



# Chicago Metropolitan Agency for Planning

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**To:** CMMC Infrastructure Subcommittee

**From:** Martin Menninger and Bob Dean

**Date:** April 15, 2015

**Re:** CMMC Project Prioritization

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This memo describes next steps in the prioritization of projects for CMMC support for the upcoming TIGER application. CMMC has the authority to identify one project within the Chicago metropolitan area which best supports metals manufacturing. The selected project will not receive any additional “points” in the TIGER application process, but the Federal Highway Administration (FHWA) will provide some technical assistance to the selected project sponsor to improve their application.

It is expected that many projects – including all listed within this memo – will be submitted to the TIGER program for consideration. All of these projects are good fits for the TIGER program, and would have positive impacts on the region’s transportation system if funded. The purpose of this prioritization exercise is to specifically screen and evaluate projects based on their impacts on metals manufacturing. It should not discourage the submittal of other projects for TIGER consideration.

## **Summary of work to date**

This prioritization effort began in fall 2014, after CMMC requested CMAP’s assistance in prioritizing TIGER applications for their impacts on metals manufacturing. Steps since then have included:

- In November, CMAP reached out to potential sponsors of TIGER projects that were members of CMMC to request project ideas for evaluation.
- On December 8, the infrastructure subcommittee discussed the draft list of projects to be considered, national best practices in the evaluation of the economic impacts of transportation projects, and a first draft of criteria to be used for project evaluation. Immediately following the December 8 meeting, the prioritization process was also discussed with the County Engineers.
- On January 26, the subcommittee reviewed a more detailed list of criteria, along with descriptions of how they would be specifically measured. The meeting also included a discussion with FHWA staff to hear about their expectations for the 2015 TIGER applications and also confirm that the proposed prioritization process was acceptable to them.

- On February 19, the subcommittee reviewed initial scoring for potential projects. Based on the scoring and the subcommittee's discussion, three projects were identified as having the most positive benefits for metals manufacturing. (Other projects were also good candidates for TIGER funding, but had less direct relevance to metals manufacturing.)
- The prioritization effort was paused at this point to await the release of the Notice of Funding Availability for TIGER funds, which was issued on March 30.

### **Evaluation criteria**

Project evaluation criteria focused specifically on economic impacts. The TIGER funding program is concerned with many other factors – including the natural environment, quality of life, safety, innovation, and others – but the focus of this analysis was on the ability of each project to support metals manufacturing, which leads to an economically-focused evaluation.

Briefly, the evaluation examined four main criteria:

- Impact on metal manufacturing and other manufacturing firms. This measure is compiled from the number of metal manufacturing jobs, firms, and annual sales, as well as total manufacturing jobs, within the project's impacted area.
- Redevelopment potential. This measure is based on the amount of vacant industrial land as well as the number of brownfields within the impacted area.
- Mobility benefits. Mobility benefits include the impact on Vehicle Hours Traveled (VHT), both for all vehicles and for trucks in particular.
- Demographic and economic need. This measure is based on median income and unemployment rate within the project's impacted area.

These criteria relate directly to two main elements of the TIGER application. One of these is economic competitiveness, one of the five principal evaluation factors. This factor is little changed from last year's application, and the measures above were developed to respond to the TIGER program's approach to economic competitiveness.

A new term in the 2015 application is the concept of "Ladders of Opportunity." The goals of this concept are to "increase connectivity to employment, education, services, and other opportunities; support workforce development; or contribute to community revitalization, particularly for disadvantaged groups." CMAP believes that this concept is reflected adequately in the above criteria, which address connections to employment, community revitalization, improvements in mobility, and unemployment and income levels.

### **Evaluation results**

Based on the evaluation of the above criteria and discussion at the February 19 subcommittee meeting, three projects were identified as candidates for CMMC support. Each of these are good matches for the TIGER program and show significant potential benefits for metals manufacturing. The three projects include:

- Touhy Avenue. This project serves the greatest concentration of manufacturing businesses, both for metal manufacturers and manufacturers in general. It has positive impacts on mobility and serves an area with relatively low incomes.
- Taft Avenue Connector. This project is close behind Touhy Avenue for serving manufacturing businesses, and also serves an area with low incomes and high

unemployment rates. The Taft Connector has a positive impact on redevelopment potential, with the most brownfields within its impacted area, but its benefits for mobility are only moderate. It also demonstrates a significant partnership between Cook and DuPage Counties.

- I-55 at Weber Road. This project has the highest impact on mobility, particularly automobile travel, and also creates significant potential for development, with significant vacant industrial land in the area. However, it does not serve an area with a high concentration of existing manufacturing businesses.

The simple table below shows the three projects and the indexed scores for each for each of the four criteria. Further analysis of these projects – including the raw figures on which these indexed scores are based – is contained in a series of one-page analysis sheets at the end of this memo.

