3000	0	1-77860-0210 (ESTABLISHED)
A	ILL	ENGINEERING	14	1850	0	1-77860-0300
A	ILL	ENGINEERING	14	1850	0	1-77860-0300
A	ILL	ROW ACQUISITION	13	540	0	1-77860-0511 (ESTABLISHED)
A	ILL	ROW ACQUISITION	13	540	0	1-77860-0511 (ESTABLISHED)
	ILL	ENGINEERING	15	3400	0	1-77860-0310

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
ILL	CONSTRUCTION	14	18980	0	1-77860-0000 (AWARDED)
ILL	ENGINEERING-I	10	1000	0	1-77860-0100 (ESTABLISHED)
ILL	ENGINEERING-I	11	500	0	1-77860-0110 (ESTABLISHED)
ILL	ENGINEERING-II	12	3000	0	1-77860-0210 (ESTABLISHED)
ILL	ENGINEERING	14	1850	0	1-77860-0300 (ESTABLISHED)
ILL	ROW ACQUISITION	13	540	0	1-77860-0511 (ESTABLISHED)
ILL	ENGINEERING	16	3400	0	1-77860-0310

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
07-96-0013	Cook County Dept. of Transportation & Highways	Not Exempt project moved into the TIP	$0	$530	$ 530	

Before Revision: FAU 1631 JOE ORR RD MAIN ST EXTENSION FROM BURNHAM AVE (COOK) TO SHEFFIELD/COLUMBIA AVE (COOK)

After Revision: FAU 1631 JOE ORR RD MAIN ST EXTENSION FROM FAU 2943 BURNHAM AVE (COOK/Lynwood) TO IL/IN State Line (COOK/Lynwood)

Completion Year Before Revision: 2020
Completion Year After Revision: 2020

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

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

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
STP-L	CONSTRUCTION	MYB	2042	163	
STP-L	ROW ACQUISITION	MYB	320	256	
STP-L	ENGINEERING-I	MYB	225	180	
STP-L	ENGINEERING-II	MYB	203	143	

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
STP-L	CONSTRUCTION	18	2042	163	
STP-L	ROW ACQUISITION	17	320	224	
STP-L	ENGINEERING-I	MYB	225	180	
STP-L	ENGINEERING-II	17	203	143	

Gray Financial Data Records are for informational purposes only and not included in the TIP.
This public notice of the revisions being made by CMAP's Transportation Improvement Program satisfies the Program of Projects requirement of Title 49, U.S. Code Section 5307 (c) (1) through (7)
CMAP, the Chicago Metropolitan Agency for Planning -- 233 South Wacker Drive, Suite 800, Chicago, IL 60606 312-454-0400 (voice), 312-454-0411 (fax)

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
08-00-0010	IDOT District 1 Division of Highways	Completion Year	$0	$0	$ 0	

IL 56 BUTTERFIELD RD FROM IL 59 (DUPAGE) TO NAPERVILLE RD (DUPAGE)

Completion Year Before Revision: 2014
Completion Year After Revision: 2016

Project Work Types Before Revision:
HIGHWAY/ROAD - ADD LANES
BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS
BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WDTH, OR LANE
BICYCLE FACILITY
MISCELLANEOUS - EXEMPT PROJECTS

Project Work Types After Revision:
HIGHWAY/ROAD - ADD LANES
BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS
BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WDTH, OR LANE
BICYCLE FACILITY
MISCELLANEOUS - EXEMPT PROJECTS

Financial Data Before Revision

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
A	ILL	ENGINEERING	11	1720	0	WINFIELD TO NAPERVILLE; CE; 1-70863-0650 (ESTABLISHED)
A	ILL	ENGINEERING	12	2092	0	WINFIELD TO NAPERVILLE; CE; 1-70863-0660 (ESTABLISHED)
A	ILL	CONSTRUCTION	11	34300		WINFIELD TO NAPERVILLE; 1-70863-0600 (AWARDED)
A	ILL	ENGINEERING	12	1970	0	59 TO WINFIELD; CE; 1-70863-0560 (ESTABLISHED)
A	ILL	ENGINEERING	14	1777	0	59 TO WINFIELD; CE; 1-70863-0550(ESTABLISHED)
A	NHS	CONSTRUCTION	11	33957	27166	59 TO WINFIELD; 1-70863-0500 (AWARDED)
A	ILL	ENGINEERING-II	09	500	0	1-70863-0112 (ESTABLISHED)
A	ILL	ENGINEERING-I	09	500	0	1-70863-0115 (ESTABLISHED)
A	ILL	ROW ACQUISITION	09	4300	0	1-70863-0763 (ESTABLISHED)
A	ILL	ENGINEERING-II	10	200	0	1-70863-0118 (ESTABLISHED)
A	ILL	ENGINEERING-I	09	207	0	1-70863-0117 (ESTABLISHED)
A	CMAQ	CONSTRUCTION	11	987	790	FROM 08-06-0001 FOR BICYCLE FACILITY
A	STP-E	CONSTRUCTION	11	563	450	59 TO WINFIELD; 1-70863-0500 (ITEP) (AWARDED)

Financial Data After Revision

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ILL	ENGINEERING	11	1720	0	WINFIELD TO NAPERVILLE; CE; 1-70863-0650 (ESTABLISHED)
	ILL	ENGINEERING	12	2092	0	WINFIELD TO NAPERVILLE; CE; 1-70863-0660 (ESTABLISHED)
	ILL	CONSTRUCTION	11	34300		WINFIELD TO NAPERVILLE; 1-70863-0600 (AWARDED)
	ILL	ENGINEERING	12	1970	0	59 TO WINFIELD; CE; 1-70863-0560 (ESTABLISHED)
	ILL	ENGINEERING	14	1777	0	59 TO WINFIELD; CE; 1-70863-0550(ESTABLISHED)
	NHS	CONSTRUCTION	11	33957	27166	59 TO WINFIELD; 1-70863-0500 (AWARDED)
	ILL	ENGINEERING-II	09	500	0	1-70863-0112 (ESTABLISHED)
	ILL	ENGINEERING-I	09	500	0	1-70863-0115 (ESTABLISHED)
	ILL	ROW ACQUISITION	09	4300	0	1-70863-0763 (ESTABLISHED)
	ILL	ENGINEERING-II	10	200	0	1-70863-0118 (ESTABLISHED)
	ILL	ENGINEERING-I	09	207	0	1-70863-0117 (ESTABLISHED)
	CMAQ	CONSTRUCTION	11	987	790	FROM 08-06-0001 FOR BICYCLE FACILITY
	STP-E	CONSTRUCTION	11	563	450	59 TO WINFIELD; 1-70863-0500 (ITEP) (AWARDED)
	ILL	ENGINEERING	15	1099		1-70863-0670

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

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
08-11-0001	IDOT District 1 Division of Highways	Completion Year	$0	$0	$ 0	

US 34 OGDEN AVE FROM AT CANADIAN NATIONAL RR (DUPAGE)

Completion Year Before Revision: 2015
Completion Year After Revision: 2018

Project Work Types Before Revision:
Highway/Road - Railroad Grade Separation
MISCELLANEOUS - EXEMPT PROJECTS
BRIDGE/STRUCTURE - NEW
HIGHWAY/ROAD - RECONSTRUCT IN KIND

Project Work Types After Revision:
Highway/Road - Railroad Grade Separation
MISCELLANEOUS - EXEMPT PROJECTS
BRIDGE/STRUCTURE - NEW
HIGHWAY/ROAD - RECONSTRUCT IN KIND

Financial Data Before Revision

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
A	ILL	CONSTRUCTION	14	27220	0	1-77824-0000
A	ILL	ENGINEERING-I	10	1000	0	1-77824-0100 (ESTABLISHED)
A	ILL	ENGINEERING-I	12	1000		1-77824-0110 (ESTABLISHED)
A	ILL	ENGINEERING-II	12	2000	0	1-77824-0210 (ESTABLISHED)
A	ILL	ENGINEERING-II	13	2068	0	1-77824-0220 (ESTABLISHED)
A	ILL	ENGINEERING	14	3000	0	1-77824-0300
A	ILL	ROW ACQUISITION	13	950	0	1-77824-0511 (ESTABLISHED)
A	ILL	CONSTRUCTION	14	940	0	1-77824-1000 / ADVANCE CONTRACT
	ILL	ENGINEERING	15	3150	0	1-77824-0310
A	ILL	CONSTRUCTION	14	1720	0	1-77824-2000 / FABRICATION

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
ILL	CONSTRUCTION	14	27220	0	1-77824-0000 (AWARDED)
ILL	ENGINEERING-I	10	1000	0	1-77824-0100 (ESTABLISHED)
ILL	ENGINEERING-I	12	1000		1-77824-0110 (ESTABLISHED)
ILL	ENGINEERING-II	12	2000	0	1-77824-0210 (ESTABLISHED)
ILL	ENGINEERING-II	13	2068	0	1-77824-0220 (ESTABLISHED)
ILL	ENGINEERING	14	3000	0	1-77824-0300(ESTABLISHED)
ILL	ROW ACQUISITION	13	950	0	1-77824-0511 (ESTABLISHED)
ILL	CONSTRUCTION	14	940	0	1-77824-1000 / ADVANCE CONTRACT (AWARDED)
ILL	ENGINEERING	16	3150	0	1-77824-0310
ILL	CONSTRUCTION	14	1720	0	1-77824-2000 / FABRICATION (AWARDED)

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
08-95-0024	IDOT District 1 Division of Highways	Not Exempt Project Moved out of Tip	$0	$0	$ 0	

IL 83 KINGERY HWY FROM 31ST ST (DUPAGE) TO I- 55 STEVENSON EXPY (S/O) (DUPAGE)

Completion Year Before Revision: 2040
Completion Year After Revision: 2040

Project Work Types Before Revision:
BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS
HIGHWAY/ROAD - ADD LANES
SAFETY - LIGHTING

Project Work Types After Revision:
BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS
HIGHWAY/ROAD - ADD LANES
SAFETY - LIGHTING

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
NHPP	CONSTRUCTION	MYB	40100	32000	1-72964-0100
ILL	ENGINEERING-II	MYB	4000	0	1-72964-0101
ILL	ROW ACQUISITION	MYB	3000	0	1-72964-0102
ILL	ENGINEERING	MYB	4500	0	1-72964-0103
ILL	ENGINEERING-II	15	1750	0	1-72964-1101

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
NHPP	CONSTRUCTION	MYB	40100	32000	1-72964-0100
ILL	ENGINEERING-II	MYB	4000	0	1-72964-0101
ILL	ROW ACQUISITION	MYB	3000	0	1-72964-0102
ILL	ENGINEERING	MYB	4500	0	1-72964-0103
ILL	ENGINEERING-II	MYB	1750	0	1-72964-1101

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
09-00-0033 Kane County Division of Transportation	Not Exempt project moved into the TIP	$0	$0	$ 0	

BLISS RD/FABYAN FROM FABYAN (KANE) TO BLISS RD (KANE)

Completion Year Before Revision: 2017
Completion Year After Revision: 2017

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

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

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
GEN-OP	ENGINEERING-I	14	400	0	
GEN-OP	CONSTRUCTION	MYB	7000	0	
GEN-OP	ENGINEERING-II	MYB	1350	0	
GEN-OP	ROW ACQUISITION	MYB	3500	0	

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
GEN-OP	ENGINEERING-I	14	816	0	
GEN-OP	CONSTRUCTION	MYB	7000	0	
GEN-OP	ENGINEERING-II	16	1350	0	
GEN-OP	ROW ACQUISITION	16	3500	0	

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Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
09-96-0018	Kane County Division of Transportation	Completion Year	$7420	$7420	$ 0	0%

STEARNS ROAD BRIDGE CORRIDOR FROM RANDALL RD (KANE) TO EAST OF DUNHAM RD (KANE)

Completion Year Before Revision: 2014
Completion Year After Revision: 2017
Project Work Types Before Revision: HIGHWAY/ROAD - NEW ROAD BRIDGE/STRUCTURE - NEW
Project Work Types After Revision: HIGHWAY/ROAD - NEW ROAD BRIDGE/STRUCTURE - NEW

