



Tier II Consultation Meeting
Annotated Agenda
September 25, 2009—10:00 am
Lake County Conference Room
CMAP Offices

1.0 Call to Order and Introductions 10:00 a.m.

2.0 Agenda Changes and Announcements

3.0 Approval of Minutes – January 30, 2009 and July 22, 2009

ACTION REQUESTED: Approval

4.0 Semi-annual TIP Conformity

The public comment period for the semiannual RTP/TIP conformity analysis TIP amendments closed August 30, 2009. No comments were received. The items will be considered by the CMAP Board and MPO Policy Committee in October. The next conformity determination is scheduled for consideration in March 2010.

ACTION REQUESTED: Discussion

5.0 State Implementation Plan Status

IEPA and US EPA will update team members on activities related to the SIP that have occurred since the last meeting.

ACTION REQUESTED: Information

6.0 GO TO 2040

An update on the status of *GO TO 2040* will be provided, including:

- Preferred scenario selection
- Financial plan
- Major capital project evaluation
- Public participation following release of the preferred scenario and major capital project recommendations.

- Recommended transportation strategies and Plan conformity

ACTION REQUESTED: Discussion

7.0 Recissions

A rescission was written into law as part of SAFETEA-LU and is likely to be the subject of continued Executive and Legislative debate. Barring action that rescinds the rescission, implementation will occur according to a schedule that will result in funds being withdrawn from the States no earlier than September 29, 2009 and no later than September 30, 2009.

ACTION REQUESTED: Discussion

8.0 Conformed Modeled Projects

CMAQ includes both exempt and non-exempt project types specifically to demonstrate the air quality effects of the RTP and the TIP in the travel demand model. While we include more project types than those required by the federal regulations, there are non-exempt project types that are not codable. This item has previously been discussed with the consultation team. Given the turnover in team members it is appropriate to revisit this issue.

ACTION REQUESTED: Discussion

9.0 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 exact time for the public comment period will immediately follow the last item on the agenda.

10.0 Next Meeting

11.0 Adjournment

Tier II Consultation Team Members:

	CMAQ		FHWA		FTA		IDOT
	IEPA		RTA		USEPA		



Tier 2 Consultation Meeting Minutes

January 30, 2009

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

Participants:	Patricia Berry	CMAP
	Bill Brown	NIRPC (via phone)
	Brian Carlson	IDOT
	John Donovan	FHWA
	Doug Ferguson	CMAP
	Michael Leslie	USEPA
	Holly Ostdick	CMAP
	Ross Patronsky	CMAP
	Mark Pitstick	RTA
	Mike Rogers	IEPA
	Betsy Tracy	IDOT (via phone)
	David Werner	FTA
	Kermit Wies	CMAP

1.0 Call to Order and Introductions

The meeting was called to order at 11:30 a.m.

2.0 Agenda Changes and Announcements

Item number 4.0 SIP was moved to the end of the agenda.

3.0 Approval of Minutes – July 2, 2008 and September 23, 2008

The minutes were approved.

4.0 State Implementation Plan

Mr. Rogers said that IEPA was in the process of preparing a SIP for the 8-hour ozone standard. The SIP was originally due in June, 2007; a failure to submit notice was issued by USEPA in March, 2008. Transportation sanctions pursuant to the failure submit notice will take effect in March, 2010 if a SIP is not submitted and found complete by then.

The draft budgets for this SIP were discussed at the July, 2008 consultation team meeting. A comment period, including a public meeting on the draft SIP was held in December, 2008. CMAP sent IEPA a comment on vehicle registration distribution assumptions in the draft SIP. The original vehicle registration assumptions were based on 2003 data. In response to the comment, IEPA obtained new information from the Illinois Secretary of State. The new data show that the fleet is currently much older than the 2003 data showed; it is older than the national averages incorporated into MOBILE6. This updated data was then used to develop updated draft budgets.

The original VOC budget was 106.92 tons/summer day. It increased to 133.8 tons/summer day. Similarly, the NOx budget increased from 261.02 tons/summer day to 284.7 tons/summer day. However, IEPA was still able to demonstrate attainment.

In response to a question from Mr. Wies, Mr. Rogers said that CMAP's conformity analysis results should increase in parallel if they use the updated vehicle registration data. Mr. Patronsky said that he had obtained the data from IEPA, and would be checking the ability of the region to conform to the revised proposed budgets.

In addition, since 2006 – 2008 air quality monitor data were “clean,” IEPA has prepared a request for redesignation under the 1997 standard (0.08 parts/million) and a maintenance SIP, including budgets for 2020. These budgets were also revised using the new vehicle registration data. The revised budgets are, for VOC, 67.0 tons/summer day, and for NOx 80.2 tons/summer day.

Mr. Rogers noted that the region is still in nonattainment of the updated ozone standard of 0.07 parts/million.

Mr. Rogers then discussed the preparation of a PM_{2.5} SIP. Draft budgets have been established; CMAP has not tested the ability to conform to the draft budgets. Mr. Rogers said that a timeline for submission of the PM_{2.5} SIP has not been established yet.

In response to a question about the MOVES model, Mr. Leslie indicated that the draft would be released in the next few months.

5.0 Economic Recovery Program

Ms. Ostdick passed out a timeline staff had drafted earlier that morning. Based on the letting authorization dates, bringing the necessary TIP changes to the March 6th Transportation Committee meeting seemed to allow enough time to obligate Recovery Act projects by the anticipated deadline.

Mr. Werner noted the process for FTA approval was somewhat different, and that the meeting dates proposed may not provide adequate time to process the grants. He asked when the STIP update would be approved. Ms. Berry said that the practice has been to

have transmission and approval letters prepared in advance of the Committee meeting so that the approval can take place on the same day. A discussion of the timing for the RTA meeting was also discussed. Mr. Werner indicated that he would be more comfortable if some of the meeting dates could be moved up.

Mark Pitstick said the RTA Board was planning to meet 2/19 to establish marks, although final apportionments may not be available. Staff will be able to make adjustments to the estimates approved by the Board. It was not certain whether the RTA would approve projects at their February meeting or their March meeting

Ms. Berry said she would investigate the possibility of a special Policy Committee meeting, depending on RTA's approval schedule.

6.0 Semi-annual TIP Conformity amendment

Ms. Berry introduced the cover memo, which has been revised to give useful information to a wider audience.

Ms. Berry said that an error was found in the network coding; this is being corrected and revised conformity results will be prepared. She said that CMAP strives to make the network coding as accurate as possible, and where errors are found, they will be corrected as soon as possible.

Mr. Wies noted that, in the course of adding Kendall County to the travel demand model, a correction was made to the external (now internal) population data.

Ms. Berry asked Mr. Leslie how soon the approval letter would be available. Mr. Leslie indicated that it should be ready at about the same time the MPO Policy Committee approves the amendment.

Mr. Patrosky noted that no comments have been received to date.

7.0 Other Business

Mr. Wies suggested to Ms. Tracy that, since the GO TO 2040 plan will be considering transportation projects over the next six to eight months, the IDOT Central Office should discuss with Districts 1 and 3 the scope and priorities for major capital projects.

8.0 Next Meeting

The next scheduled meeting of the Consultation team was left on call.

9.0 Adjournment

The meeting adjourned at 12:15 p.m.



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DRAFT

Tier 2 Consultation Meeting Minutes

July 22, 2009

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

Participants:	Patricia Berry	CMAP
	Bob Dean	CMAP
	Stephanie Dock	CMAP
	Michael Leslie	USEPA
	Mark Pitstick	RTA
	Ron Krall	IDOT (via phone)
	Matt Fuller	FHWA (via phone)
	Bill Brown	NIRPC (via phone)
	Betsy Tracy	IDOT
	Kermit Wies	CMAP
	John Donovan	FHWA
	Teri Dixon	CMAP
	Holly Ostdick	CMAP
	Ross Patronskey	CMAP
	Mike Rogers	IEPA
	David Werner	FTA

1.0 Call to Order and Introductions

The meeting was called to order at 1:34 P.M.

2.0 Agenda Changes and Announcements

Item number 6.0 Semi-annual TIP conformity amendment was discussed first.

3.0 Approval of Minutes January 30, 2009

Approval of the minutes for the January 30, 2009 meeting was postponed to the next meeting.

4.0 State Implementation Plan

Mr. Rogers distributed a letter stating that the USEPA has performed a completeness review for base year emissions inventory, 8-hour ozone attainment demonstration,

reasonably available control measures, volatile organic compound (VOC), reasonably available control technology (RACT), reasonable further progress (RFP), contingency measure, and motor vehicle emissions budgets. This finding stops the sanction process regarding an attainment demonstration, VOC RACT, and RFP. However, the sanctions clock for NOx RACT is still in effect. Mr. Rogers explained that highway sanctions are set to begin by March 2010, unless the USEPA makes a completeness finding before then. The NOx RACT submission is expected in the late summer or early fall.

Mr. Rogers was asked when the ozone maintenance SIP will be submitted. Mr. Rogers stated the IEPA is focusing on other issues and has not set a time when the maintenance plan will be submitted.

Mr. Rogers stated the IEPA is close to beginning the public comment for an attainment demonstration SIP for the annual fine particulate matter standard. He stated they updated the vehicle registration distribution file and refined the heavy duty vehicle miles traveled.

5.0 GO TO 2040

Mr. Dean stated that the final plan adoption is anticipated in October of 2010. He stated the draft plan, including the transportation capital element, will be approved by the MPO Policy Committee in March 2010 and the CMAP Board in April 2010. It will be available for public review around May 2010. The conformity analysis for the plan and FFY 2010-2015 TIP will be included for public comment during the same time frame. All present agreed with concurrent review.