Project name	Federal funding request	Impact on metal manufacturing and other manufacturing	Redevelopment potential	Mobility benefits	Demographic and economic need
Touhy Avenue – Elmhurst Road to Mount Prospect Road	\$25,000,000	<b>Very high (10.0)</b>	Moderate (2.7)	<b>High (5.9)</b>	<b>High (5.8)</b>
Elgin O'Hare Western Access (EOWA) – Taft Connector	\$127,200,000	<b>Very high (8.1)</b>	<b>High (5.7)</b>	Moderate (4.2)	<b>Very high (7.6)</b>
Interstate Route 55 @ Weber Road	\$31,300,000	Low (0.8)	<b>High (6.1)</b>	<b>Very high (8.9)</b>	Moderate (4.0)

### Next steps in selection process

At the April 24 meeting of the subcommittee, the sponsors of each of the three projects will be invited to describe the benefits of their project for metals manufacturing. While the evaluation presented above can serve as a guide, hearing directly from project sponsors about their projects will give the subcommittee a fuller understanding of their benefits than a quantitative evaluation alone.

Following the presentations, members of the subcommittee will be asked to discuss the projects and the pros and cons of selecting each one. Keypad polling or similar methods will be used to gauge support for each project. Ultimately, the subcommittee will be asked to vote on the top priority project for the CMMC to support.

Members of the full CMMC steering committee will be invited to observe and participate in the subcommittee meeting, although only subcommittee members will be able to vote.

# Interstate Route 55 @ Weber Road

## Impact on Metal Manufacturing and Other Manufacturing Firms

- Metal Sales: \$730 k
- # Metal Firms: 91
- # Metal Jobs: 3,473
- # Manuf. Jobs: 7,213

## Redevelopment Potential

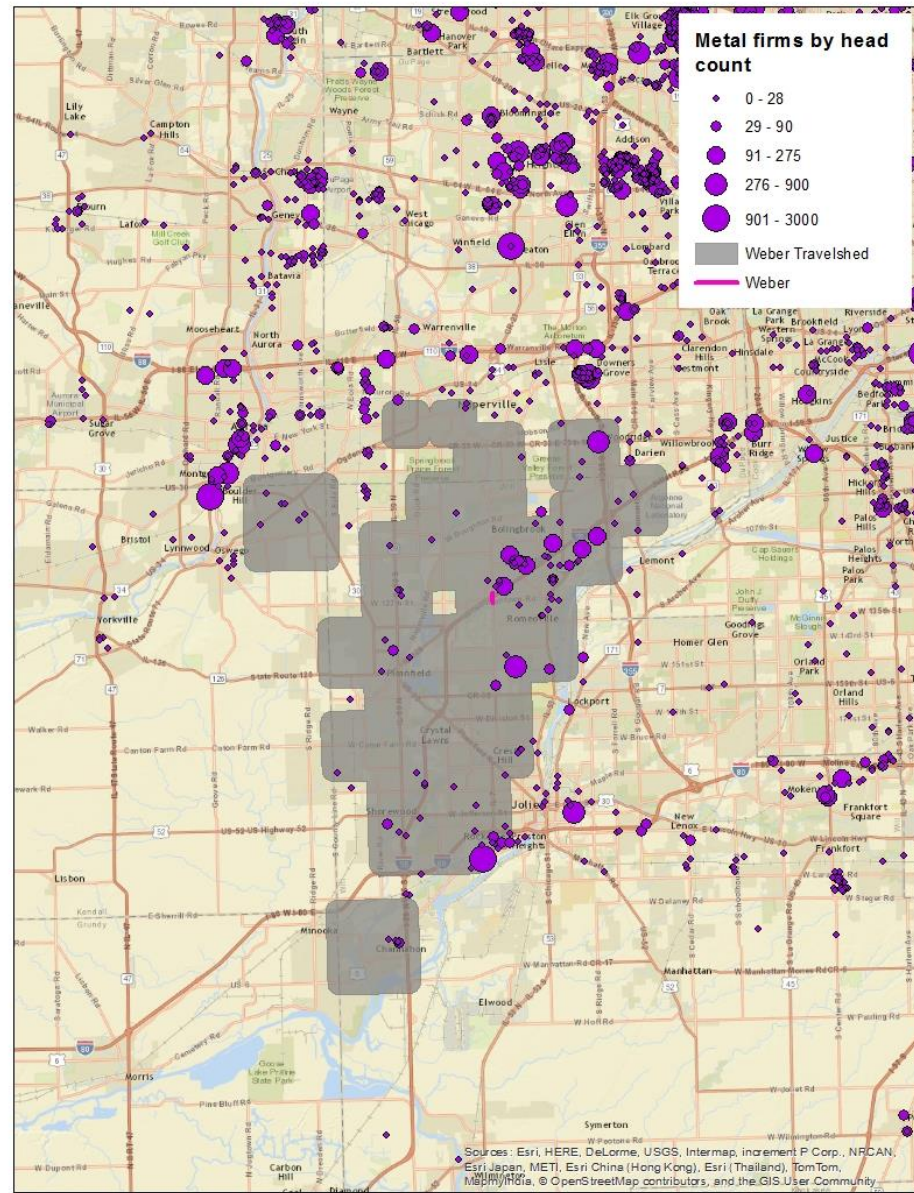
- Vacant Industrial Acres: 1,751
- # Brownfields: 59