Financial Data Before Revision

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
A	DEM	CONSTRUCTION	09	5625	4500	CONTRACT 4 / AWARDED
A	STP-L	CONSTRUCTION	09	3167	2500	CONTRACT 4 / AWARDED
A	STP-E	CONSTRUCTION	09	303	242	CONTRACT 3 / ITEP #102182 / AWARDED
A	CMAQ	CONSTRUCTION	09	2779	2223	CONTRACT 3 / INTERSECTION IMPROVEMENT / AWARDED
A	EQB	CONSTRUCTION	09	10115	8092	CONTRACT 4 / AWARDED
A	ILL	ROW ACQUISITION	14	630	0	AMENDMENT #6
A	ILL	CONSTRUCTION	09	5760	0	CONTRACT 2 / INCLUDES E3 / AWARDED
A	ILL	CONSTRUCTION	09	3104	0	CONTRACT 4 / INCLUDES E3 / AWARDED
A	GEN-OP	CONSTRUCTION	09	3104	0	CONTRACT 4 / INCLUDES E3 / AWARDED
A	GEN-OP	CONSTRUCTION	12	345	0	LANDSCAPING / INCLUDES E3
A	LRA	CONSTRUCTION	09	2707	2707	CONTRACT 3 / AWARDED
A	DEM	CONSTRUCTION	09	552	442	CONTRACT 2 / AWARDED
A	HPP	CONSTRUCTION	09	7048	5635	CONTRACT 2 / INCLUDES E3 / AWARDED
A	ILL	CONSTRUCTION	09	1144	0	CONTRACT 5 / INCLUDES E3 / AWARDED
A	ILL	CONSTRUCTION	09	6514	0	CONTRACT 3 / INCLUDES E3 / AWARDED
A	HPP	CONSTRUCTION	09	11440	9152	CONTRACT 5 / INCLUDES E3 / AWARDED
A	HPP	CONSTRUCTION	09	12054	9643	CONTRACT 3 / INCLUDES E3 / AWARDED
A	GEN-OP	CONSTRUCTION	09	760	0	CONTRACT 2 / INCLUDES E3 / AWARDED
A	GEN-OP	CONSTRUCTION	09	1514	0	CONTRACT 3 / INCLUDES E3 / AWARDED
A	GEN-OP	CONSTRUCTION	09	1144	0	CONTRACT 5 / INCLUDES E3 / AWARDED
A	HPP	ROW ACQUISITION	14	6300	5040	AMENDMENT #6
A	GEN-OP	ROW ACQUISITION	14	630	0	AMENDMENT #6
A	HPP	CONSTRUCTION	09	3654	2924	CONSTRUCTION CORRIDOR MANAGEMENT (E3) / AWARDED
A	ILL	CONSTRUCTION	09	365	0	CONSTRUCTION CORRIDOR MANAGEMENT (E3) / AWARDED
A	GEN-OP	CONSTRUCTION	09	365	0	CONSTRUCTION CORRIDOR MANAGEMENT (E3) / AWARDED
A	HPP	CONSTRUCTION	12	3450	2760	LANDSCAPING / INCLUDES E3
A	ILL	CONSTRUCTION	12	345	0	LANDSCAPING / INCLUDES E3
A	ILL	CONSTRUCTION	12	160	0	CONTRACT 2A - ULTIMATE MCLEAN FEN
A	GEN-OP	CONSTRUCTION	12	160	0	CONTRACT 2A - ULTIMATE MCLEAN FEN
A	HPP	CONSTRUCTION	13	2023	1849	CONTRACT 3A - ULTIMATE IL 25 - DUNHAM ROAD TO N. OF BREWSTER
A	ILL	CONSTRUCTION	13	2116	0	CONTRACT 3A - ULTIMATE IL 25 DUNHAM ROAD TO N. OF BREWSTER
A	GEN-OP	CONSTRUCTION	13	404	0	CONTRACT 3A - ULTIMATE IL 25 DUNHAM ROAD TO N. OF BREWSTER (incl. Railraod)
A	HPP	CONSTRUCTION	12	1602	1282	CONTRACT 2A - ULTIMATE MCLEAN FEN
A	HPP	ENGINEERING-II	10	329	263	CONTRACT 5B - ULTIMATE UMBDENSTOCK OVER CC & P RR - AWARDED
A	ILL	ENGINEERING-II	10	33	0	CONTRACT 5B - ULTIMATE UMBDENSTOCK OVER CC & P RR - AWARDED
A	GEN-OP	ENGINEERING-II	10	33	0	CONTRACT 5B - ULTIMATE UMBDENSTOCK OVER CC & P RR - AWARDED
A	HPP	CONSTRUCTION	12	4184	3347	CONTRACT 5B - ULTIMATE UMBDENSTOCK OVER CC & P RR
A	ILL	CONSTRUCTION	12	418	0	CONTRACT 5B - ULTIMATE UMBDENSTOCK OVER CC & P RR
A	GEN-OP	CONSTRUCTION	12	418	0	CONTRACT 5B - ULTIMATE UMBDENSTOCK OVER CC & P RR
A	HPP	ENGINEERING-II	10	1670	1336	CONTRACT 3A - ULTIMATE IL 25 DUNHAM ROAD TO CC&P - AWARDED
A	GEN-OP	ENGINEERING-II	10	167	0	CONTRACT 3A - ULTIMATE IL 25 DUNHAM ROAD TO CC&P - AWARDED
A	ILL	ENGINEERING-II	10	167	0	CONTRACT 3A - ULTIMATE IL 25 DUNHAM ROAD TO CC&P - AWARDED
A	HPP	CONSTRUCTION	09	9940	7952	CONTRACT 4 / INCLUDES E3 / AWARDED
A	HPP	ENGINEERING-II	10	106	85	LANDSCAPING - AWARDED
A	ILL	ENGINEERING-II	10	11	0	LANDSCAPING - AWARDED
A	GEN-OP	ENGINEERING-II	10	11	0	LANDSCAPING - AWARDED
A	HPP	ENGINEERING-II	10	177	141	CONTRACT 2A - ULTIMATE MCLEAN FEN - AWARDED
A	ILL	ENGINEERING-II	10	18	0	CONTRACT 2A - ULTIMATE MCLEAN FEN - AWARDED
A	GEN-OP	ENGINEERING-II	10	18	0	CONTRACT 2A - ULTIMATE MCLEAN FEN - AWARDED
	HPP	ENGINEERING-II	15	200	180	CONTRACT 5A - ULTIMATE STEARNS AT RANDALL
	HPP	ROW ACQUISITION	15	320	256	
	HPP	CONSTRUCTION	17	2180	1944	INCLUDES E3 - CONTRACT 5A - ULTIMATE STEARNS AT RANDALL
A	STP-R	CONSTRUCTION	13	10115	8092	CONTRACT 3A - ULTIMATE IL 25 - DUNHAM ROAD TO N. OF BREWSTER
A	ILL	CONSTRUCTION	13	824	0	CONTRACT 3A - ULTIMATE IL 25 DUNHAM ROAD TO N. OF BREWSTER (Railroad)
A	ILL	CONSTRUCTION	13	449	0	CONTRACT 3A - ULTIMATE IL 25 DUNHAM ROAD TO N. OF BREWSTER (Utility)

Financial Data After Revision

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment

HPP	CONSTRUCTION	09	9940	7952	CONTRACT 4 / INCLUDES E3 / AWARDED
DEM	CONSTRUCTION	09	5625	4500	CONTRACT 4 / AWARDED
STP-L	CONSTRUCTION	09	3167	2500	CONTRACT 4 / AWARDED
STP-E	CONSTRUCTION	09	303	242	CONTRACT 3 / ITEP #102182 / AWARDED
CMAQ	CONSTRUCTION	09	2779	2223	CONTRACT 3 / INTERSECTION IMPROVEMENT / AWARDED
EQB	CONSTRUCTION	09	10115	8092	CONTRACT 4 / AWARDED
ILL	ROW ACQUISITION	14	630	0	AMENDMENT #6
ILL	CONSTRUCTION	09	5760	0	CONTRACT 2 / INCLUDES E3 / AWARDED
ILL	CONSTRUCTION	09	3104	0	CONTRACT 4 / INCLUDES E3 / AWARDED
GEN-OP	CONSTRUCTION	09	3104	0	CONTRACT 4 / INCLUDES E3 / AWARDED
GEN-OP	CONSTRUCTION	12	345	0	LANDSCAPING / INCLUDES E3
LRA	CONSTRUCTION	09	2707	2707	CONTRACT 3 / AWARDED
DEM	CONSTRUCTION	09	552	442	CONTRACT 2 / AWARDED
HPP	CONSTRUCTION	09	7048	5635	CONTRACT 2 / INCLUDES E3 / AWARDED
ILL	CONSTRUCTION	09	1144	0	CONTRACT 5 / INCLUDES E3 / AWARDED
ILL	CONSTRUCTION	09	6514	0	CONTRACT 3 / INCLUDES E3 / AWARDED
HPP	CONSTRUCTION	09	11440	9152	CONTRACT 5 / INCLUDES E3 / AWARDED
HPP	CONSTRUCTION	09	12054	9643	CONTRACT 3 / INCLUDES E3 / AWARDED
GEN-OP	CONSTRUCTION	09	760	0	CONTRACT 2 / INCLUDES E3 / AWARDED
GEN-OP	CONSTRUCTION	09	1514	0	CONTRACT 3 / INCLUDES E3 / AWARDED
GEN-OP	CONSTRUCTION	09	1144	0	CONTRACT 5 / INCLUDES E3 / AWARDED
HPP	ROW ACQUISITION	14	6300	5040	AMENDMENT #6
GEN-OP	ROW ACQUISITION	14	630	0	AMENDMENT #6
HPP	CONSTRUCTION	09	3654	2924	CONSTRUCTION CORRIDOR MANAGEMENT (E3) / AWARDED
ILL	CONSTRUCTION	09	365	0	CONSTRUCTION CORRIDOR MANAGEMENT (E3) / AWARDED
GEN-OP	CONSTRUCTION	09	365	0	CONSTRUCTION CORRIDOR MANAGEMENT (E3) / AWARDED
HPP	CONSTRUCTION	12	3450	2760	LANDSCAPING / INCLUDES E3
ILL	CONSTRUCTION	12	345	0	LANDSCAPING / INCLUDES E3
ILL	CONSTRUCTION	12	160	0	CONTRACT 2A - ULTIMATE MCLEAN FEN
GEN-OP	CONSTRUCTION	12	160	0	CONTRACT 2A - ULTIMATE MCLEAN FEN
HPP	CONSTRUCTION	13	2023	1849	CONTRACT 3A - ULTIMATE IL 25 - DUNHAM ROAD TO N. OF BREWSTER
ILL	CONSTRUCTION	13	2116	0	CONTRACT 3A - ULTIMATE IL 25 DUNHAM ROAD TO N. OF BREWSTER
GEN-OP	CONSTRUCTION	13	404	0	CONTRACT 3A - ULTIMATE IL 25 DUNHAM ROAD TO N. OF BREWSTER (incl. Railraod)
HPP	CONSTRUCTION	12	1602	1282	CONTRACT 2A - ULTIMATE MCLEAN FEN
HPP	ENGINEERING-II	10	329	263	CONTRACT 5B - ULTIMATE UMBDENSTOCK OVER CC & P RR - AWARDED
ILL	ENGINEERING-II	10	33	0	CONTRACT 5B - ULTIMATE UMBDENSTOCK OVER CC & P RR - AWARDED
GEN-OP	ENGINEERING-II	10	33	0	CONTRACT 5B - ULTIMATE UMBDENSTOCK OVER CC & P RR - AWARDED
HPP	CONSTRUCTION	12	4184	3347	CONTRACT 5B - ULTIMATE UMBDENSTOCK OVER CC & P RR
ILL	CONSTRUCTION	12	418	0	CONTRACT 5B - ULTIMATE UMBDENSTOCK OVER CC & P RR
GEN-OP	CONSTRUCTION	12	418	0	CONTRACT 5B - ULTIMATE UMBDENSTOCK OVER CC & P RR
HPP	ENGINEERING-II	10	1670	1336	CONTRACT 3A - ULTIMATE IL 25 DUNHAM ROAD TO CC&P - AWARDED
GEN-OP	ENGINEERING-II	10	167	0	CONTRACT 3A - ULTIMATE IL 25 DUNHAM ROAD TO CC&P - AWARDED
ILL	ENGINEERING-II	10	167	0	CONTRACT 3A - ULTIMATE IL 25 DUNHAM ROAD TO CC&P - AWARDED
HPP	ENGINEERING-II	10	106	85	LANDSCAPING - AWARDED
ILL	ENGINEERING-II	10	11	0	LANDSCAPING - AWARDED
GEN-OP	ENGINEERING-II	10	11	0	LANDSCAPING - AWARDED
HPP	ENGINEERING-II	10	177	141	CONTRACT 2A - ULTIMATE MCLEAN FEN - AWARDED
ILL	ENGINEERING-II	10	18	0	CONTRACT 2A - ULTIMATE MCLEAN FEN - AWARDED
GEN-OP	ENGINEERING-II	10	18	0	CONTRACT 2A - ULTIMATE MCLEAN FEN - AWARDED
HPP	ENGINEERING-II	15	200	180	CONTRACT 5A - ULTIMATE STEARNS AT RANDALL
HPP	ROW ACQUISITION	15	320	256	
HPP	CONSTRUCTION	17	2180	1944	INCLUDES E3 - CONTRACT 5A - ULTIMATE STEARNS AT RANDALL
STP-R	CONSTRUCTION	13	10115	8092	CONTRACT 3A - ULTIMATE IL 25 - DUNHAM ROAD TO N. OF BREWSTER
ILL	CONSTRUCTION	13	824	0	CONTRACT 3A - ULTIMATE IL 25 DUNHAM ROAD TO N. OF BREWSTER (Railroad)
ILL	CONSTRUCTION	13	449	0	CONTRACT 3A - ULTIMATE IL 25 DUNHAM ROAD TO N. OF BREWSTER (Utility)