Mr. Patrosky distributed a memo regarding the conformity analysis years for *GO TO 2040* requesting that the consultation team discuss the inconsistent horizon years between NIRPC and CMAP, since NIRPC will not be adopting a 2040 plan until 2011. It is likely that there will be budgets for the 8-hour ozone and PM_{2.5} standards by then, so the horizon year difference will not matter. However, if the daily PM_{2.5} designations are made by the time the conformity analysis is done, there may be a need to do a joint conformity, thus requiring consistent horizon years. Mr. Leslie suggested NIRPC project 2030 VMT and planning assumptions to the year 2040 and use that for the conformity analysis. Mr. Wies urged caution in developing VMT data and planning assumptions for 2040 that would not ultimately be part of a 2040 plan.

6.0 Semi-annual TIP Conformity amendment

Ms. Berry stated that CMAP has requested changes to non-exempt and exempt tested projects for the semi-annual conformity analysis. One change that was received was the Elgin-O'hare Bypass and add lanes on the current Elgin-O'hare. There has been some discussion between CMAP, IDOT, and FHWA regarding whether the current status of this project would require an RTP update. Mr. Fuller of FHWA stated the project is currently

conducting a Tier I EIS which does not require a regional conformity determination for federal approval.

Ms. Berry stated that with the major capital projects for *GO TO 2040* anticipated to be approved by April 2010 and then next Semi-annual conformity is anticipated for approval in March 2010 it would be advantageous to not complete any RTP updates until after the Major Capital Projects is approved. All present agreed.

7.0 Next Meeting

The next scheduled meeting of the Consultation team was left on call.

8.0 Adjournment

The meeting adjourned at 2:45 p.m.



MEMORANDUM

To: CMAP Transportation Committee

Date: July 26, 2009

From: CMAP Staff

Re: Biannual TIP/RTP Conformity Analysis and TIP Amendments

In accordance with the biannual conformity analysis policy agreed to in 2007, CMAP staff asked programmers to submit changes to non-exempt and exempt tested projects within the TIP. Staff received change requests for 98 projects; less than 10% of the projects had more than one action requested.

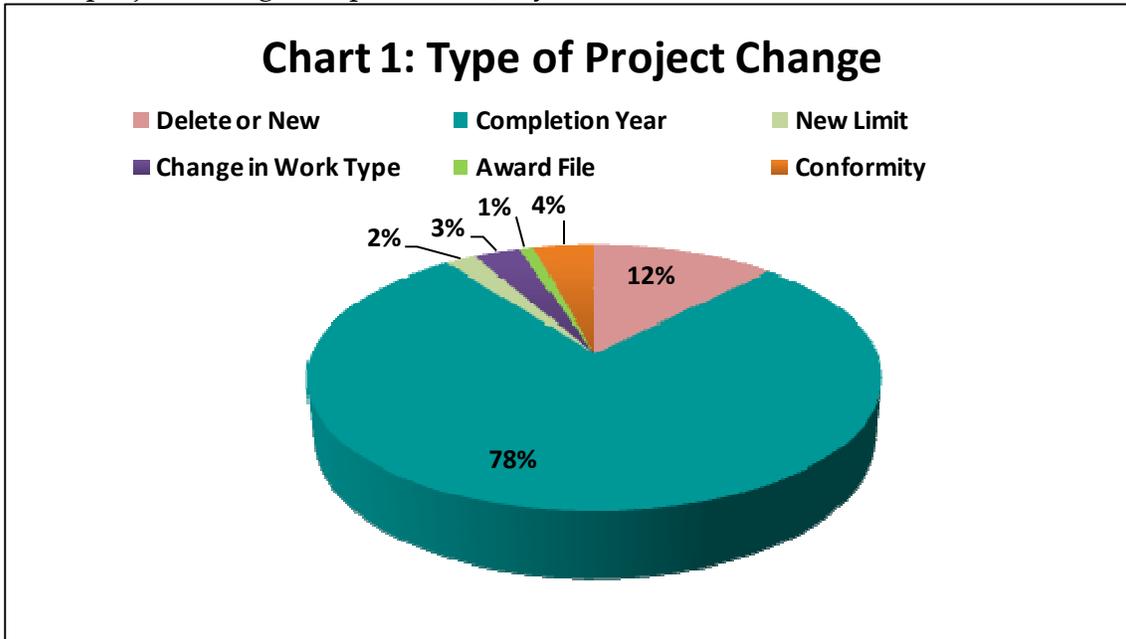
There were three changes requested that included adding, changing, or removing worktypes. Worktypes describe the work being completed in a project. Worktypes also determine if a project is exempt, exempt tested, or non-exempt.

- An exempt worktype does not require an air quality conformity analysis. Examples of exempt projects include road resurfacing and bus rehabilitation.
- Exempt tested worktypes do not require a conformity analysis, but the region has chosen to include their impacts in the travel demand model. Exempt tested projects include lane widening and new commuter parking lots.
- Non-exempt projects have an effect on air quality and must be tested for conformity. Non-exempt projects include adding lanes to a road or extending a rail line.

Other changes include six new projects and six deleted projects. Also, there were two limit changes. Limits are the cross-streets, mileposts or other boundaries which define the extent of a project.

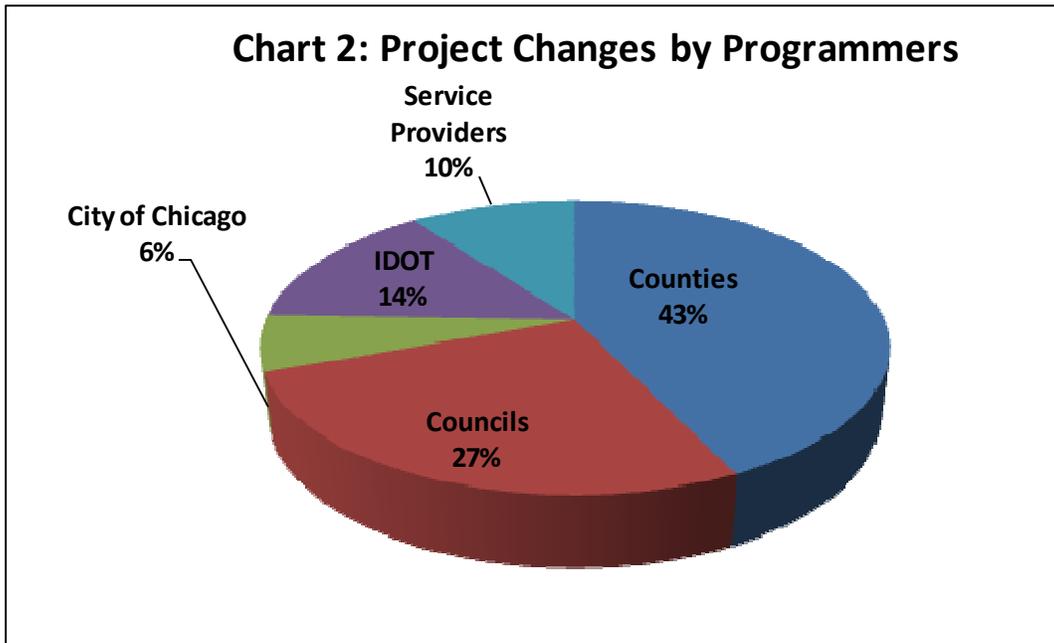
In total, seventy six projects had new completion years that required conformity analysis. Completion years indicate when a project is anticipated to be in service to users. The conformity analysis looks at certain years (currently 2010, 2020 and 2030). When a completion year change crosses one of these years, the conformity analysis must be redone. Almost half of the new completion years fall between 2009 and 2012. Most of the other completion years fall between 2013 and 2017 and a small number of the projects are for 2020 and beyond.

Chart 1 shows a breakdown of the type of project changes requested. The table below Chart 1 shows a comparison of project changes requested in July 2009 vs. March 2009.



Summary Comparison 2009			
Type	Mar-09	Jul-09	Change
Delete or New	31%	12%	-19%
Completion Year	39%	76%	37%
New Limit	20%	2%	-18%
Change in worktype	1%	3%	2%
Award File	0%	1%	1%
Conformity	9%	4%	-5%

All programmers were contacted and requested to submit any changes. CMAP staff did receive a response from all programmers and specific changes are listed in the attached reports. For a breakdown of changes submitted by programmer please see Chart 2. The table following Chart 2 is a summary comparison of changes by programmers in comparison to March 2009.



Summary Comparison 2009			
Agency Type	Mar-09	Jul-09	Change
Counties	25%	43%	18%
Councils	49%	27%	-22%
City of Chicago	1%	6%	5%
IDOT	19%	14%	-5%
Service Providers	5%	10%	5%
Tollway	1%	0%	-1%

The 2010, 2020 and 2030 highway networks were coded to include the changes listed in the attachments. The regional travel demand model was run using the updated networks. The resultant VMT by speed and facility type for eight vehicle classes was expanded to twenty-eight vehicle types for multiplication by regional emission rates developed using USEPA's MOBILE model. The on-road emission estimates are the sum of those calculations for each precursor or direct pollutant in each scenario year. Reductions from the National Energy Policy Act Credit and Clean Fuel Fleet Program have not been claimed.

For ozone precursors, the resulting emissions estimates fell below the applicable attainment demonstration SIP budgets.

Since there are not SIP budgets for annual direct PM_{2.5} and NO_x emissions, these estimates were combined with estimates from northwest Indiana, which is also part of the nonattainment area. The combine direct PM_{2.5} and NO_x emissions remain below emissions estimates for 2002, the baseline year.