## Mobility Benefits (Vehicle Hours Traveled Reduction)

- Auto: 1,542
- Truck: 55

## Demographic and Economic Need

- Median HH Income: \$82,114
- Unemployment: 8.7%





# Elgin O'Hare Western Access (EOWA) - Taft Connector

## Impact on Metal Manufacturing and Other Manufacturing Firms

- Metal Sales: \$3.0M
- # Metal Firms: 505
- # Metal Jobs: 14,303
- # Manuf. Jobs: 50,317

## Redevelopment Potential

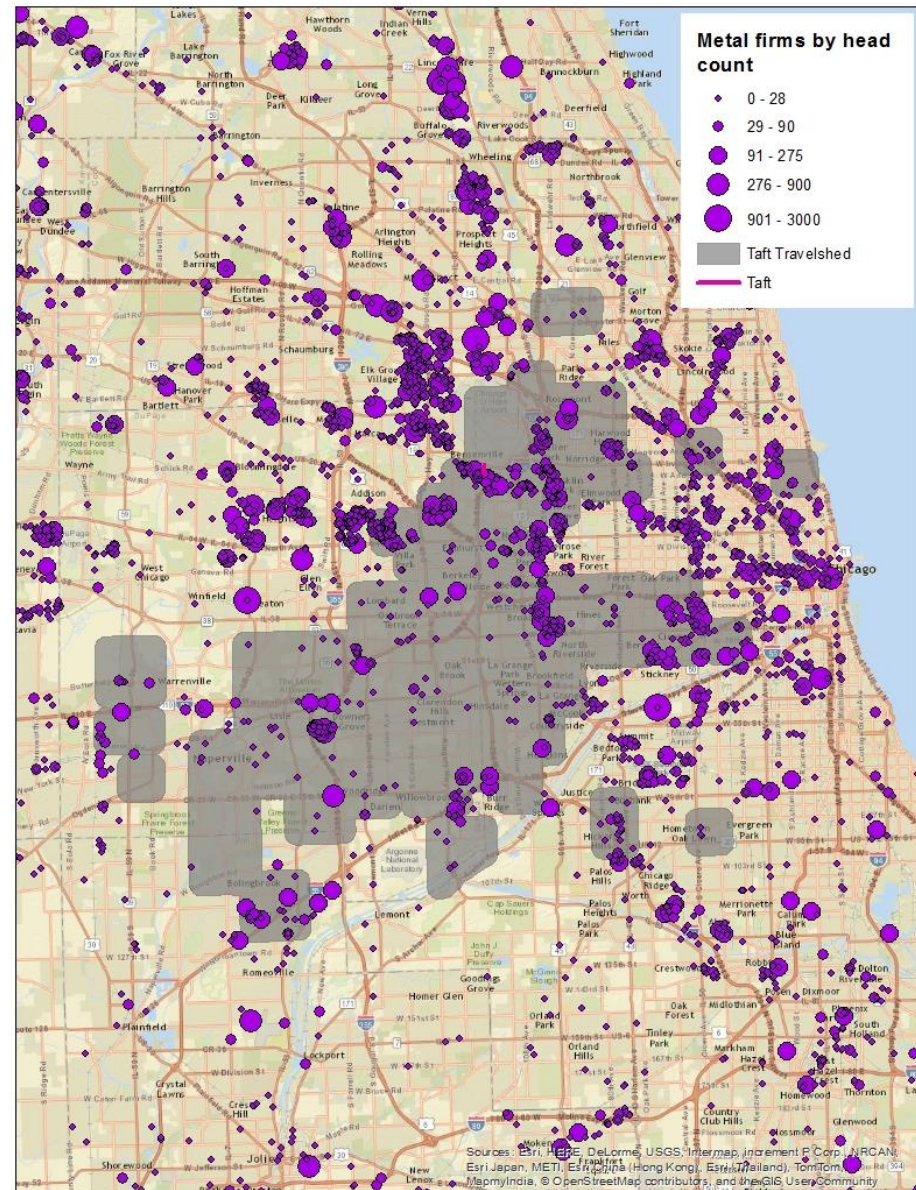
- Vacant Industrial Acres: 449
- # Brownfields: 171

## Mobility Benefits (Vehicle Hours Traveled Reduction)

- Auto: 285
- Truck: 38

## Demographic and Economic Need

- Median HH Income: \$72,541
- Unemployment: 9.4%





# Touhy Avenue - Elmhurst Road to Mount Prospect Road

## Impact on Metal Manufacturing and Other Manufacturing Firms

- Metal Sales: \$3.8M
- # Metal Firms: 581
- # Metal Jobs: 17,353
- # Manuf. Jobs: 61,701

## Redevelopment Potential

- Vacant Industrial Acres: 363
- # Brownfields: 94

## Mobility Benefits (Vehicle Hours Traveled Reduction)

- Auto: 793
- Truck: 40

## Demographic and Economic Need

- Median HH Income: \$68,779
- Unemployment: 8.1%