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
09-99-0102 Kane County Division of Transportation	Not Exempt project moved into the TIP	$0	$0	$ 0	

LA FOX RD BYPASS TO BUNKER RD AT

Completion Year Before Revision: 2017
Completion Year After Revision: 2017
Project Work Types Before Revision: HIGHWAY/ROAD - NEW ROAD
Highway/Road - Railroad Grade Separation
Project Work Types After Revision: HIGHWAY/ROAD - NEW ROAD
Highway/Road - Railroad Grade Separation

Financial Data Before Revision

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	GEN-OP	CONSTRUCTION	MYB	5000	0	3783
	GEN-OP	ROW ACQUISITION	MYB	400	0	
	GEN-OP	ENGINEERING-II	MYB	300	0	
A	GEN-OP	ENGINEERING-I	14	500	0	3783
	ILL	CONSTRUCTION	MYB	6500	0	3783

Financial Data After Revision

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ILL	CONSTRUCTION	MYB	6500	0	3783
	GEN-OP	CONSTRUCTION	MYB	5000	0	3783
	GEN-OP	ROW ACQUISITION	MYB	400	0	
	GEN-OP	ENGINEERING-II	15	667	0	3783

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
10-09-0037 IDOT District 1 Division of Highways	Scope Change	$0	$2960	$ 2960	

Before Revision: US 41 SKOKIE HWY FROM US 176 SCRANTON AVE (LAKE)
After Revision: US 41 Skokie Hwy from Quassey Avenue (N of) (LAKE/Lake Bluff) to IL 176 (0.5 miles S of) (LAKE/Lake Bluff)

Completion Year Before Revision: Unspecified
Completion Year After Revision: 2020
Project Work Types Before Revision: INTERCHANGE - RECONSTRUCTION
Project Work Types After Revision: INTERCHANGE - RECONSTRUCTION
MISCELLANEOUS - EXEMPT PROJECTS
HIGHWAY/ROAD - ADD LANES

Financial Data Before Revision

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ILL	ROW ACQUISITION	MYB	10000	0	1-77548-0511
	ILL	ENGINEERING	MYB	4000	0	1-77548-0300
	ILL	ENGINEERING-II	MYB	3000	0	1-77548-0200
	NHPP	CONSTRUCTION	MYB	30000	24000	1-77548-0000
A	SEC117	ENGINEERING-I	10	787	787	1-77548-0001 (ESTABLISHED)
A	HPP	ENGINEERING-I	10	750	600	1-77548-0100 (ESTABLISHED)
A	SEC117	ENGINEERING-I	13	277	209	1-77548-0011 (ESTABLISHED)

Financial Data After Revision

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	HPP	ENGINEERING-I	10	750	600	1-77548-0100 (ESTABLISHED)
	ILL	ROW ACQUISITION	MYB	10000	0	1-77548-0511
	ILL	ENGINEERING	MYB	4000	0	1-77548-0300
	ILL	ENGINEERING-II	MYB	3000	0	1-77548-0200
	NHPP	CONSTRUCTION	MYB	30000	24000	1-77548-0000
	SEC117	ENGINEERING-I	10	787	787	1-77548-0001 (ESTABLISHED)
	SEC117	ENGINEERING-I	13	277	209	1-77548-0011 (ESTABLISHED)
	NHPP	CONSTRUCTION	18	3700	2960	1-72611-0100
	ILL	ROW ACQUISITION	17	100	0	1-72611-0101

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Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
12-00-0035	Will County Divison of Transportation	Not Exempt Project Moved into Tip	$0	$0	$ 0	

CATON-BRUCE CORRIDOR FROM US 30 (WEST OF) (WILL) TO IL 7 159th Street (WILL)

Completion Year Before Revision: 2040
Completion Year After Revision: 2040

Project Work Types Before Revision:
HIGHWAY/ROAD - ADD LANES
BRIDGE/STRUCTURE - NEW
HIGHWAY/ROAD - CORRIDOR IMPROVEMENT

Project Work Types After Revision:
HIGHWAY/ROAD - ADD LANES
BRIDGE/STRUCTURE - NEW
HIGHWAY/ROAD - CORRIDOR IMPROVEMENT

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
OTH	ENGINEERING-II	16	10500		IL Route 53 to IL Route 171
OTH	ROW ACQUISITION	MYB	80000		
HPP	CONSTRUCTION	MYB	454000	1600	1200930000 CATON BRUCE BRIDGE AT DES PLAINES
OTH	ENGINEERING-II	MYB	12500		

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
MFT-LOC	ENGINEERING-II	16	1000		IL Route 53 to IL Route 171, Bridge over the Des Plaines River Valley
OTH	ROW ACQUISITION	MYB	80000		
HPP	CONSTRUCTION	MYB	454000	1600	1200930000 CATON BRUCE BRIDGE AT DES PLAINES
OTH	ENGINEERING-II	MYB	12500		

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
12-06-0014	Will County Council of Mayors	Completion Year	$0	$0	$ 0	

Before Revision: 143RD ST FROM IL 126 (KENDALL) TO STEINER RD (WILL)
After Revision: 143RD ST from IL 126 (KENDALL/Plainfield) to STEINER RD (WILL/Plainfield)

Completion Year Before Revision: 2014
Completion Year After Revision: 2017

Project Work Types Before Revision:
HIGHWAY/ROAD - EXTEND ROAD
HIGHWAY/ROAD - CURB AND GUTTER

Project Work Types After Revision:
HIGHWAY/ROAD - EXTEND ROAD
HIGHWAY/ROAD - CURB AND GUTTER

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
PRV	IMPLEMENTATION	15	500	0	

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
PRV	IMPLEMENTATION	15	500	0	

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
12-15-0002	Will County Divison of Transportation	New Project		$2000		

CH 16 Bell Rd FROM 131st St (COOK) TO IL 7 159th St (WILL/Homer Glen) Omissions at 151st Street and 143rd Street intersections.

Completion Year: 2020

Project Work Types After Revision:
HIGHWAY/ROAD - ADD LANES
NOISE ATTENUATION
SIGNALS - MODERNIZATION

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
CTEF	CONSTRUCTION	15	7000	0	159th Street to 151st Street
CTEF	ENGINEERING-II	15	700	0	151st St to 143rd St
STP-L	CONSTRUCTION	15	6500	2000	

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
18-11-0046	Metra	Completion Year	$0	$0	$ 0	

Peterson and Ridge Avenues AT (COOK/Chicago)

Completion Year Before Revision: 2015
Completion Year After Revision: 2016

Project Work Types Before Revision: STATION - NEW

Project Work Types After Revision: STATION - NEW

Financial Data Before Revision

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
A	ILL	IMPLEMENTATION	11	10000	0	4486
	ILLT	IMPLEMENTATION	14	5000	0	4486

Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
ILL	IMPLEMENTATION	11	10000	0	4486
ILLT	IMPLEMENTATION	13	5000	0	4486

Gray Financial Data Records are for informational purposes only and not included in the TIP.
This public notice of the revisions being made by CMAP's Transportation Improvement Program satisfies the Program of Projects requirement of
Title 49, U.S. Code Section 5307 (c) (1) through (7)
CMAP, the Chicago Metropolitan Agency for Planning -- 233 South Wacker Drive, Suite 800, Chicago, IL 60606 312-454-0400 (voice), 312-454-0411 (fax)

Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: CMAP Board and Committees

From: CMAP Staff

Date: February 4, 2015

Re: Local Technical Assistance Program Update

The CMAP Board and committees receive regular updates on the projects being undertaken through the Local Technical Assistance (LTA) program, including those receiving staff assistance and grants. To date, 155 local projects have been initiated. Of these, 96 projects have been completed, 49 are fully underway, and 10 will get actively underway in the near future.

Further detail on LTA project status can be found in the attached project status table. Projects that appear in this document for the first time, or that were recently completed, are noted and highlighted in italics.

ACTION REQUESTED: Discussion

Projects Currently Underway

Project	CMAP lead	Timeline	Assistance type	Status and notes
Algonquin-Carpentersville Fox River corridor plan (see website)	Brian Daly	May 2014-Aug. 2015	Staff assistance	Staff has begun the visioning phase of the project and is drafting the recommendations memo. Staff presented the completed Existing Conditions Report to the Steering at a meeting on January 7. A public workshop took place in Carpentersville on January 21.
Arlington Heights bicycle-pedestrian plan (see website)	John O'Neal	May 2014-June 2015	Staff assistance	Incorporated Village comments on Existing Conditions Report. Shared Existing Conditions Report with Steering Committee and scheduled meeting with them to discuss report (February 4). Began planning for Visioning Workshop.
Barrington area bikeway feasibility study	Jack Pfingston	June 2014-June 2015	Consultant assistance	A public meeting to review and comment on the five proposed routes will be held on February 5 in Hoffman Estates. Steering Committee will narrow field to two routes after public meeting.
Bensenville comprehensive plan (see website)	*Sam Shenbaga*	*Mar. 2013-Jan. 2015*	*Staff assistance*	*Newly completed. Plan adopted unanimously by Village Board on January 28.*
Berwyn parking study (see website)	Lindsay Bayley	Nov. 2013-June 2015	Staff assistance	Existing Conditions Report draft under internal review.
Berwyn zoning revisions (see website)	Kristin Ihnchak	Jan. 2013-May 2015	Staff and consultant assistance	No update this month.
Blue Island capital improvement plan	*Evy Zwiebach*	*Apr.-Dec. 2015*	*Staff assistance*	*Newly added to monthly report. Scoping is underway.*
Calumet Park planning priorities report	Sam Shenbaga	TBD	Staff assistance	Scoping is underway.
Campton Hills zoning and subdivision regulations	Kristin Ihnchak	Jul. 2014-Oct. 2015	Consultant assistance	Camiros has completed a technical review memo in mid-December, which outlines initial recommendations for revisions to the zoning and subdivision ordinances. The project has been put on pause and will be picked back up after elections in April.
Chicago Metro Metals Consortium	Martin Menninger	Nov. 2014-Apr. 2015	Staff assistance	Initial screening criteria were used to narrow the project list, with further discussion of evaluation criteria at a steering committee meeting on January 26. Further evaluation and prioritization will occur before the next steering committee meeting, scheduled for February 19.
Carol Stream comprehensive plan (see website)	Trevor Dick	Feb. 2014-June 2015	Staff assistance	The Steering Committee met on January 12 to review the Existing Conditions Report. Currently a recommendations memo is being prepared and a public visioning workshop is being planned for March.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Chicago Pilsen-Little Village neighborhood plan (see website)	Evy Zwiebach	Dec. 2013-Sept. 2015	Staff assistance	A focus group meeting on the industrial areas in Pilsen and Little Village was held on January 22. The team is preparing for upcoming community engagement, including a focus group and community workshops in the late winter and spring.
Chicago West Pullman neighborhood plan	Evy Zwiebach	Oct. 2014-Sept. 2015	Consultant assistance	The consultant submitted the revised draft Existing Conditions Report, which CMAP staff, as well as DPD and local partner, are reviewing. The first public meeting took place on January 15. The next Steering Committee meeting is scheduled for February 23.
Chicago Heights comprehensive plan (see website)	Kendra Smith	Apr. 2013-Mar. 2015	Staff assistance	Draft comments have been received from Steering Committee and project partners; final plan underway. Planning for late February open house and planning and zoning commission presentation.
Chinatown neighborhood plan (see website)	Stephen Ostrander	Apr. 2013-Feb. 2015	Staff assistance	The public comment period for the draft plan ended on January 8. CMAP staff assisted main community partner in preparation of grant application to Chicago Community Trust for funding to support implementation of plan. CMAP staff began laying out the plan for final publication.
Cicero comprehensive plan (see website)	Jonathan Burch	Apr. 2014-June 2015	Consultant assistance	The consultant presented the existing conditions report to the Steering Committee this past month and will proceed with visioning and plan development.
Cook County consolidated plan (see website)	*Jonathan Burch*	*Apr. 2013-Jan. 2015*	*Staff assistance*	*Newly completed. On January 21, the Cook County Board adopted the plan. CMAP staff will now assist with submission of the plan to EDA (February 2015) and HUD (August 2015) while also pursuing implementation.*
Crete comprehensive plan	Jack Pfingston	May 2014-Aug. 2015	Consultant assistance	First meeting of the Steering Committee took place January 13. Data collection continues, with stakeholder interviews in first half of February to be followed by first public meeting and workshop (set for February 19).
Crystal Lake transportation plan (see website)	Nora Beck	Mar. 2014-June 2015	Staff assistance	Staff are drafting the existing conditions report for the City's review in February.
Dixmoor planning prioritization report (see website)	Jessica Gershman	Jan. 2014-Feb. 2015	Staff assistance	Community reviewing draft report, with expected Board review and action in February.
DuPage County / Addison Homes for a Changing Region project	Kendra Smith	Sept. 2013-Mar. 2015	Staff assistance	Draft comments received from municipalities. Finalization of draft plan underway.