**Northeastern Illinois Transportation Improvement Program
October 8, 2009 Amendment
Conformity Analysis Summary Results**

PM_{2.5}

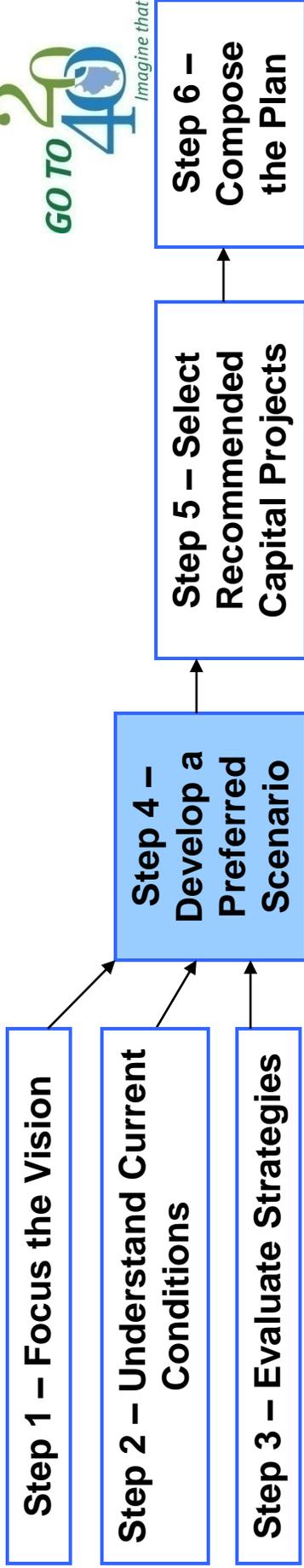
Year	Annual VMT	Fine Particulate Matter				Nitrogen Oxides			
		Global rate (gm/mi)	Tons	Northwest Indiana	Nonattainment area Total	Global rate (gm/mi)	Tons	Northwest Indiana	Nonattainment area Total
2002	58,090,684,998	0.0475	3,070.78	562.64	3,633.42	2.5908	167,630.81	30,397.97	198,028.78
2010	63,912,953,159	0.0240	1,692.20	158.90	1,851.10	1.1708	82,485.85	8,442.66	90,928.51
2020	68,531,088,972	0.0138	1,043.44	114.32	1,157.76	0.3575	27,003.16	3,004.68	30,007.84
2030	73,156,752,971	0.0126	1,019.42	116.46	1,135.88	0.2343	18,896.56	2,065.23	20,961.79

Ozone

Year	Summer Day VMT	VOC			NOx		
		Global rate (gm/mi)	Tons	SIP	Global rate (gm/mi)	Tons	SIP
2007	178,951,339	0.8238862	121.69	127.42	1.4346931	279.84	280.40
2010	181,829,162	0.4649368	93.19	127.42	1.0840784	217.28	280.40
2020	194,463,095	0.2392760	51.29	127.42	0.3296930	70.67	280.40
2030	208,121,484	0.2287527	52.02	127.42	0.2116367	48.55	280.40

Notes

Off-model benefits are not included in the total emissions estimates
NIRPC values from analysis of December, 2008
2007 ozone values from conformity analysis approved in October, 2008



Preferred Scenario Development

CMAP Working Committees

September-October 2009

Consuela Brown's Public and Committee Involvement Diagram



green jobs

TOD

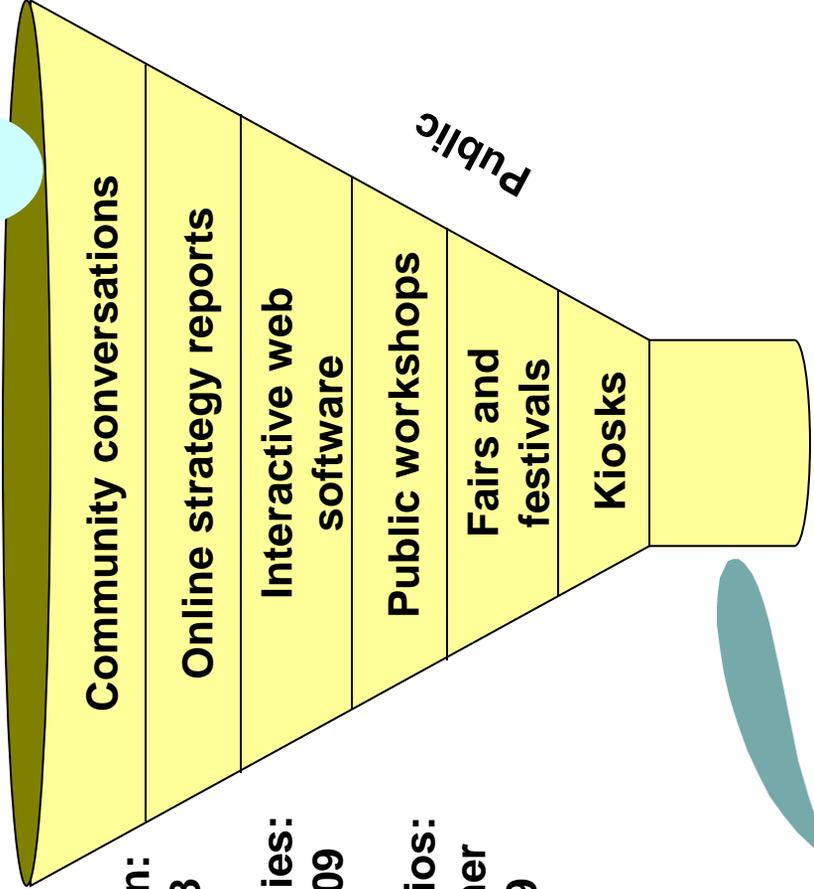
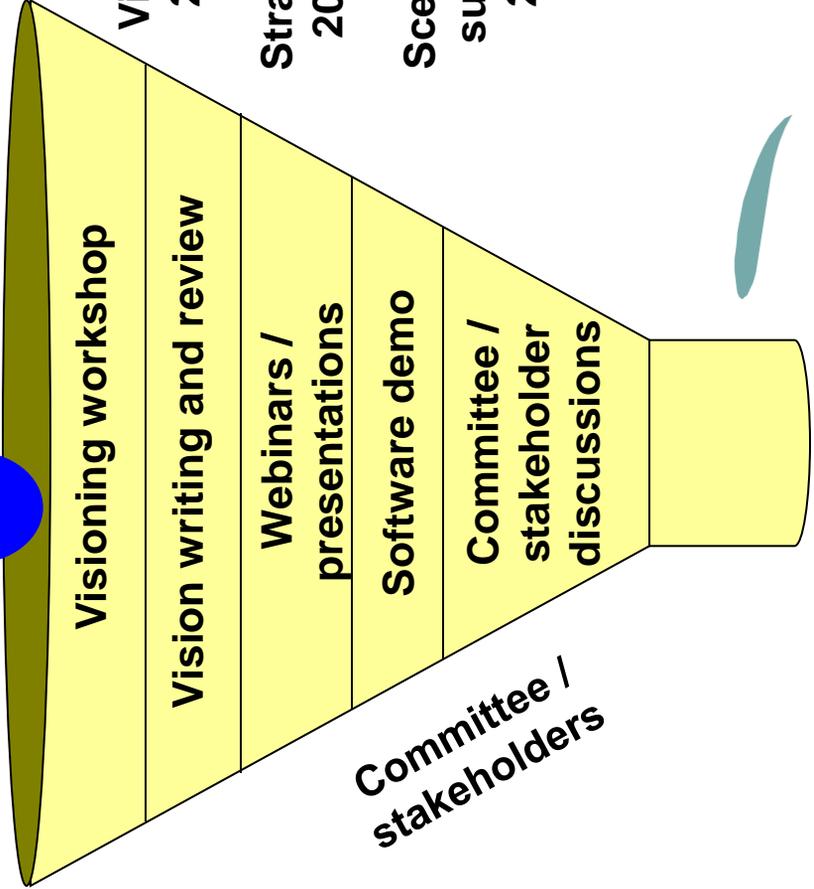
bike lanes

parks

housing

water supply

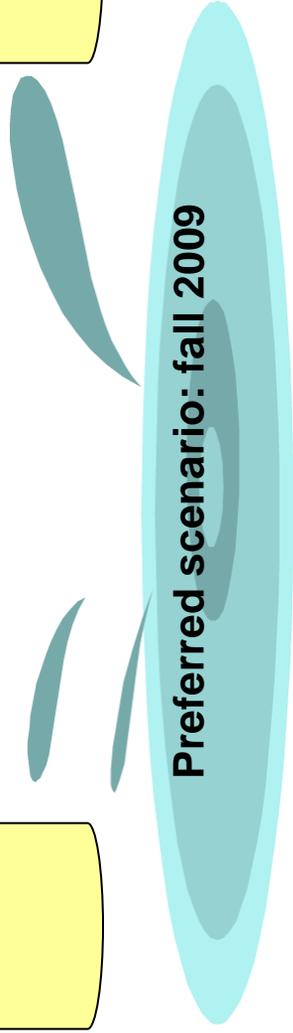
transit



Vision:
2008

Strategies:
2008-09

Scenarios:
summer 2009



Scenario Outcomes - Reinvest

The *reinvest* scenario features extensive investment in infrastructure and a higher density development pattern than today. For more description of the policies and investments in the reinvest scenario, click [here](#).

The table below describes the outcomes of the reinvest scenario on several key measures. Click the name of each outcome for more information about how the scenario would affect it. To compare all of the scenarios at once, click [here](#).

Outcome	How would the reinvest scenario change this from the current trend?	Degree of change	What strategies in this scenario caused this change?
<u>Land consumption</u>	Improves	28% less farmland and 37% less open space consumed	An aggressive <u>farmland preservation</u> program was employed, and development was concentrated in more densely developed areas, reducing pressure on open space.
<u>Infill</u>	Improves	18% more infill	<u>Transportation improvements</u> , a major emphasis on <u>transit oriented development (TOD)</u> , and <u>brownfield remediation</u> spurred growth in existing communities. An aggressive <u>farmland preservation</u> program also prevented development on the region's prime farmland.
<u>Open space access</u>	Improves greatly	57% more people with access	An explicit strategy to add <u>parks</u> was included in the scenario. This focused park additions on those parts of the region with the lowest levels of open space access, generally in older urban areas.
<u>Imperviousness and runoff</u>	Improves	10% less imperviousness, and 13% less in sensitive watersheds	Development densities were significantly higher, leading to less conversion of undeveloped land.
<u>Water use</u>	Improves	51% less growth in residential water use	Significantly higher development densities, or significantly smaller lots. Adoption of <u>conservation BMPs</u> by 10% of eligible households.

Create your own scenario with

metro QUEST **GO TO 2040**

Explore the scenarios:

- "Reinvest" scenario
- "Preserve" scenario
- "Innovate" scenario

Scenario outcomes

Community Design Workshops

Transportation capital projects

PROVIDE INPUT

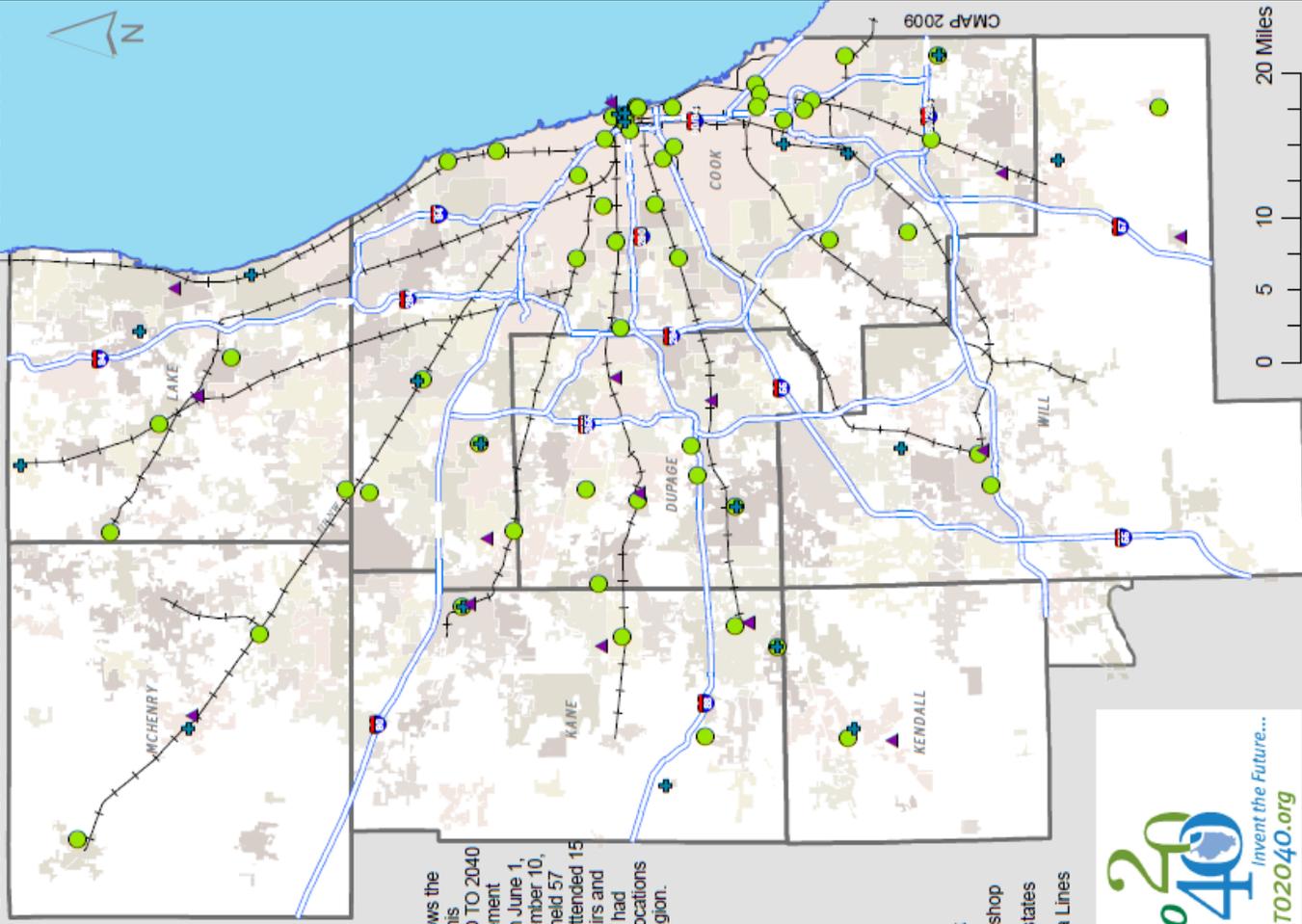
Invent the Future Summer Outreach

Scenario public engagement

Based around interactive software, both for public workshops and online use

Over 50 workshops with 1,400 attendees; 2,800 surveys collected at fairs and festivals; 10,000 visitors to GO TO 2040 website; 20,000

introduced to regional planning through kiosks; considerable media coverage



This map shows the locations of this summer's GO TO 2040 public involvement events. From June 1, 2009 to September 10, 2009 CMAP held 57 workshops, attended 15 community fairs and festivals, and had kiosks in 19 locations around the region.

Outreach

- Fair
- Kiosk
- Workshop
- Interstates
- Metra Lines

GO TO 2040

Invent the Future...

www.GOTO2040.org

Preferred scenario purpose and format

Purpose of preferred scenario report is to:

- Prioritize most important policy directions to pursue, based on technical analysis, stakeholder input, and public engagement
- Advance beyond the goal statements in Regional Vision, but not as far as specific recommendations
- Communicate benefits of pursuing preferred scenario

Preferred scenario report will include:

- Explanation of role of preferred scenario within process
- Description of outcomes of preferred scenario
- Description of policy directions to be prioritized in *GO TO 2040*

Preferred scenario outcomes

- Benefits calculated or described for:
- Economic and fiscal outcomes (overall economy, job access, infrastructure cost)
 - Environmental outcomes (energy, water, land consumption)
 - Transportation outcomes (H+T, transit use, congestion)
 - Social and equity outcomes (environmental justice, health, affordability, impact on elderly and disabled)

Example from Sacramento regional planning agency

Compact Development:

Creating environments that are more compactly built and that use space in an efficient but aesthetically pleasing manner can encourage more walking, biking, and public transit use, and shorten auto trips.

ADDITIONAL URBANIZED LAND (in square miles) Through 2050

Scenario	0	175	350	525	700
Base Case Scenario					661 sm
Preferred Blueprint Scenario					304 sm

Under the Base Case, new development would need an additional 661 square miles of land by 2050. In the Blueprint Scenario, 304 square miles of new land would be needed for urban uses.

Natural Resources Conservation:

This principle encourages the incorporation of public-use open space (such as parks, lawns, trails, and greenways) into the urban fabric, over and above the minimum required by codes. It also encourages preservation, agricultural preservation and promotion of environmentally sensitive areas such as energy efficient design, water conservation and stormwater management, and shade trees to reduce the ground temperature in the summer. In addition to conserving resources and protecting species, this principle improves overall quality of life by providing places for everyone to enjoy the outdoors with family outings and by creating a sense of open space.

AGRICULTURAL LAND CONVERTED TO URBAN USES (in square miles)

Scenario	0	50	100	150	200
Base Case Scenario					166 sm
Preferred Blueprint Scenario					102 sm

The Base Case would convert 166 square miles of agricultural land into urban uses. With the Blueprint Scenario, 102 square miles would be converted from agricultural to urban uses.

SPECIAL REPORT: Preferred Blueprint Alternative JUNE 2007

5

Preferred scenario policy directions

- Homes and communities
 - Continued local responsibility for land use regulation
 - Compact, mixed-use development, primarily focused in existing communities, and designed for accessibility by all
 - Particular focus needed on overcoming challenges (design-based solutions, infrastructure investments)
 - Affordability through allowing efficient housing market operation, and supporting with public programs



Preferred scenario policy directions

Economy

- Infrastructure – prioritize investments in infrastructure, update regulations, benefits of compact growth
- Workforce and human capital, including closing gaps in education and workforce systems
- Creating environment that supports business innovation (public sector role in technology transfer and data dissemination), with particular focus on “green jobs”
- Tax policy and its impact on economic and land use outcomes
- Equitable distribution of economic growth – impacts on human and community development issues such as crime, hunger, housing affordability, others

Preferred scenario policy directions

Environment

- Open space, including conservation-focused open space and urban parks, and recognizing importance of waterways and water quality
- Local food production and distribution, linked to agricultural preservation efforts
- Resource conservation (energy and water) and increased clean energy use
- Best practices in “green” building and development design to minimize environmental damage