DuPage County / Hanover Park Homes for a Changing Region project	Drew Williams-Clark	Nov. 2014-Oct. 2015	Consultant assistance	Initial fact finding discussions with municipal officials and staff took place in January.
DuPage County Elgin-O'Hare bicycle and pedestrian planning	John O'Neal	Mar. 2015-Sept. 2016	Consultant assistance	Scoping underway, with RFP release expected in February.
DuPage County sustainability guide (see website)	Louise Yeung	June 2014-July 2015	Staff assistance	No update this month.
Elmwood Park zoning assessment	Patrick Day	Nov. 2014-Aug. 2015	Staff assistance	A Steering Committee meeting to kick off the project will be held on February 9.
Endeleo Institute planning priorities report	Kendra Smith	Feb.-Oct. 2015	Staff assistance	Scoping underway, with project startup expected in early February.
Fox Lake planning priorities report	Jack Pfingston	Dec. 2014-June 2015	Staff assistance	Stakeholder engagement proposal completed and reviewed. Stakeholder interviews will take place during weeks of February 9 and 16.
Franklin Park comprehensive plan	TBD	Apr. 2015-June 2016	Staff assistance	Scoping underway.
Glenview natural resources plan	*Brian Daly*	*Feb.-Dec. 2015*	*Staff assistance*	*Newly added to monthly report. Scoping is underway.*
Governor's State University green infrastructure plan	Holly Hudson	Apr. 2015 – Mar. 2016	Consultant assistance	Scoping is near completion. Execution of an MOU with Governor's State University is expected in early February. An RFP release is expected in February.
Harvard comprehensive plan (see website)	Nora Beck	May 2014-Nov. 2015	Staff assistance	Project has been restarted, with public kickoff meeting scheduled for March 5. Staff working on existing conditions analysis.
Huntley zoning update	*Patrick Day*	*May 2015-Apr. 2016*	*Consultant assistance*	*Newly added to monthly report. RFP release expected in early February.*
Kane County health impact assessment (see website)	Stephen Ostrander	July 2014-Mar. 2015	Staff assistance	CMAP staff finished draft report on potential health impacts of roundabouts versus conventional intersections, and worked with partners from Kane County and the Village of Carpentersville to prepare presentation of main findings to Village Board on February 3, in anticipation of Village's upcoming application for CMAQ funding.

Kane County transit plan implementation (see website)	Trevor Dick	July 2012-Feb. 2015	Staff assistance	The report will be presented to the County Transportation Committee on February 17.
Lake County Route 53/120 land use plan (see website)	Jason Navota	Nov. 2013-Dec. 2015	Staff and consultant assistance	The land use planning effort is underway. Draft Existing Conditions Assessment is under revision based on partner comments. Updated market projections and conservation, restoration, and mitigation priorities are complete. Corridor land use scenarios are in development. A Plan implementation strategy is being researched and developed. The IL Route 53/120 Corridor Plan Land Use Committee met for the fourth time on October 23, and the next LUC meeting will be held February 5.
Lake County / Round Lake Homes for a Changing Region project (see website)	Stephen Ostrander	July 2014-Oct. 2015	Staff assistance	CMAP staff prepared comprehensive summary of all input gathered thus far from municipalities, Lake County, nongovernmental partners, and other key stakeholders. Main project team (CMAP, MPC, MMC, and Lake County Community Foundation) reviewed this input and the analysis conducted so far to begin formulating potential recommendations for Homes plan.
Lemont development review process analysis	Jake Seid	Jan.-May 2015	Consultant assistance	Consultant was selected for project in January following interview process. Project scoping will be completed in early February prior to project kick-off in late February.
Lyons comprehensive plan (see website)	Jason Navota	July 2013-Feb. 2015	Staff assistance	Final plan has been reviewed by the Village and Steering Committee and is being formatted. Public open house was held on January 27, and public hearing and adoption are anticipated for February.
McHenry County Comprehensive Economic Development Strategy	Jonathan Burch	Jan.-Sept. 2015	Staff and consultant assistance	The County Board adopted the resolution and signed the MOU in January. Scoping of consultant assistance is underway.
North Aurora comprehensive plan	Jack Pfingston	Jan. 2014-Apr. 2015	Consultant assistance	Draft plan elements currently under review.
North Chicago comprehensive plan (see website)	Jake Seid	May 2014-Sept. 2015	Staff assistance	CMAP staff discussed existing conditions report with City staff in preparation for meeting with Steering Committee, which will likely occur in February. A public visioning meeting will be held in the weeks following the presentation of the existing conditions report to the Steering Committee.
Oswego-Montgomery-Yorkville shared services study (see website)	Louise Yeung	May 2014-July 2015	Staff assistance	Currently supporting staff in developing and executing sharing agreements; drafting Shared Services Assessment report.

Park Forest zoning revisions (see website)	Kristin Ihnchak	June 2013-June 2015	Staff and consultant assistance	No update for this month.
Pingree Grove comprehensive plan	Jack Pfingston	Aug. 2014-Aug. 2015	Consultant Assistance	Key stakeholder interviews and focus group discussions completed; market analysis was discussed by Steering Committee at January 29 meeting. Existing Conditions Report expected in February.
Regional truck permitting project	Jessica Gershman	Jan. 2015-June 2016	Consultant assistance	Project Steering Committee met on January 13, and scope was revised according to that discussion. RFP was drafted and is currently being reviewed by Steering Committee, with expected release in early February.
Richton Park zoning revisions	Jake Seid	Nov. 2014-June 2015	Consultant assistance	Consultant will complete stakeholder interviews and public workshops in January and February, and begin to assess the existing Zoning Ordinance and research best practices for the revised document.
Roselle comprehensive plan	Dan Olson	Jan.-Dec. 2015	Consultant assistance	Proposal scoring completed and interviews were held with finalists on January 27. Consultant selected by project team and submitted for approval to the February Board meeting.
Rosemont comprehensive plan (see website)	Sam Shenbaga	Oct. 2013-Mar. 2015	Staff assistance	Plan recommendations being drafted.
South Elgin zoning update	Jake Seid	Oct. 2014-May 2016	Staff assistance	Project kick off meeting with Steering Committee took place on January 21. In February, CMAP team will complete stakeholder interviews and begin process of reviewing existing plans and ordinances.
SSMMA Calumet Green Manufacturing Partnership	Brian Daly	May 2014-Mar. 2015	Staff and consultant assistance	The Chicago Jobs Council has completed a draft of its existing conditions report and sustainability matrix. CMAP is currently reviewing the drafts.
SSMMA Complete Streets plan	John O'Neal	July 2014-Aug. 2015	Staff assistance	Map book created for review by local jurisdictions in the South Council of Mayors. Meeting with Active Transportation Alliance/CCDPH and SSMMA staff held to discuss collaboration and formation of advisory group. Active Trans presented new map to bicycle group in Chicago Heights for review.
Steger planning priorities report	Jonathan Burch	TBD	Staff assistance	Scoping complete. Kickoff meeting anticipated for February.
Summit comprehensive plan (see website)	Nora Beck	Dec. 2013-Mar. 2015	Staff assistance	Public Open House, scheduled for February 3, public hearing on draft plan scheduled for February 17.
UIC multimodal transportation plan (see website)	Lindsay Bayley	June 2013-Mar. 2015	Staff assistance	Revised final draft under review by the Steering Committee, meeting planned for February 3.

Waukegan subarea plan (see website)	Stephen Ostrander	Oct. 2012-Feb. 2015	Staff assistance	Steering Committee finished its final review on January 5. CMAP staff awaited final presentation to City Council for approval, as the City led preparatory discussion of the plan and implementation priorities with area aldermen, chambers of commerce, etc.
West Suburban Chamber of Commerce and Industry cargo-oriented development plan	Evy Zwiebach	June 2014-June 2015	Staff assistance and small contract	No update.
Westchester zoning ordinance	Kristin Ihnchak	Nov. 2014-Oct. 2015	Consultant assistance	Duncan Associates held a Steering Committee meeting to kick off the zoning ordinance update on January 22, and a follow up meeting with the committee will take place on February 26.
Winthrop Harbor comprehensive plan (see website)	Sam Shenbaga	Sept. 2014-Sept. 2015	Staff assistance	Existing conditions analysis underway.
Zion comprehensive plan	Nora Beck	Feb. 2014-Mar. 2015	Consultant assistance	Consultant working on city-wide plan components for the comprehensive plan.

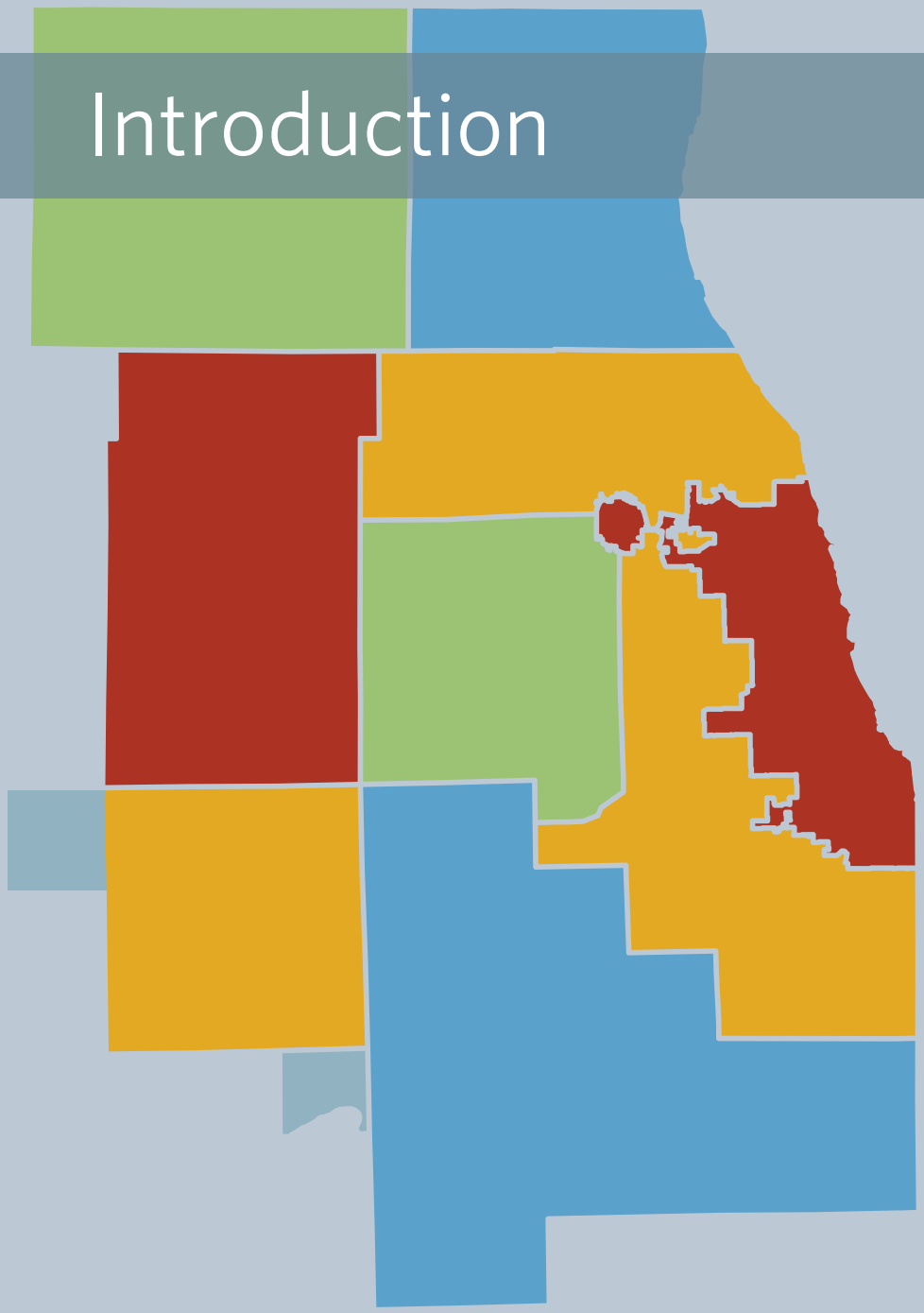
CMAP

Chicago Metropolitan Agency for Planning

Federal Agenda

2015

Introduction



The Chicago Metropolitan Agency for Planning (CMAP) is the official metropolitan planning organization (MPO) for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. CMAP's Board continues to reflect and build upon the regional consensus that led to the agency's creation. It is governed with balanced membership from the City of Chicago, suburban Cook County, and the collar counties.