Preferred scenario policy directions

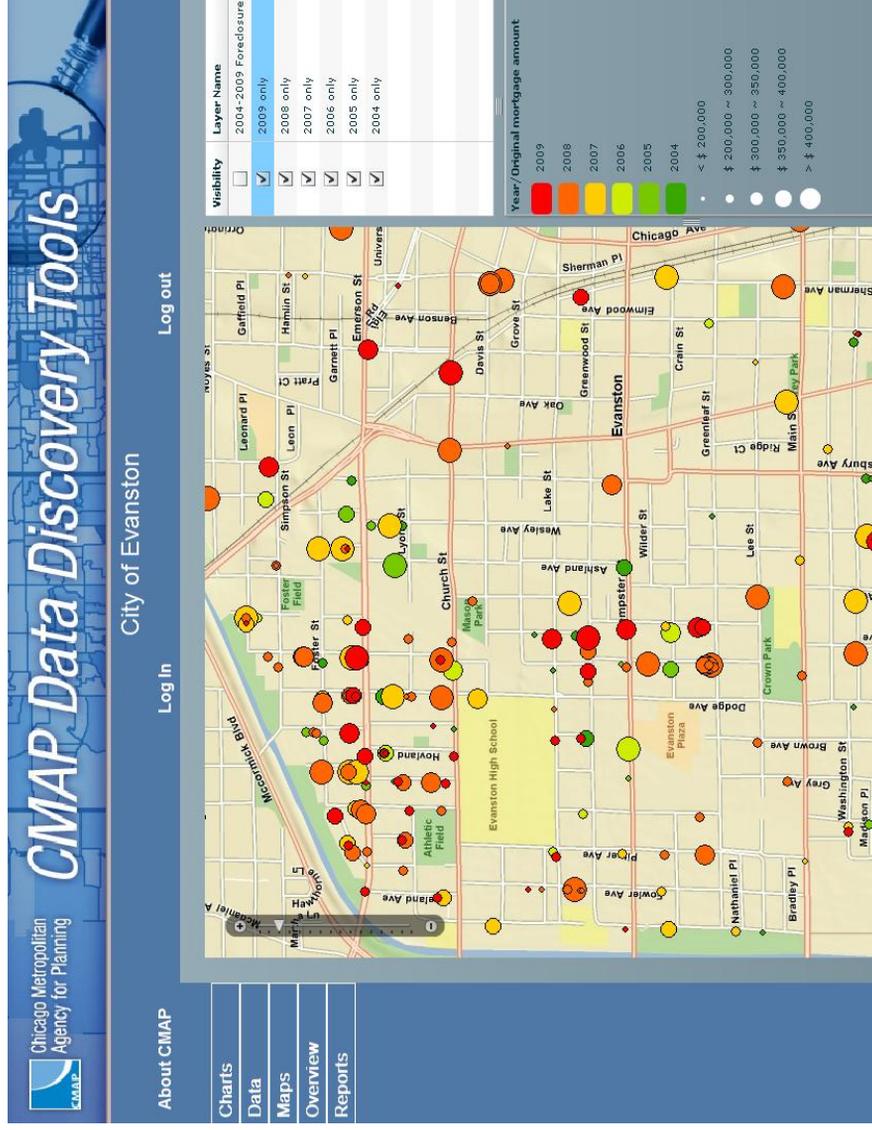
Transportation

- Maximize use of existing infrastructure, using existing system to its full potential – use of ITS, bicycle and pedestrian facilities, access management, TDM, land use coordination, other strategies
- Improved transit, including service upgrades and new service in unserved areas, and inclusion of high-speed rail
- Transportation finance – congestion pricing as part of approach, with revenues supporting parallel transit service and improving nearby arterials
- Freight infrastructure investment, also workforce and policy support
- Vehicle technology and alternative fuels

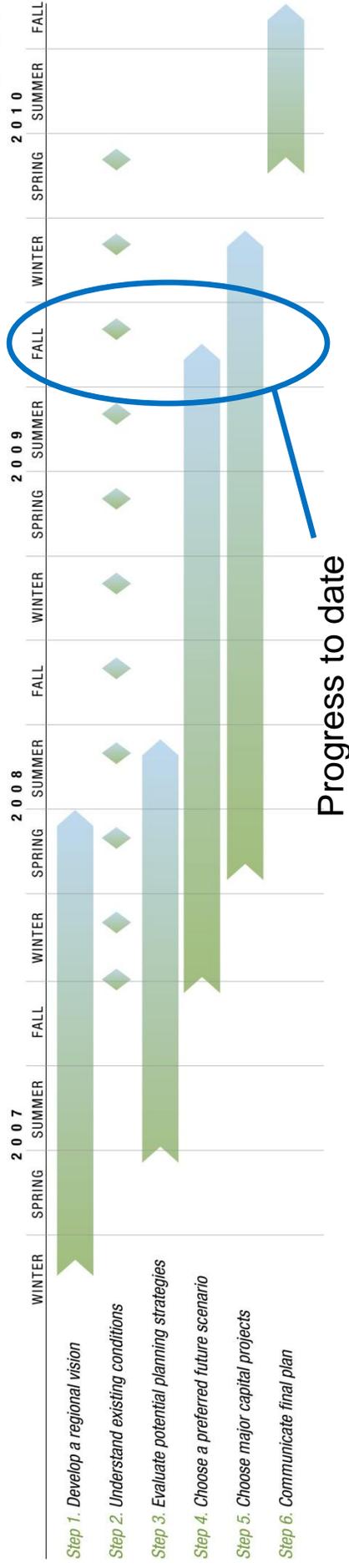
Preferred scenario policy directions

Governance and social systems

- “Unsiloeing” of federal and state grants and programs, allowing flexibility in identifying best ways to achieve identified outcomes
- Data sharing and transparency, allowing tracking of progress with indicators



GO TO 2040 Plan Timeline



- Preferred scenario discussions with committees and stakeholders: fall 2009
- Endorsement of preferred scenario (conceptual recommendations of plan): January 2010
- Develop more detailed recommendations and further prioritize: spring 2010
- Release draft plan: May 2010
- Approval of final plan: October 2010





MEMORANDUM

To: Transportation Committee

Date: September 10, 2009

From: Matt Maloney

Re: Transportation Financial Plan (Forecast of Core Revenues)

For *GO TO 2040*, CMAP is preparing a forecast of both *core* as well as *reasonably expected* revenue sources. This breakdown reflects the current guidance from FHWA and FTA for the preparation of a fiscal constraint in long range transportation plans. The accompanying tables represent CMAP's first effort at forecasting core revenues over the 2040 planning horizon. These figures are subject to change based on ongoing quality control and feedback from transportation implementers. Revenue totals are reflected in "year of expenditure" dollars, which is commensurate with the federal requirement for MPO long range plans. Forecasted expenditures will be shared with the Committee in the near future and will also be reflected in year of expenditure dollars.

The revenue forecast for *GO TO 2040* has been constructed somewhat differently than in past plans. The main two differences are 1) the use of year of expenditure dollars rather than constant dollars and 2) considerably more attention paid to analyzing local "own-source" revenues. These are non state and federal sourced revenues used by municipalities, counties and townships for transportation purposes. Please see the attached table on revenue assumptions for more detail. Staff is currently working on an accompanying report which will give more detail on historical transportation finance trends in northeastern Illinois.

Forecasting core revenues is meant to provide a benchmark from which additional funding can be identified. The overriding assumptions used to forecast core revenue trends include the following:

- Northeastern Illinois anticipates continued revenues from federal, state, and local sources for the building, operations, and maintenance of the current roadway and transit systems over the long range planning horizon;

- Over the planning horizon, the various sources of transportation revenues and allocation mechanisms are assumed to remain the same as today. Thus, the core forecast does not include any tax increases or alterations to funding formulas;
- For the different revenue sources, historical trends are used to predict future revenues. Different methods are utilized for different revenue sources. This reflects the differing levels of variance among these sources throughout recent years.

All core revenue sources, whether federal highway and transit funds, State motor fuel tax funds, or local sales tax funds, reflect policy decisions made by various units of government. These decisions are nearly impossible to predict. It can be argued that the only way to compensate for this uncertainty in a long range forecasting exercise is to divorce the revenue totals from their sources by consolidating most or all revenue sources into one regional number. This would assume the continued flow of dollars to northeastern Illinois based on historical trends but make no assumptions regarding the delivery systems of these revenues.

However, it is similarly important for CMAP to provide its partners with the most up-to-date information on existing revenue sources and their historical trends. While it is not the role of the fiscal constraint to make specific policy recommendations, a clear exposition of funding sources and historical dollar amounts helps to ground the regional dialogue around matters of transportation policy and finance. Providing this information requires identifying and analyzing historical trends across varying revenue sources and making a series of different assumptions based upon these trends. In many cases, CMAP has consolidated certain funding sources, particularly at the federal and local levels. Please see the fiscal constraint table and accompanying descriptions and assumptions for more detail.

FHWA/FTA guidance on the fiscal constraint also permits MPOs to calculate revenues that can “reasonably be expected”. What is “reasonable” usually constitutes a judgment call, based upon the current political and policy climate at various levels of government. The region’s “reasonably expected” revenues may include new sources of transportation funding likely to materialize during the 2040 planning horizon. These could include elements such as:

- An increase in the State MFT.
- The institution of a vehicle miles traveled (VMT) tax.
- The institution of congestion pricing on segments of the region’s expressways.
- The institution of variable parking pricing in the region.
- Public-private partnerships for financing major projects.
- Other financing mechanisms specific to selected major capital projects.

CMAP staff continues to analyze some of these reasonably expected revenues and will continue to present these matters to the Transportation Committee as the *GO TO 2040* process moves forward.