CMAP developed and now guides the implementation of the GO TO 2040 comprehensive regional plan, first adopted in 2010 and updated in 2014. GO TO 2040 builds on the region's assets, identifies shortcomings, and recommends actions to help sustain the region's economic vitality and global competiveness over the next 25 years. To promote regional mobility, it calls on the region to invest strategically in transportation, increase its commitment to public transportation, and create a more efficient freight network.

This document first presents CMAP's adopted transportation reauthorization principles. It then describes CMAP's broader principles to inform potential federal legislation across a wide range of topics.

Legislative Agenda for Transportation Reauthorization

With the expiration of MAP-21 approaching, CMAP calls on the federal government to:

- Provide sustainable, robust funding for surface transportation, including both highways and transit.
- Implement performance-based funding.
- Provide regions the appropriate tools to support the transportation system.
- Support a robust freight program.
- Continue to streamline the project review process.

CMAP seeks **robust, sustainable funding** commensurate with a strong federal role in transportation. CMAP has long advanced the user-fee approach to transportation funding, and also supports the greater participation of private capital and other innovative approaches to project financing.

CMAP is concerned not only with how funds are raised, but also how they are spent. The next long-term transportation reauthorization bill is an opportunity to ensure that both the formula (i.e., the core programs) and discretionary (i.e., the competitive programs) components of the federal program are based on strong **performance measures**, better acknowledging the nation's capital needs and bringing the federal program to a greater emphasis on meaningful outcomes. Additionally, CMAP recognizes the need to continue **streamlining the project review process without sacrificing its integrity**.

Given metropolitan regions' importance as transportation hubs and centers of economic activity, the next reauthorization bill should build upon the federal-state-local partnership by providing appropriate tools to **strengthen the roles of metropolitan areas**. For example, the federal restriction on tolling the Interstate system should be removed, and the decision to pursue tolling should be left to local and state leaders. Allowing local and state decision-makers to toll the Interstate system provides them with the tools to effectively fund and manage the most critical component of the National Highway System. Additionally, the next reauthorization bill can strengthen the federal partnership by further empowering MPOs to make strategic investment decisions and allocate resources directly, given their greater knowledge of local needs.

Lastly, metropolitan regions must play a key role in a **national freight program**. Metropolitan Chicago is a strategic hub in national and global supply chains, and yet—like other regions with considerable freight traffic—it also bears the brunt of congestion, pollution, capital expense, and community disruption caused by goods movement. The next reauthorization bill should build on MAP-21's freight emphasis by providing dedicated funding for freight improvements and integrating metropolitan regions into the freight investment decision-making process. These views have been echoed by other major MPOs across the country.

For more information on CMAP's adopted policy positions, please see **http://www.cmap.illinois.gov/about/legislative-policy-statements**.

Legislative Principles for Resilient Metropolitan Regions

One of the nation's few global economic centers, metropolitan Chicago is home to a diverse mix of industries, vast physical infrastructure and open space, and preeminent educational, cultural, and arts institutions. To support its long-term prosperity, as well as that of the state and nation, the region requires prudent federal investment and policy. Using GO TO 2040 as a guide, CMAP has developed a set of principles to inform federal legislators and other decision-makers on national policy issues that can strengthen metropolitan regions. The following discusses GO TO 2040's principles, which will direct CMAP's support or opposition to specific pieces of legislation over the course of the federal legislative calendar.

Pursue Coordinated Investments

Metropolitan regions drive the U.S. economy, and many of their policy issues transcend local boundaries. An increasingly regional approach would invest more in metropolitan areas as well as devolve more appropriate authority for funding decisions to the regional level, tackling many issues at the right scale and harnessing the economic power of regions. Federal investment decisions should be guided by comprehensive regional plans like GO TO 2040 that identify regional priorities by linking transportation, land use, the natural environment, economic prosperity, housing, and human and community development.

Legislative Principles

CMAP supports legislative initiatives that take a regional approach and foster inter-jurisdictional collaboration. A more robust investment by federal agencies such as the U.S. DOT, HUD, and EPA in regional comprehensive planning is central to this goal.

CMAP supports initiatives and programs that are competitive and based on comprehensive evaluation criteria considering the interconnected topics of transportation, land use, housing, the environment, and economic development. Past examples include the former Sustainable Communities Initiative and the TIGER transportation funding program.

Invest Strategically in Transportation

GO TO 2040 recommends using existing revenue sources more wisely by implementing performance-based criteria for both funding apportionments and project selection. These metrics should include broader elements of livability along with traditional engineering criteria and should be the hallmark of a more transparent decision-making process.

As current revenues are insufficient to maintain, modernize, and expand the regional transportation system, GO TO 2040 also recommends raising additional revenues, specifically through user fees. Further, the existing motor fuel tax should be indexed to inflation to increase with changes in construction costs over time. However, GO TO 2040 recognizes that changes in travel behavior and vehicle technologies will require a replacement to the motor fuel tax in the long term, and encourages continued analysis, pilot projects, and implementation of options such as a vehicle-miles traveled fee.

The implementation of new approaches to transportation funding such as congestion pricing will better manage the transportation system by reflecting the broader costs of transportation. To that end, the federal government can empower states and regions to provide adequate, sustainable funding for transportation by allowing tolls on the existing Interstate system.

Legislative Principles

CMAP supports legislative initiatives that increase the existing motor fuel tax and index it to inflation to maintain and modernize the transportation system. Additionally, CMAP supports legislation to permit and encourage innovative transportation funding measures predicated on user fees.

CMAP supports implementing congestion pricing on new and existing infrastructure and removing federal restrictions on tolling the Interstate system.

CMAP supports legislative initiatives that empower metropolitan planning organizations to make strategic transportation investment decisions and allocate resources accordingly. CMAP supports efforts to improve project selection based upon performance criteria, including those that reflect livable communities.

Create a More Efficient Freight Network

While MAP-21 advances national freight policy, the next reauthorization bill should make that policy stronger by providing a dedicated source of revenue and incentives to promote greater investment in freight mobility. It should also include a truly multimodal vision and a strong role for regional agencies in setting freight priorities.

Metropolitan Chicago is the nation's freight hub. Federal policy should recognize the importance of critical hubs and chokepoints in the national freight system, directing funds to the projects with the greatest national benefit. An overarching federal policy for freight would provide valuable guidance as regions attempt to confront freight challenges, many of which have national impacts.

Legislative Principles

CMAP supports a national freight policy with dedicated funding and a focus on freight projects and multimodal corridors of national significance.

CMAP supports an analysis of the future capacity of the national freight system to support the efficient, balanced movement of goods across modes.

CMAP supports securing federal funding to complete the CREATE Program, a collection of 70 rail projects aimed at improving freight and passenger mobility in the Chicago region.

Increase Commitment to Public Transit

Public transportation is essential to the future economic prosperity of our region, but after decades of underinvestment, substantial funding is needed just to reach a good state of repair, and even more funding will be needed to modernize the system to world-class standards. Federal funding for public transit remains of vital importance. The New Starts program is the primary federal funding source for large transit projects. While MAP-21 expanded the eligibility of New Starts funding to allow rehabilitation, reconstruction, and improvement projects—rather than just new capacity—it did not make other reforms to level the playing field between transit and highway for large expansion projects. For transit, the New Starts program requires a substantial local match, and engineering work cannot begin without a Full Funding Grant Agreement. In contrast, a large highway expansion project is subject to the lower, standard local match and has more flexibility in using federal funds for engineering work. Additionally, federal agencies should support transit-oriented development through their transportation, housing, and economic development investments. Moreover, the federal income tax code should encourage transit ridership by ensuring that tax benefits for commuters provide parity for transit and parking.

Legislative Principles

CMAP supports legislative initiatives that provide more resources for the maintenance and modernization of transit systems, transit-oriented development, and reasonable expansion of transit systems.

CMAP supports revising federal requirements to eliminate the funding disadvantage between transit projects and highway projects.

CMAP supports reinstituting fairness between parking and transit tax benefit programs.

Achieve Greater Livability through Land Use and Housing

The federal government has an important leadership role to play in helping communities strive toward the principles of livability—healthy, safe, walkable communities that offer transportation choices for access to schools, jobs, services, and basic needs. While the federal government had taken steps in the past to support livable communities, in recent years it has failed to provide funding for collaborative planning and grant programs like the Sustainable Communities Initiative or the proposed Office of Economic Resilience. Federal agencies can prioritize funding to communities engaging in intergovernmental planning, particularly those addressing the interconnected relationship between transportation, land use, and housing. For example, federal housing programs can be targeted in areas that provide multiple transportation options.

Legislative Principles

CMAP supports adequate and reliable funding for comprehensive metropolitan planning.

CMAP supports funding for the implementation and expansion of programs like the Sustainable Communities Initiative that link planning and investment decisions across disciplines.

CMAP supports prioritizing federal funding to support communities engaged in intergovernmental planning.

CMAP supports targeting housing programs toward the rehabilitation of existing housing stock in areas with transit access.

Manage and Conserve Water and Energy Resources

One of CMAP's major goals is to promote investment in water supply, stormwater management, and wastewater infrastructure necessary to maintain and improve service for residents, use water efficiently, and protect the environment. The federal government is a key player in providing funding assistance to states and local governments and should use these programs to encourage best practices such as green stormwater infrastructure and full-cost pricing for water service.

The Great Lakes are of unique interest to northeastern Illinois, but they face numerous threats including invasive species, water level fluctuations, and pollution. The federal government can support restoration of the Great Lakes through cleanup of pollution, reduction of nonpoint-source contamination, promotion of green infrastructure, and full implementation of the Great Lakes Compact.

GO TO 2040 supports energy conservation efforts. The federal government can provide funding for communities to reduce energy consumption in buildings through retrofits. It can also redouble efforts through programs like the Smart Grid Investment Program that encourage a transition away from centralized electricity generation toward decentralized generation and the "smart grid." Doing so will enable more effective use of existing capacity. The federal government can also invest in and provide incentives for research, production, and transmission of clean energy technologies and alternative fuels to reduce greenhouse gas emissions.

Lastly, climate change is a critical issue at all levels. Comprehensive climate legislation at the federal level that addresses greenhouse gas emissions across all sectors would be the most efficient and effective way to combat the risks associated with a changing climate. Additionally, assistance is needed to help communities adapt to climate change effects that are already occurring. Rules governing planning and design for federally funded projects may need to be reviewed to ensure the nation's infrastructure is more resilient to climate change.

Legislative Principles

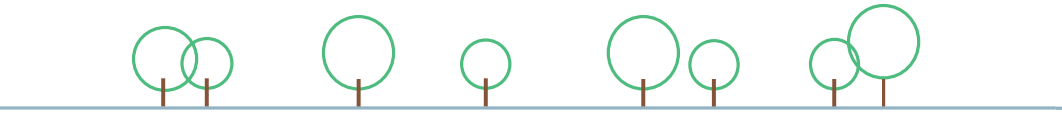
CMAP supports additional federal investment in water and sewer infrastructure and encourages the use of pricing to manage demand and recover the full cost of service through water rates.

CMAP supports protecting the Great Lakes through a green infrastructure approach to stormwater management, mitigating the spread of invasive species, and implementing the Great Lakes Compact.

CMAP supports federal initiatives that encourage water efficiency through a congressionally endorsed WaterSense program.

CMAP supports regional funding assistance for communities to reduce energy consumption in buildings through retrofits, as well as federal investment in smart grid applications.

CMAP supports national targets for reducing greenhouse gas emissions and federal involvement in strategies to achieve these goals, as well as funding and technical assistance for local efforts to adapt to the effects of climate change. CMAP encourages the federal government to allow regions latitude to implement the most relevant local strategies to attain these targets.



Expand and Improve Parks and Open Space

Fewer than half of the residents of the CMAP region have access to adequate park and recreation areas near their homes. Although most park and open space is provided by state or local jurisdictions, the federal government can still play a central role. The federal government should support direct investment in open space, particularly to preserve large sites. This can happen through formation of national wildlife refuges, as has begun at the newly established Hackmatack National Wildlife Refuge, or the transfer of surplus federal property to open space uses, as occurred at Midewin National Tallgrass Prairie and Fort Sheridan.

Legislative Principle

CMAP supports direct federal investment in open space preservation. This could include additional grant funding for the Land and Water Conservation Fund and Urban Park Recreation Recovery programs, the formation of national wildlife refuges, or the transfer of surplus federal property to open space.