ACTION REQUESTED: Discussion of the Core Revenue Forecasts

GO TO 2040 PLAN (RTP) REGIONAL REVENUES- "YEAR OF EXPENDITURE" DOLLARS (Millions)										
	REVENUE SOURCES	FY 11-15	FY 16-20	FY 21-25	FY 26-30	FY 31-35	FY 36-40	TOTAL		
	Surface Transportation Program	\$600	\$760	\$963	\$1,220	\$1,545	\$1,956	\$7,044		
	Congestion Mitigation and Air Quality Program	\$302	\$383	\$484	\$614	\$777	\$984	\$3,544		
	Other Federal Highway	\$1,907	\$2,415	\$3,059	\$3,875	\$4,908	\$6,216	\$22,380		
	Federal Transit Funding- Major Formula Programs	\$2,401	\$2,921	\$3,554	\$4,324	\$5,261	\$6,401	\$24,863		
	Federal Transit Funding- New Starts	\$827	\$1,006	\$1,224	\$1,489	\$1,812	\$2,204	\$8,562		
	Federal Subtotal							\$66,392		
	Public Transportation Fund (PTF)	\$1,531	\$1,782	\$2,076	\$2,418	\$2,817	\$3,281	\$13,905		
	State Motor Fuel Tax (MFT)	\$1,454	\$1,557	\$1,660	\$1,763	\$1,866	\$1,969	\$10,268		
	Motor Vehicle Registration Fees Component of Road/Construction Fund	\$2,953	\$3,423	\$3,969	\$4,601	\$5,333	\$6,183	\$26,461		
	Toll Revenues- Illinois Tollway	\$3,905	\$4,402	\$4,675	\$4,883	\$5,015	\$5,123	\$28,004		
	State Capital Program Revenues	\$4,362	\$0	\$5,519	\$0	\$6,296	\$0	\$16,177		
	Reduced Fare Reimbursement	\$181	\$181	\$181	\$181	\$181	\$181	\$1,087		
	State Subtotal							\$95,901		
	RTA Sales Tax	\$5,103	\$5,940	\$6,919	\$8,060	\$9,389	\$10,938	\$46,349		
	Local Allotment of State Motor Fuel Tax	\$1,997	\$2,139	\$2,280	\$2,422	\$2,563	\$2,705	\$14,105		
	Collar County Transportation Empowerment Program	\$589	\$686	\$799	\$931	\$1,084	\$1,263	\$5,353		
	County Option Motor Fuel Taxes	\$160	\$168	\$177	\$186	\$195	\$205	\$1,091		
	Other Local Own Source Revenues	\$6,630	\$7,196	\$7,809	\$8,475	\$9,198	\$9,982	\$49,289		
	Real Estate Transfer Tax	\$461	\$527	\$602	\$688	\$786	\$898	\$3,962		
	Transit Passenger Fares	\$4,759	\$5,131	\$5,452	\$5,722	\$5,943	\$6,112	\$33,119		
	Local Subtotal							\$153,269		
	TOTAL	\$40,122	\$40,617	\$51,402	\$51,851	\$64,968	\$66,603	\$315,563		

	REVENUE SOURCES	Description and Revenue Projection Assumptions
Federal	Surface Transportation Program (STP)	<p>Description: The Surface Transportation Program consists of the local program, state STP funds expended in the region, the transportation enhancements program, and safety funds. The STP-L, STP-U, STP-R, and STP-C portions of these funds are distributed by formula and may be used for roads not classified as local or rural minor collectors, bridges on a public road, or transit capital projects. 10% of the state's STP allocation must be used for safety projects and 10% must be used for enhancement projects.</p> <p>Assumption: Historical annual revenues have shown a high degree of variance. Revenue forecasts are based upon annual awards over the last ten years. Through 2011, these revenues are assumed to stay the same as the inflation-adjusted average of 1997-2008. After 2011, revenues are assumed to grow at a rate of 4.84% annual, which is commensurate with IDOT assumptions regarding growth in federal aid.</p>
	Congestion Mitigation and Air Quality Program (CMAQ)	<p>Description: Program to reduce congestion and improve air quality in non-attainment areas.</p> <p>Assumption: Revenue forecasts are based upon annual awards over the last ten years. Through 2011, these revenues are assumed to stay the same as the inflation-adjusted average of 1997-2008. After 2011, revenues are assumed to grow at a rate of 4.84% annual, which is commensurate with IDOT assumptions regarding growth in federal aid.</p>
	Other Federal Highway	<p>Description: Includes other federal highway programs including but not limited to the Highway Bridge Replacement and Rehabilitation Program, Highway Earmarks, National Highway System program, and the Federal Aid-Interstate program.</p> <p>Assumption: Revenues are based upon annual awards over the last ten years. Through 2011, these revenues are assumed to stay the same as the inflation-adjusted average of 1997-2008. After 2011, revenues are assumed to grow at a rate of 4.84% annual, which is commensurate with IDOT assumptions regarding growth in federal aid.</p>
	Federal Transit Funding- Major Formula Programs	<p>Description: Includes Sec 5309 Rail Modernization and Sec 5307/5340 Urban Formula funds.</p> <p>Assumption: Revenues were projected by the RTA. 2011-2040 is forecast to grow at a long term (1992-2009) avg rate for formula programs (4.0%).</p>
	Federal Transit Funding- New Starts	<p>Description: Includes Sec 5309 New Start programs, which provide funding primarily for major fixed guideway capital investment projects.</p> <p>Assumption: Revenues were projected by the RTA. 2011-2040 is forecast to grow at a long term (1992-2009) avg rate for formula programs (4.0%)</p>

REVENUE SOURCES	Description and Revenue Projection Assumptions
Public Transportation Fund	<p>Description: State Public Transportation Fund (PTF) receipts equal 30% of RTA sales tax receipts.</p> <p>Assumption: PTF revenues will continue to equal 30% of projected RTA sales tax revenues throughout the plan period.</p>
State Motor Fuel Tax (MFT)	<p>Description: Portion of 19 cent/gallon excise tax retained by IDOT for the Road Fund and Construction Account. This tax was last raised in 1990. After various deductions, IDOT retains 45.6% of MFT revenues.</p> <p>Assumption: The current 19 cent/gallon rate remains unchanged throughout the Plan period. Revenues are assumed to grow via a linear trendline based on collections from 1991-2008. Annual growth rates range from 1.48% (in 2011) to 1% (in 2040). Of the portion retained by IDOT in the Road and Construction funds, NE Illinois is assumed to "receive" 45% of these revenues in State road construction and maintenance projects.</p>
State Motor Vehicle Registration Fees	<p>Description: Annual registration fees for vehicles- almost all of this amount is retained by IDOT for the Road Fund and Construction Account. Recent state-wide revenues have totaled just over \$1B annual. Fees include \$38 for motor cycle and \$98 for auto license plates. Fees were recently raised in 2009.</p> <p>Assumption: Revenues have been fairly stable over time. A 3% annual growth rate was used to forecast revenues out to 2040. Similar to the State MFT, NE Illinois is assumed to "receive" 45% of these revenues in State road construction and maintenance projects.</p>
Toll Revenues- Illinois Tollway	<p>Description:Toll revenues forecasted to be collected on the 286.5 mile system. The current toll rate structure went into effect on January 1, 2005.</p> <p>Assumption: Revenue projections were prepared through 2034 by Wilbur Smith Associates for the Illinois Tollway. CMAP continued these projections out to 2040. The projections assume retaining the rate structure currently in effect. The annual revenue growth is 4.97% between 2009 and 2016 and 0.94% between 2016 and 2034, reflecting a maturing Tollway service area.</p>
State Capital Program Revenues	<p>Description: Revenues from State of Illinois capital programs are provided by a combination of state debt and federal and local matching funds.</p> <p>Assumption: Historically, state capital programs have occurred every ten years. They are typically five or six year programs. These funds are assumed to be awarded every ten years throughout the planning period and last for a period of five years. Estimated regional revenues from the current Illinois Jobs Now! and Illinois Lump Start program were used to make future projections.</p>
Reduced Fare Reimbursement	<p>Description: This operating assistance, mandated by law, is partial reimbursement from the State of Illinois to the Service Boards for discounts provided to students, elderly, and disabled riders.</p> <p>Assumption: The RTA forecasts just over \$36M in annual revenues in the near-term. CMAP assumes a continuation of the RTA short term forecasts over the planning period.</p>

State

	REVENUE SOURCES	Description and Revenue Projection Assumptions
	RTA Sales Tax	<p>Description: The RTA sales tax is the equivalent of 1.25% of sales in Cook County and 0.75% of sales in the DuPage, Kane, Lake, McHenry, and Will counties.</p> <p>Assumption: RTA sales tax revenues are assumed to grow 1.1% in 2010, 2.1% in 2011, 2.7% in 2012, and 3.1% per year throughout the remainder of the Plan period.</p>
	Local Allotment of State Motor Fuel Tax	<p>Description: Municipalities, Counties, and Township Allotment of the State Motor Fuel Tax.</p> <p>Assumption: Municipal Population, Township Road Miles, and County Vehicle Registrations relative to the rest of the State are assumed to remain constant. Revenues are assumed to grow via a linear trendline based on collections from 1991-2008. Annual growth rates range from 1.48% (in 2011) to 1% (in 2040).</p>
	Collar County Transportation Empowerment Program	<p>Description: ¼% of sales tax, disbursed from the Illinois Department of Revenue to DuPage, Kane, Lake, McHenry, and Will Counties, to be spent under the stewardship of the individual county boards for roads, transit or public safety purposes.</p> <p>Assumption: Similar to the assumptions underlying the RTA's portion of the sales tax, these revenues are assumed to grow 1.1% in 2010, 2.1% in 2011, 2.7% in 2012, and 3.1% per year throughout the remainder of the Plan period.</p>
Local	County Option Motor Fuel Taxes	<p>Description: DuPage, Kane, and McHenry Counties impose a 4 cent/gallon gas tax. These revenues are used by the county divisions of transportation for maintaining county road networks.</p> <p>Assumption: The 4 cent/gallon tax remains the same as today throughout the plan period. The assumption is 1% annual growth after 2011, similar to recent trends.</p>
	Other Local Own Source Revenues	<p>Description: These are local revenues used for transportation projects other than state or federal funds or locally imposed motor fuel taxes or sales taxes. Local units of government with jurisdiction over transportation include municipalities, counties, and townships.</p> <p>Assumption: These revenues are assumed to remain at 2008 levels through 2011. After this point, revenues are forecast to grow at 1.65% annual, which is the average of OMB/CPI inflation estimates out to 2019.</p>
	Real Estate Transfer Tax	<p>Description: On April 1, 2008, the Real Estate Transfer Tax in the City of Chicago was increased by \$1.50 per \$500 to help fund the CTA.</p> <p>Assumption: 2011 forecasted revenues are from the 2009 RTA Two Year Financial Plan. Revenues are assumed to grow by 2.7% per year, which is what the RTA financial plan forecasts as annual growth between 2010 and 2011.</p>
	Transit Passenger Fares	<p>Description: Farebox revenues collected by the Chicago Transit Authority, Metra, and Pace.</p> <p>Assumption: Revenues are assumed to grow based on historical trends. A polynomial trendline provided the best fit for historical data, and was used to forecast future revenues.</p>

###



MEMORANDUM

To: Transportation Committee

Date: September 9, 2009

From: Ross Patronsky, Senior Planner

Re: Major Transportation Capital Project Evaluation

Staff has begun evaluating individual major transportation capital projects in preparation for evaluating systems of projects that will support the preferred scenario.