Promote Sustainable Local Foods

There is growing concern about the environmental impacts, safety, and quality of food, as well as the need for equitable access to fresh, nutritious, and affordable foods. Federal policy should recognize the importance of local food production and support demonstration programs to improve food access to disadvantaged communities.

Legislative Principle

CMAP supports legislative initiatives that facilitate sustainable local food production and increase access to safe, fresh, affordable, and healthy foods.

Improve Education and Workforce Development

The quality of the workforce is one of the most important factors in strengthening the region's economy, yet numerous employers in particular industries have difficulty finding trained workers. In order to reverse these trends, the federal government can strengthen and expand strategies that link employers, educators, and workforce development entities together. The passage of the Workforce Innovation and Opportunity Act (WIOA) represents a significant step forward in reforming and streamlining federal workforce policies. It also emphasizes the development of regional priorities and strengthens regions' abilities to coordinate and align workforce programs to support metropolitan economies. The federal government should continue to increase flexibility and funding for workforce development programs, improving their coordination with education and economic development efforts. It should also play a continued role in monitoring impacts, communicating outcomes, and targeting resources toward effective strategies and regional industry clusters.

Legislative Principle

CMAP supports legislative initiatives that increase flexibility and streamline delivery of workforce development services, as well as measure outcomes and improve data-driven decision making.

Support Economic Innovation

Innovation is a key driver of economic growth and disproportionately occurs within metropolitan regions. The federal government can help spur innovation through a robust national policy agenda, including incentives for regional collaboration across stakeholder groups, investment in research, and support for regional clusters of innovation. Several federal initiatives to promote innovation have emerged recently and involve significant coordination between federal agencies and local applicants. Technical assistance would help regions organize and successfully implement the federal government's vision.

Legislative Principle

CMAP supports reauthorizing and funding the America COMPETES Act, which invests in science, technology, engineering, and math (STEM) education, supports basic research, and fosters the development of new technologies.

Tax Policy

CMAP's specific interest in tax policy is how the types and rates of taxation, which are determined primarily at the state level, influence the overall economic well-being of the region. Beyond this, larger economic trends in consumer behavior may require joint action by the states and federal government. For example, an eroding sales tax base that is out of step with the Internet economy imperils the fiscal well-being of communities. Under current law, the State of Illinois cannot require out-of-state sellers to collect sales taxes on in-state purchases, nor does it have the authority to provide a national solution. Only the federal government has the ability to enact the policy changes necessary to help ensure the sustainability of the region's sales tax revenues.

Legislative Principle

CMAP supports legislative initiatives such as the Marketplace Fairness Act that ensure the sustainability of the region's tax base and allow states to require collection of sales taxes by all sellers.

Improve Access to Information

Most federal agencies control large amounts of data and information, and the federal government can make data transparency a requirement of states receiving federal funds. Policy challenges cannot be solved without comprehensive, current, and accurate data resources. Further, residents benefit from transparent data about the performance of government and expenditure of public resources.

Legislative Principles

CMAP supports the collection of comprehensive data by federal and state agencies as well as initiatives that facilitate open exchange of data by applying best practices and technological improvements.

CMAP supports legislative initiatives that improve transparency and data-driven decision making.

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About CMAP

The Chicago Metropolitan Agency for Planning (CMAP) was created in 2005 by state statute (70 ILCS 1707) and is the federally designated Metropolitan Planning Organization (MPO) for the seven counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. Its state and federal mandates require CMAP to conduct comprehensive regional planning, prioritize transportation investments, provide technical assistance for communities, and compile data resources that enhance decision making. CMAP developed and now guides implementation of the region's GO TO 2040 comprehensive plan, which was adopted unanimously in October 2010 by leaders from across the seven counties and updated in 2014. To address anticipated population growth of more than 2 million new residents, GO TO 2040 is an innovative, policy-based plan that establishes coordinated strategies to help the region's 284 communities address transportation, economic development, open space, water, energy, housing, and other quality-of-life issues. In 2013, CMAP received the American Planning Association's first-ever National Planning Excellence Award for a Planning Agency.

Implementation of GO TO 2040 remains the number one priority for CMAP. The agency provides extensive support to communities through its Local Technical Assistance (LTA) program. So far LTA has funded more than 150 projects in which counties, municipalities, and nongovernmental organizations are planning for increased livability, sustainability, and economic vitality. The program helps address significant demand in the region for updating local comprehensive plans, ordinances, and related planning activities. Though its three-year U.S. Department of Housing and Urban Development grant expired in December 2013, CMAP is continuing the LTA program with new funding from the U.S. Department of Commerce Economic Development Administration and the Illinois Attorney General national foreclosure settlement fund, among other local sources.

GO TO 2040 recommendations also guide the allocation of federal transportation dollars in northeastern Illinois through the following programs that CMAP administers:

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FY15-0046

CMAP

Chicago Metropolitan Agency for Planning

Agenda for the Illinois General Assembly

2015

FUND 2040

Current funding mechanisms in Illinois are inadequate to support improvements that are crucial to our economic competitiveness. While increased state and federal investment is critical, at best it is likely to meet only our maintenance needs. Other U.S. metropolitan regions are far ahead of ours in raising local revenues for infrastructure projects with long-term benefits of livability, mobility, and the economy. These urban areas are using their regional revenues to make investments that give them a distinct competitive advantage over metropolitan Chicago.

Our region needs to create FUND 2040 for prioritized projects that support implementation of the GO TO 2040 regional plan. The agency is building a broad coalition that will call on the General Assembly to authorize our region to create sustainable funding for infrastructure. This program is not intended to solve all of the region's anticipated needs. But the funds would help a significant number of prioritized projects move toward completion while leveraging private and public funding sources. And the program will be an important down payment to help ensure that some especially important projects can move forward to drive economic growth for years to come.

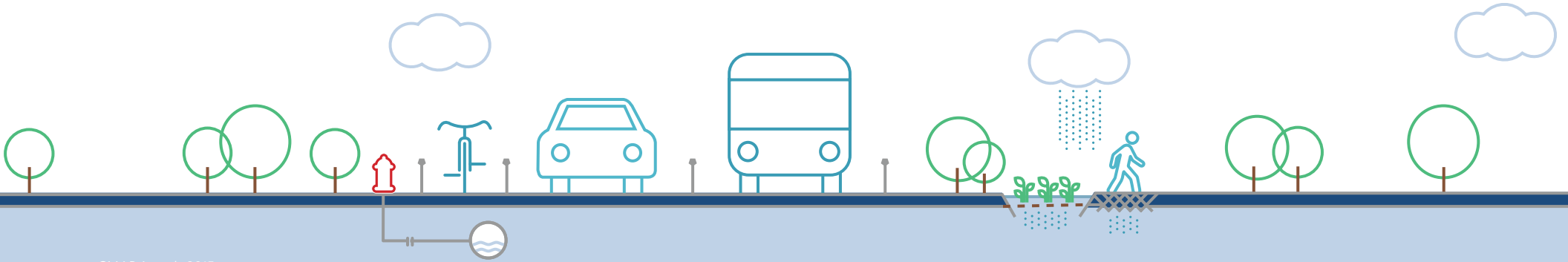
Transparent and Objective Project Selection

Competitive proposals would be reviewed annually by CMAP, using regionally accepted performance-based criteria through a non-partisan process that builds on the agency's reputation for equity and transparency. Eligible types of capital infrastructure would include:

- Transportation system projects that reduce congestion, improve access to transit and jobs, and/or enhance the freight network.
- Parks system projects that improve residents' access to recreation and enhance communities' livability.
- Stormwater projects that improve the region's ability to avoid flooding of communities and pollution of groundwater.

Revenue and Administration

FUND 2040 is intended to be a component within broader statewide legislation that might emerge this spring, such as a possible new capital program or potential tax reform. For example, a modest quarter-cent increase of the regional sales tax would generate $300 million annually for transportation, water, and open space projects. To cover the costs of administering the fund, each year CMAP would reserve three percent, which would also match the agency's federal transportation dollars and provide important planning support for local governments.



The Chicago Metropolitan Agency for Planning (CMAP) annual legislative agenda serves as a tool for the Illinois General Assembly, relevant state agencies, the Governor, and CMAP partners. It describes priorities based on recommendations of the GO TO 2040 comprehensive regional plan and on related CMAP research. For more information about CMAP's policy statements and adopted positions, please visit **www.cmap.illinois.gov/about/legislative-policy-statements**.

Robust, Performance-Based Transportation Investments

Transportation funding in Illinois faces significant challenges. The traditional state revenue sources—the motor fuel tax and vehicle registration fees—have lost significant purchasing power over the last 20 years. Further, the motor fuel tax faces long-term threats to its viability as vehicles become more fuel efficient and travel behavior changes. The Chicago region's transit system remains critically underfunded and lacks a stable source of non-federal capital funding. Similarly, freight issues must be better incorporated into capital programming processes.

Approximately every ten years, the state provides a major capital program for transportation and other purposes. While these resources are welcome and necessary, their timing is unpredictable and their duration is brief. The most recent program, Illinois Jobs Now!, relied in part on speculative, inadequate new revenue sources, reducing the state's ability to finance the program. Contrary to GO TO 2040, these sources were also unrelated to use of the transportation system.

Investment decisions in Illinois are governed largely by arbitrary formulas like the "55/45 split," which sends 45 percent of highway funds to northeastern Illinois and 55 percent downstate. A more transparent, performance-based approach would ensure that limited resources are steered toward the most critical projects, also shedding light on how investment decisions are made.

CMAP supports increasing the motor fuel tax by 8 cents and indexing it to inflation in the near term but recognizes the need to develop a sustainable, long-term revenue source—based on transportation user fees—to replace the motor fuel tax.

CMAP supports new, sustainable revenues for transportation. CMAP also supports a dedicated source of capital funding for transit and a greater focus on improvements to the freight system.

CMAP supports legislative initiatives that encourage a commitment by transportation implementing agencies to use transparent, performance-based capital programming.

Innovative Tools for Transportation Investment

While enhanced transportation revenue sources would do much to move Illinois in the right direction, new tools are still needed to better manage the transportation system and develop complex projects. These tools focus on facility-specific approaches to raise revenues or finance projects, ensuring a closer connection between benefits received and costs paid by users of the transportation system.

Through congestion pricing, express toll rates rise and fall with traffic levels, encouraging more efficient use of the system while also raising revenues. Value capture strategies recognize that transportation investments increase property values and business activity, tapping into these sources to pay for upfront construction costs. Public-private partnership (P3) strategies can reduce costs and accelerate project delivery by tapping into private-sector expertise and financing. But as GO TO 2040 explicitly states, such agreements must be carefully structured to protect the public interest.

CMAP supports legislative initiatives that require IDOT and the Illinois Tollway to implement congestion pricing on new highway capacity, and to allow them to strategically price components of the existing highway network.

CMAP supports legislative initiatives that enable multijurisdictional value capture districts for transportation, while also ensuring equity considerations for underlying jurisdictions and the region's taxpayers.

CMAP supports legislative initiatives that require increased transparency and safeguards to protect the State of Illinois from undue financial risk in P3 projects.

State Tax Policy

The Chicago region's ability to make infrastructure and community investments recommended in GO TO 2040 is significantly shaped by fiscal and tax policy decisions made at the state level. CMAP is specifically interested in how tax policy influences the region's overall economy, including the commercial, industrial, and residential development of communities. State tax policies can sometimes distort land use decisions rather than allow markets or quality of life factors to guide them, and the same policies can inadvertently foster unproductive competition among local governments over economic development opportunities, to little or no overall regional benefit.

CMAP supports comprehensive reforms of state tax policy to broaden the tax base, encourage effective local land use decisions, and reduce the focus on intrastate and intraregional competition over economic development.

Water Supply Planning and Management

CMAP's Water 2050 plan emphasizes the need for better management of the region's water resources. The Lake Michigan Water Allocation Program, which provides water for nearly 70 percent of residents in the region, is undergoing revisions that may require the Illinois Department of Natural Resources (IDNR) and its regional partners such as CMAP to help implement new allocation rules and provide technical assistance to water utilities. However, the state currently does not have a dedicated revenue stream for a water supply planning and management program. With new funds, the state could formalize water planning within IDNR, support regional planning groups such as CMAP, and dedicate a portion to the Illinois State Water Survey's (ISWS) Illinois Water Inventory Program (IWIP).

CMAP supports new, sustainable revenues to support state and regional water planning for IDNR, ISWS, IWIP, and regional partners.

Transparency and Accountability

Data sharing through transparent, open governance improves efficiency and accountability. Further, CMAP relies on other agencies' data to complete its own work in planning, policy, and transportation programming. By sharing their data in a timely manner, usable format, and accessible location, public agencies also communicate clearly how they make decisions to establish policies, prioritize projects, and administer funding.

CMAP supports legislation to increase data and information sharing by requiring state and local agencies to make their programs and policies more transparent to the public.

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Contact

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FY15-0045

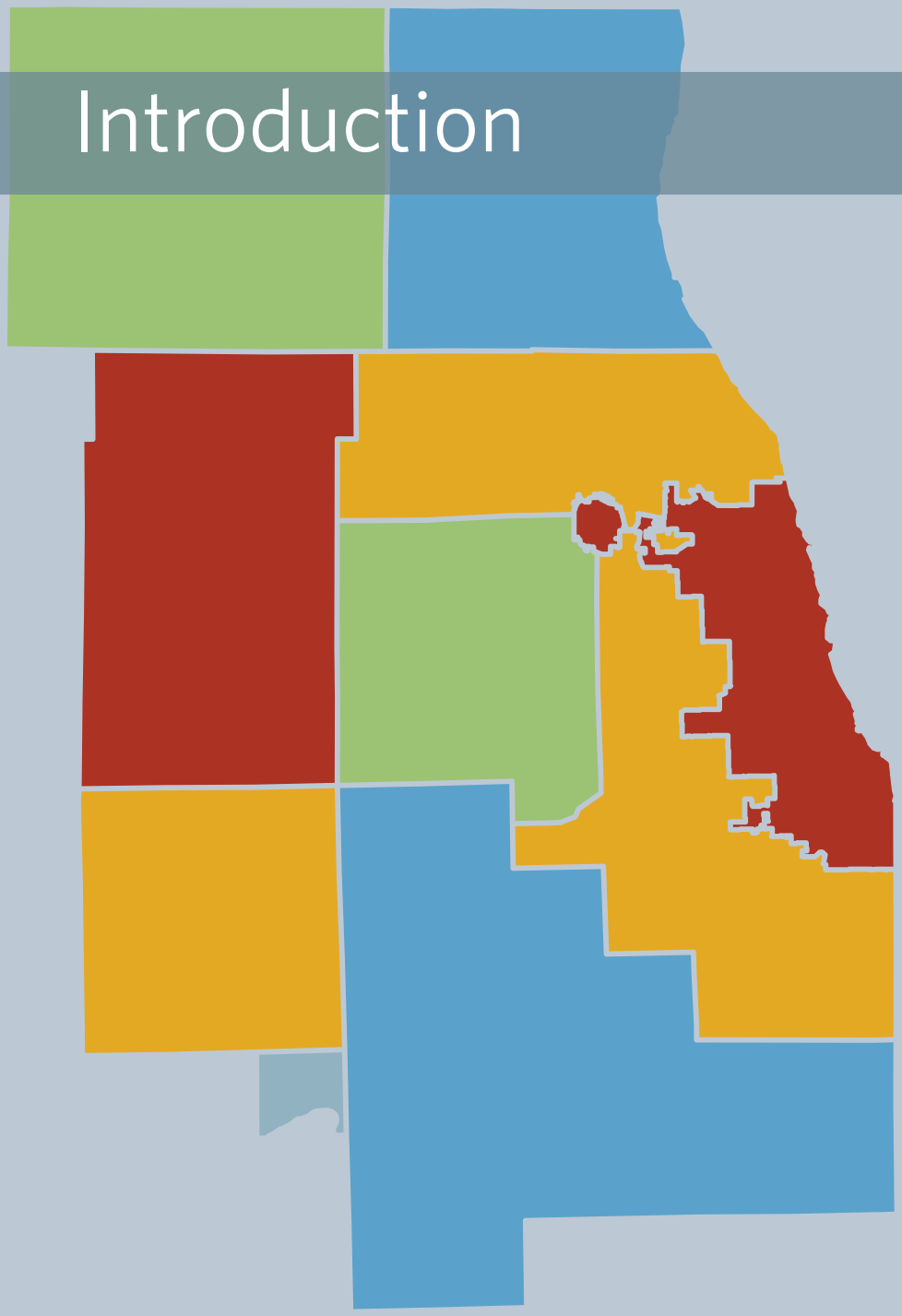
CMAP

Chicago Metropolitan Agency for Planning

Legislative Principles for the Illinois General Assembly

2015

Introduction



The state of Illinois is key to the successful implementation of GO TO 2040, metropolitan Chicago's comprehensive regional plan. State government allocates billions of dollars each year across various program areas and plays a significant role in operating and maintaining the transportation system, promoting economic development, and maintaining and preserving natural resources. However, the State's ongoing fiscal challenges continue to crowd out many of these investment priorities.

The Chicago Metropolitan Agency for Planning (CMAP) intends its state legislative principles to guide and inform partners, the Governor, legislators, state agency directors, and others about CMAP policy positions in the 99th General Assembly. Generally speaking, CMAP is most interested in legislative initiatives that have regional or statewide impacts, or those that could serve as precursors to broader, more comprehensive legislation. This detailed framework is a companion to the shorter state legislative agenda that CMAP prepares each year.

The remainder of this document describes CMAP's legislative principles organized around the twelve recommendations included in GO TO 2040. Also, please see http://www.cmap.illinois.gov/about/legislative-policy-statements for the agency's 2015 Legislative Agenda and periodic Legislative Updates.

Pursue Coordinated Investments

GO TO 2040 emphasizes effective, collaborative approaches to common problems, many of which are felt most keenly at the metropolitan scale. With a region as large and diverse as northeastern Illinois, implementation of the plan's recommendations will require that leaders recognize the interdependence of our communities and work across political boundaries to address issues facing multiple jurisdictions. To support coordinated investments, GO TO 2040 recommends taking a regional approach, promoting comprehensive solutions, and increasing the coordination and consolidation of local services.

Legislative Principles

CMAP supports efforts that invest more in metropolitan areas, comprehensive planning initiatives, and grant greater decision making authorities to regional level governance.

CMAP supports efforts that improve the coordination and alignment of programs, regulations, and funding across state agencies, ensuring a comprehensive perspective in decision making, and generating more efficient outcomes.

CMAP supports local government efforts to evaluate and implement the appropriate consolidation or coordination of local services, empowering them to solve problems with innovative solutions, and improve intergovernmental collaboration.

Invest Strategically in Transportation

The future prosperity of Illinois depends on strategic transportation investments, yet our investments are often predicated on arbitrary formulas rather than measures of need or impact. GO TO 2040 supports a more transparent, performance-driven approach for programming transportation investments. Further, transportation implementers should prioritize projects that maintain and modernize the existing system, while expensive new capacity projects should be built only when the need is great.

In addition to emphasizing strategic transportation investments, GO TO 2040 recommends increasing transportation funding through several new or expanded sources, and notes that user fees should be structured to track with the inflation of construction costs over time. While not representing a new source of revenue, the appropriate application of public-private partnerships can reduce costs and accelerate project delivery by providing a greater role for the private sector in project development and potentially in financing, operations, or maintenance. Due to their complexity and potential risk, GO TO 2040 states clearly that such agreements must be structured carefully to protect the public interest.

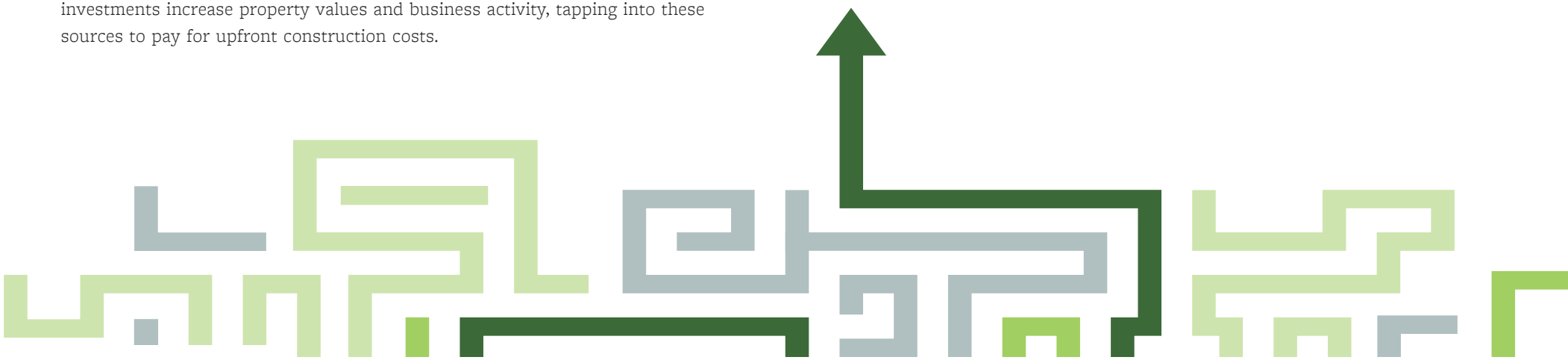
New revenues must be generated through efficient, sustainable user fees that better reflect the broader social costs of transportation and that better link costs paid with benefits received. Through congestion pricing, toll rates rise and fall with traffic levels, encouraging more efficient use of the system while also raising revenues. Value capture strategies recognize that transportation investments increase property values and business activity, tapping into these sources to pay for upfront construction costs.

Legislative Principles

CMAP supports legislative initiatives that create a transparent, performance-based funding process for state transportation investments and should involve collaboration with MPOs and other stakeholders.

CMAP supports legislative initiatives that increase the existing motor fuel tax to support the transportation system and index it to inflation. CMAP also supports efforts to develop a sustainable, long-term replacement to the motor fuel tax based on transportation user fees.

CMAP supports legislative efforts to permit and encourage innovative transportation funding sources such as congestion pricing and value capture. Further, CMAP continues to support the judicious application of public-private partnerships, so long as the public interest is adequately protected.

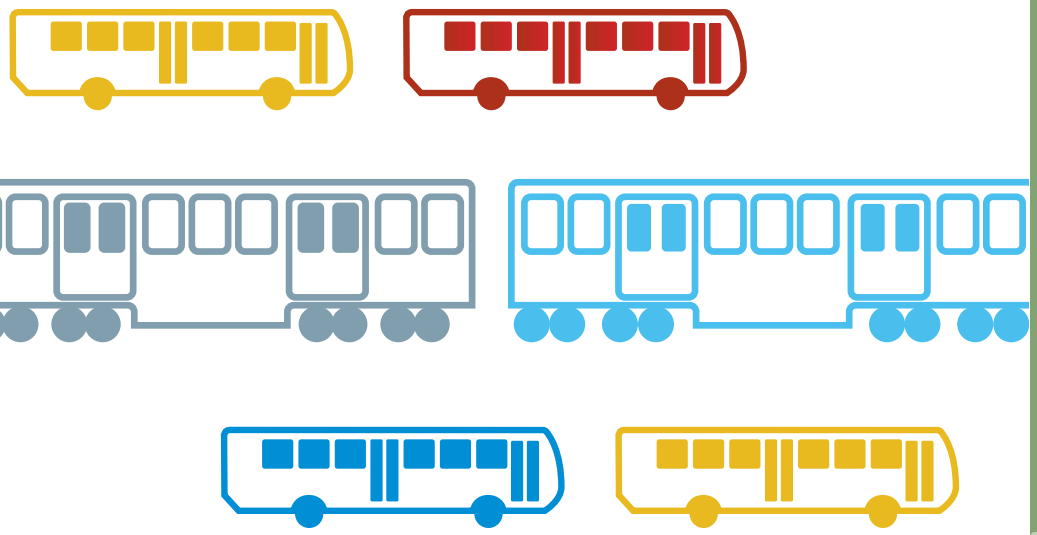


Increase Commitment to Public Transit

Public transportation is essential to the future economic prosperity of our region. After decades of underinvestment, substantial funding is needed just to adequately maintain the system, and even more is required to modernize the system to world-class standards. While the top priority of GO TO 2040 is to maintain and modernize the existing transportation system, the plan also recommends a limited and conservative approach to expansion of service in the region. Further, GO TO 2040 encourages the state to support transit-oriented development through its transportation, housing, and economic development investments. It also recommends securing new sources of revenue to support transit, including dedicating a portion of any proposed gas tax increase, as well as some portion of future congestion pricing revenues.

Legislative Principle

CMAP supports legislative initiatives that provide more resources for the maintenance and modernization of our transit system, encourage innovative transit financing, and provide for reasonable expansion of the transit system.