At their June meetings, the CMAP Board and MPO Policy Committee adopted evaluation measures to be used in evaluating projects and systems of projects. These measures were considered in draft form at Transportation Committee meetings in the spring. The adopted measures are included as the first attachment.

In addition, a draft list of major capital projects was released at that time. The list is attached. Only a small number of transportation projects are considered "major capital projects." They are large projects with a significant effect on the capacity of the region's transportation system, including extensions or additional lanes on the interstate system, entirely new expressways, or similar changes to the passenger rail system. Arterial expansions and intersection improvements are not defined as major capital projects; neither are bus facilities, unless they involve a dedicated lane on an expressway. This definition is consistent with federal guidance as well as the definition of major capital projects used in past regional transportation plans prepared by CATS.

Since the initial list of projects was released, several additional proposals have been received from members of the public:

- Illinois Rail Net Corridor – a proposal for a light rail or bus rapid transit corridor along the Illinois Rail net right-of-way extending from the Aurora Transportation Center to Millington, IL.
- Gold Line – a proposal for improved rail service along the Metra Electric mainline and South Chicago branches.

- Reason Foundation Chicago Mobility Project – a network of High-Occupancy Toll (HOT) expressways that includes both existing and new corridors. The key design feature is tunneling or underground placement of new HOT, or congestion priced, lanes.
- Limited Stop Airport Train Service – this proposal recommends a limited-stop service from downtown Chicago to O’Hare and Midway airports.
- Brown Line Extension – a proposal to extend the Brown Line west from Lawrence/Kimball to the Jefferson Park Blue Line station.
- South Shore Commuter Rail Extension – this proposal calls for providing an additional “south leg” of the service that would extend from either East Chicago or Hammond, IN to Lowell, IN.

Beginning over the summer, staff has been evaluating individual projects. This requires that each project be included in the 2040 baseline transportation network, and then run through the travel demand model. Output of the travel demand model is then incorporated into GIS analysis for environmental and infill/density impacts, TREDIS for economic impacts, and MOBILE6 for air quality impacts.

In addition, qualitative information on safety, security, existing facility condition (if relevant), pedestrian/bicycle accommodations, and consistency with sub-regional plans is being gathered through the implementing agencies.

An initial sample evaluation is attached for informational purposes: I-55 Add Lanes and Reconstruction. A few measures are not included in these samples. One of these is economic impacts, which will be calculated using TREDIS; CMAP is still experimenting with this recently-acquired software to ensure that it is providing reasonable results. Also, please note that the measures that are shown are still being refined, and the results may change as evaluation continues during the coming months.

Initial results for all projects will be completed this fall, and discussion of the results is scheduled for the Transportation committee in November. Please note that some projects, including many of those proposed by members of the public during the summer, do not have enough detail to allow them to be fully evaluated.

Also in November, staff will propose several “sets” of projects for evaluation to demonstrate the effect that different combinations of projects will have. These will be refined over the winter and further discussed at the January meeting. A recommendation for endorsement from the Transportation Committee is scheduled to be requested in March.



Chicago Metropolitan Agency for Planning

GO TO 2040 Major Transportation Capital Program Element Evaluation Measures for Board Consideration

Basic Project Information							
Location and Project Limits							
Overall Project Length							
Lane or Track Miles of Improvement							
Type(s) of Improvements							
Connections or Linkages with Existing Facilities							
Service Area (transit only)							
Hours of Service (transit only)							
Cost							
Proposed Completion Year							
Evaluation Measures	Case Studies					CMAP Indicator(s)	FHWA Planning Factor(s)
	Boston	Baltimore	Los Angeles	San Francisco	Portland		
Long-Term Economic Development, Including Freight System (jobs, income, and output)		X		X	X	EC 1, EC 2, EC 4, EC 5, He 3, R 1, Tr 1	1
Safety Features	X	X	X	X		He 6, S 7, Tr 7	2
Security Features			X			He 6, S 7	3
Congestion - Targeted Facilities or Corridors (vehicle hours of travel in congestion)	X		X		X	EC 5, Tr 1, Tr 2	4, 6
Congestion - System (vehicle hours of travel in congestion)	X	X	X		X	EC 5, Tr 1, Tr 2	4, 6
Travel Time Savings		X		X	X	EC 5, Ho 1, R 1, Tr 3	4, 6
Provision of Bicycle and Pedestrian Facilities				X	X	He 4, Tr 3, Tr 9	4, 6
Mode Share (trips by transportation mode)		X			X	Tr 2, Tr 4	4, 6
Jobs-Housing Access (number of jobs within specified travel times for auto and transit)		X	X		X	EC 5, Ho 1, R 1, Tr 9	4, 6
Air Quality - Emissions	X	X	X	X	X	ENR 1, He 4, Tr 9	5
Energy Consumption and Greenhouse Gas Emissions						EC 5, ENR 5, ENR 6, Tr 6, Tr 9	5
Natural Resources, Land Consumption, and Water Quality (amount of sensitive lands in impacted areas)	X	X			X	ENR 2, ENR 4, ENR 7, R 4	5
Support for Infill Development and Existing Densely-Developed Areas (infill potential in impacted areas)	X			X	X	ENR 4, R 1	5, 8
Mutual Consistency Between Regional and Sub-Regional Plans	X					Coord	5
Peak Period Utilization/Demand (volume/capacity ratios at peak hours)	X	X	X	X	X	Tr 4	7
Facility Condition				X	X	Tr 5	8
Overall Cost-Effectiveness of Fiscally-Constrained Sets of Projects will be Evaluated							
Overall Distribution of Environmental Burdens and Benefits for Sets of Projects will be Evaluated with Respect to Disadvantaged Groups							

CMAP Indicator key:

Coord - Coordinated Planning and Development (indicators still to be defined)

EC1 - Income

EC2 - Workforce

EC4 - Business Environment

EC5 - Other Economic Competitiveness

ENR1 - Air

ENR2 - Water

ENR4 - Land

ENR5 - Energy

ENR6 - Climate Change

ENR7 - Biodiversity

He3 - Social Health Factors

He4 - Environmental Health Factors

He6 - Other Health

Ho1 - Housing Stock

R1 - Development Potential and Location

R4 - Land and Water Preservation

S7 - Transportation System Safety

Tr1 - Transportation System Reliability

Tr2 - Transportation System Operations

Tr3 - Transportation System Accessibility

Tr4 - Travel Choices

Tr5 - Transportation System Maintenance

Tr6 - Transportation System Investment

Tr7 - Transportation System Safety

Tr9 - Other Transportation

The full list of indicators is available online at:

<http://www.goto2040.org/indicators.aspx>

FHWA Planning Factors**§ 450.306 Scope of the metropolitan transportation planning process.**

- (a) The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors:
- (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
 - (2) Increase the safety of the transportation system for motorized and non-motorized users;
 - (3) Increase the security of the transportation system for motorized and non-motorized users;
 - (4) Increase accessibility and mobility of people and freight;
 - (5) Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
 - (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
 - (7) Promote efficient system management and operation; and
 - (8) Emphasize the preservation of the existing transportation system.