Create a More Efficient Freight Network

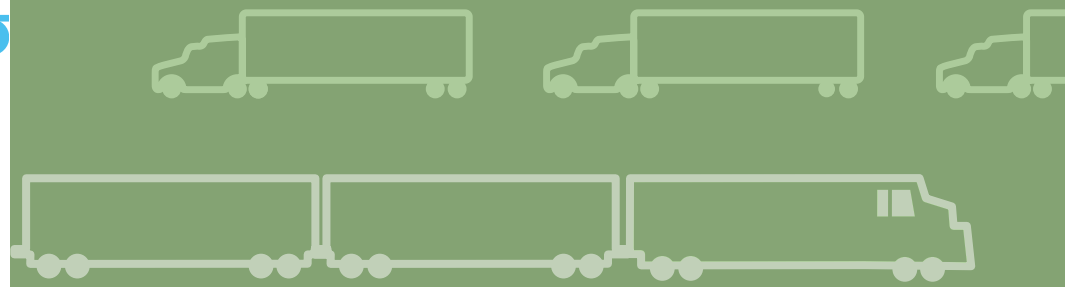
Metropolitan Chicago is the nation's freight hub, and the state plays a vital role in maintaining this position. In partnership with the federal government and the region, the state should make a high priority of implementing the CREATE program, a collection of 70 rail projects aimed at improving freight mobility in the Chicago region. Truck traffic is also a major challenge for the region. The state can take a leadership role in identifying opportunities for dedicated freight corridors, streamlined truck permitting, better cataloging and coordination of truck routes, and access improvements to inter-modal facilities. Further, GO TO 2040 supports better integration of freight needs into existing capital programming approaches.

The CMAP Board convened the Regional Freight Leadership Task Force as a group of public and private stakeholders to investigate funding and governance issues facing the regional freight system. State action is needed to fulfill the task force recommendations, which include robust and comprehensive freight planning; new, dedicated funding sources for freight investment in northeastern Illinois; and an ongoing commitment and capacity to implement freight plans.

Legislative Principles

CMAP supports legislative initiatives that fund CREATE, provide regional trucking improvements, and better integrate freight issues into existing capital programming processes.

CMAP supports efforts that continue to develop the Regional Freight Leadership Task Force recommendations.



Achieve Greater Livability through Land Use and Housing

The state has an important role to play in helping communities achieve the principles of livability—healthy, safe, and walkable communities that offer transportation choices for access to schools, jobs, services, and basic needs. More coordinated investment in the areas of transportation, housing, environmental, and economic development is critical to promoting sustainable, livable communities. Recognizing that they face common challenges like foreclosure prevention or prioritizing investments in affordable housing, many of the region's communities have created collaborative approaches to address these problems. However, state funding is often available only at the municipal level, limiting the ability of these organizations to receive funding and carry out multijurisdictional strategies.

Legislative Principles

CMAP supports legislative initiatives that align funding across various state agencies for planning, ordinance updates, and capital investments that align with GO TO 2040's livability principles.

CMAP supports legislative initiatives that either expand eligibility for existing resources or provide new funding or assistance to multijurisdictional organizations seeking to address shared housing and land use problems.

CMAP supports legislative initiatives that promote reinvestment in existing communities—specifically initiatives that are competitive, offered on a statewide or regional basis, allocate funds based on need, and are based on comprehensive evaluation criteria considering the interconnected focus areas of transportation, housing, the environment, and economic development.

Manage and Conserve Water and Energy Resources

The conservation of water and energy is a top priority for GO TO 2040. Over the next 30 years, these resources will likely become more constrained, affecting the region's economy and quality of life. The energy priorities in GO TO 2040 are focused on reducing demand and increasing efficiency, as well as the use of renewable energy options. The state can support energy conservation by providing funding, financing mechanisms, and local technical assistance.

Priorities for water efficiency and supply planning are outlined in the Water 2050 plan. New, sustainable funding is needed to support water supply planning and investment in water infrastructure. Pricing can help ensure the prudent management of water infrastructure, particularly through a shift toward paying for the full costs of water service delivery through user fees. Furthermore, many communities lose a considerable amount of treated water through leaks in their systems, wasting ratepayer and taxpayer dollars. This water loss should continue to be addressed through technical assistance, audits, and infrastructure improvements. At the same time, such technical assistance may be needed to help prepare local water suppliers for drought. Additionally, portions of northeastern Illinois suffer from chronic, destructive, and costly flooding. While there are many low-capital solutions to flooding, some problems can only be solved by a commitment to investing in flood control and improved stormwater management.

Legislative Principles

CMAP supports initiatives that help manage water and energy demand, help rehabilitate existing infrastructure, and incorporate more efficient, renewable energy options and technologies.

CMAP supports initiatives that establish new, sustainable funding for water infrastructure, water supply planning, and flood protection and that promote full-cost pricing of water infrastructure.

Expand and Improve Parks and Open Space

A top priority of GO TO 2040 is to expand the green infrastructure network, an inventory of the most significant locations in northeastern Illinois targeted for conservation. To do so, CMAP recommends making significant, priority-based investments in parks and open space. The state can play a critical role in this effort through IDNR's open space acquisition and management programs. Major benefits will follow from investing in the green infrastructure network, including enhanced quality of life and property values, improved public health through the promotion of active lifestyles, and the protection of ecosystem services like biodiversity, water supply, flood storage, and water purification. GO TO 2040 recommends preserving an additional 150,000 acres of land by 2040 through a collaborative, multi-organizational, public-private approach.

Legislative Principles

CMAP supports legislative initiatives that coordinate open space investment to create a connected green infrastructure network and prioritize preservation of the most important natural areas.

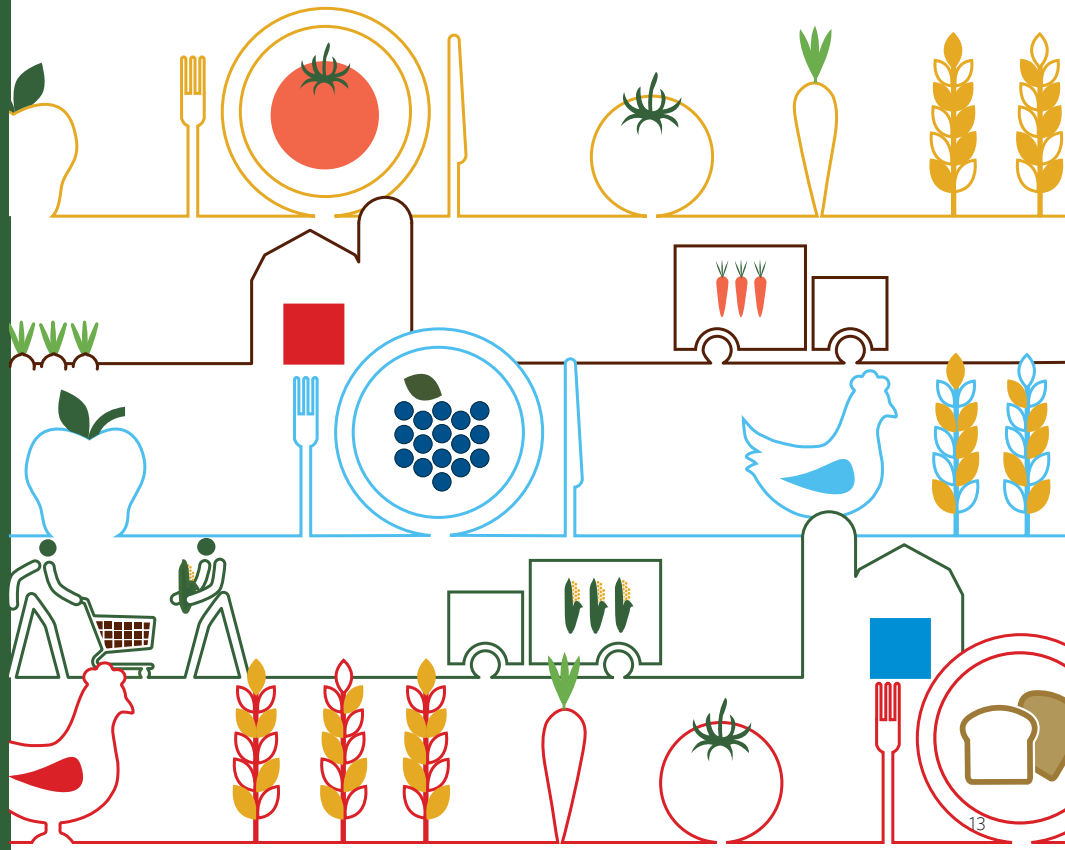
CMAP supports legislative initiatives that increase funding to provide parks and conserve land, invest in the establishment of new parks, and provide connections through greenway trails.

Promote Sustainable Local Foods

Illinois has some of the most fertile soils in the country, yet most of the money spent on food feeds the economies of other states and nations. The state can support the economic and environmental benefits of local food production through its policies, regulations, and direct procurement. Further, the State can support a variety of demonstration programs to provide better food access in disadvantaged communities.

Legislative Principle

CMAP supports legislative initiatives that facilitate sustainable local food production; increase access to safe, affordable, and healthy foods; and improve local food-related data, research, training, and information sharing.



Improve Education and Workforce Development

The quality of our workforce is among the most important factors in maintaining a strong economy. The state plays a critical role in workforce development through coordinating and funding the public education system and workforce training. GO TO 2040 emphasizes the importance of strengthening workforce development programs to ensure that the region's pool of workers is prepared to meet the needs of current and future employers. Better information networks can help measure, track, and analyze performance to support this goal.

Legislative Principles

CMAP supports legislative initiatives that align workforce development, education, and economic development initiatives to measure outcomes, as well as efforts that improve data-driven decision making.

CMAP supports legislative initiatives that improve the flexibility and delivery of workforce development services, including the strengthening of sector-based and community-focused provision of services.

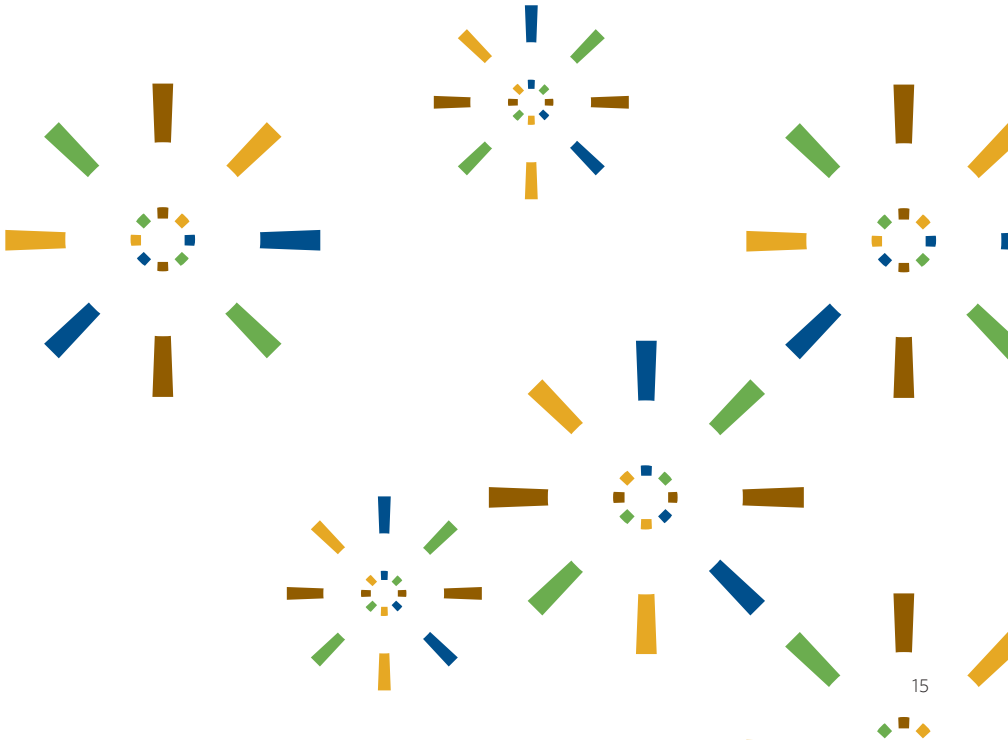
Support Economic Innovation

Innovation plays a major role in sustainable economic prosperity and enhancing global competitiveness. The region's propensity to innovate —develop new products, technologies, processes, business models, and markets—results in goods and services that are faster, cheaper, and better. However, a variety of innovation measures indicate that the region and state's innovative capacity is lagging behind that of peers. Serious action to increase economic innovation will be necessary to keep the region thriving and globally competitive.

GO TO 2040 suggests that the state should use enhanced data to evaluate financial incentives and programs and target them toward the attraction and retention of innovative industries that provide good jobs. The state can strengthen its focus on nurturing regional industry clusters by working with industry coalitions to secure and leverage public and private funding.

Legislative Principle

CMAP supports legislative initiatives that evaluate and monitor economic development programs, identify successful approaches, and target investments toward the region's industry clusters.



Reform State Tax Policy

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Legislative Principle

CMAP supports legislative initiatives that reform state tax policy through careful expansion of the sales and income tax bases, as well as the careful modification of state revenue sharing structures with local governments to encourage regional collaboration and broader GO TO 2040 development goals.

Improve Access to Information

Data sharing through transparent, open governance improves efficiency and accountability. CMAP relies on other agencies' data to complete its own work in planning and transportation programming and policy; its work depends on the timely reporting of data in a usable format and accessible location. Transparency in data is essential for understanding how government operates, and helps policymakers at all levels of government make better and more informed decisions.

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