GO TO 2040 Major Transportation Capital Project Proposals

Category	Project Name	Extent
Bus Rapid Transit	Central Area Bus Rapid Transit	Carroll Ave-Clinton Ave: Navy Pier to Congress Pkwy
Bus Rapid Transit	DuPage "J" Line	Aurora to O'Hare/Schaumburg
Bus Rapid Transit	Tollway Transit System	Additional Exclusive Bus Lane/Service on I-294 and I-90
Commuter Rail	BNSF Montgomery Extension	From Montgomery to Aurora
Commuter Rail	BNSF RR Extension	CUS to Oswego/Plano
Commuter Rail	BNSF Sugar Grove Extension	From Sugar Grove to Aurora
Commuter Rail	Heritage Corridor Improvements	Joliet to CUS: resolution of freight conflicts
Commuter Rail	Metra Electric Improvements and Extension	Randolph Station to SSA/Kankakee
Commuter Rail	Milwaukee Dist N Improvements /Extension	CUS to Wadsworth/Richmond
Commuter Rail	Milwaukee Dist W Improvements /Extension	CUS to Huntley/Marengo
Commuter Rail	North Central Service Improvements	CUS to Antioch
Commuter Rail	Rock Island Improvements and Extension	La Salle St to Minooka/Peru
Commuter Rail	SW Service Improvements and Extension	CUS to Manhattan/Joliet Arsenal
Commuter Rail	UP North Improvements	Track and Signal Improvements from OTC to Kenosha
Commuter Rail	UP Northwest Improvements and Extension	OTC to Johnsonburg; other track/signal improvements
Commuter Rail	UP West Improvements	Signal, storage, track, and service upgrades
Commuter Rail	UP-NW Extension to Richmond	From McHenry to Richmond, other improvements
Existing Major Highway	Elgin O'Hare Expressway Add Lanes	I-290 to Gary Avenue
Existing Major Highway	I-190 Access Improvements	I-90 to O'Hare Terminals
Existing Major Highway	I-290 Managed Lane	I-88 to Austin Blvd
Existing Major Highway	I-294 Add Lanes North	IL/WI Border to Balmoral Ave
Existing Major Highway	I-294 Add Lanes South	95th Street to IL 394
Existing Major Highway	I-294 Interchange Addition	I-294 at I-57
Existing Major Highway	I-55 Add Lanes and Reconstruction	Naperville Rd to Coal City Rd
Existing Major Highway	I-55 HOV	From I-355 to I-90/94
Existing Major Highway	I-57 Add Lanes	I-80 to Wilmington-Peotone Road
Existing Major Highway	I-80 Add Lanes	Grundy County Line to US 45

GO TO 2040 Major Transportation Capital Project Proposals

Existing Major Highway	I-88 Add Lanes	I-294 to IL 56
Existing Major Highway	I-90 Add Lanes	I-294 to Elgin Toll Plaza
Existing Major Highway	IL 394 Add Lanes	I-80 to Exchange Street
New Commuter Rail	CCP RR Service from Burlington	Burlington to UP W (Geneva)
New Commuter Rail	Inner Circumferential Rail Service	O'Hare to Midway via IHB RR
New Commuter Rail	Southeast Service	Chicago CBD to Crete
New Commuter Rail	Suburban Transit Access Route (STAR Line)	Joliet to Hoffman Estates to O'Hare
New Major Highway	Central Lake County Corridor: IL 120 Limited Access	Wilson Rd to I-94
New Major Highway	Central Lake County Corridor: IL 53 North	Lake-Cook Rd to IL 120
New Major Highway	Elgin O'Hare Expressway East Extension	I-290 to West O'Hare Bypass
New Major Highway	Elgin O'Hare Expressway Far West Extension	Shales Pkwy to E Bartlett Rd, as high level arterial
New Major Highway	Elgin O'Hare Expressway West Extension	Gary Ave to US 20
New Major Highway	I-57 to IL 394 Connector	I-57 to IL 394
New Major Highway	Illiana Corridor	IL 394 to I-65 (Lowell, IN)
New Major Highway	McHenry Co Extension of Prairie Parkway	From I-90 to IL/WI State Line
New Major Highway	McHenry Lake Corridor (aka Richmond-Grayslake Tollway)	IL 120 @ Wilson Rd to Richmond
New Major Highway	Prairie Parkway	I-88 to I-80
New Major Highway	Prairie Parkway Southeast Extension	From I-80/PP (Minooka) to I-57
New Major Highway	South Suburban Corridor	I-80 to I-57
New Major Highway	West O'Hare Bypass	I-294 to I-90
New Rapid Transit	CTA Blue Line Extension to Schaumburg	O'Hare to Meacham Road
New Rapid Transit	Gray Line LRT	Existing ME So Chicago Branch - Randolph to 93rd St
New Rapid Transit	Mid-City Transitway	Jefferson Pk Station to 95th St Station via BRC RR
New Rapid Transit	Monorail System	Over Great Western Trail and Illinois Prairie Path
New Rapid Transit	Rainbow Line	Argyle/ Red Line west, south and east to 87th/Metra Electric South Chicago Branch
Other Rail	Illinois Transit System and Spider 10 Hwy System	
Other Rail	O'Hare Direct - High Speed Rail Service	Network serving CUS, O'Hare, several suburban locs
Rapid Transit	Blue Line West Extension	Forest Park to Lisle

GO TO 2040 Major Transportation Capital Project Proposals

Rapid Transit	Circle Line	Fullerton Av Station to Ashland Av Orange Ln Station
Rapid Transit	Express Airport Train Service	O'Hare to Midway plus terminal at 108 N State
Rapid Transit	Green Line Enhancements	Clinton Ave to Harlem Ave
Rapid Transit	N Main Line Rehabilitation / Enhancement	Howard St to Addison St
Rapid Transit	Orange Line Extension	Midway to Ford City SC
Rapid Transit	Red Line Extension (South)	95th to 130th Sts
Rapid Transit	West Loop Transportation Center	CUS and OTC connection plus Clinton St Subway
Rapid Transit	Yellow Line Enhancements and Extension	Howard St to Old Orchard Road
Transportation Management & Operations	Transportation for the Future Now	Electronic Mechanical Guided Highway

I-55 Add Lanes and Reconstruction

I-55 links the Chicago area to central Illinois, St. Louis, and the southwest United States. Rapid population and employment growth has taken place in this corridor over the past several years, and is expected to continue.

This proposal is to add lanes to I-55 (Stevenson Expressway) from Naperville Road on the north to Coal City Road on the south, a total project length of 29.3 miles, with 56.3 lanes-miles to be built.

When completed, improvements from Naperville Road to I-80 will include complete roadway reconstruction, bridge reconstruction or replacement, an improved interchange at IL 126 and additional safety and operations improvements -which may enable managed lane implementation. South of I-80, lanes will be added on selected segments, and the interchange at IL 129 will be improved for safer operation.

As an add lanes and interchange improvement project, this proposal improves both corridor and regional safety by: reducing vehicle conflicts from entering and exiting vehicles, providing additional capacity for mainline traffic, and providing additional capacity to facilitate the large volume of truck traffic utilizing the I-55 corridor. The proposed improvements also enhance I-55's capability to serve as an evacuation route and facilitator of first responder vehicle traffic in the event of an emergency.

The total project cost is still to be determined.

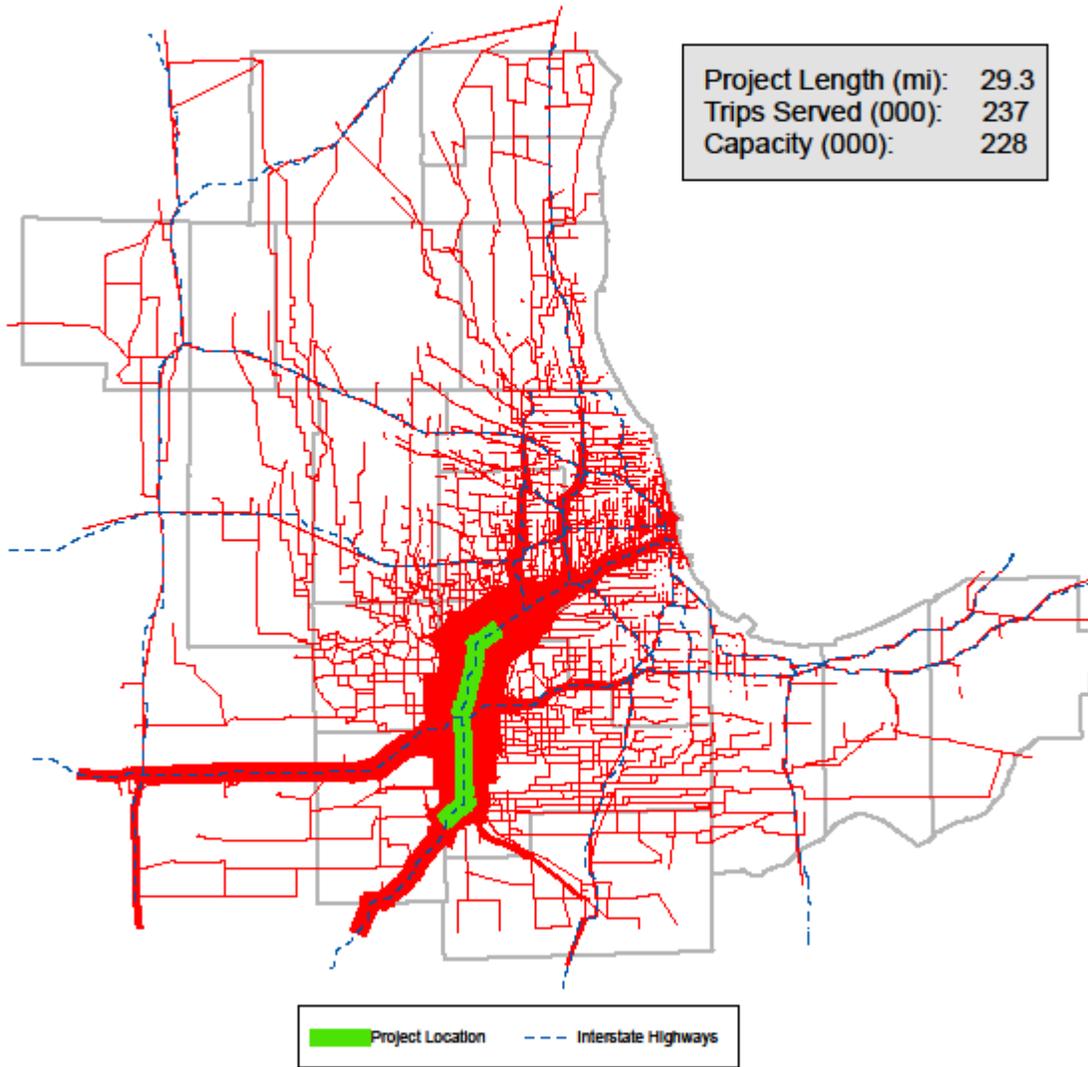
The project segment north of I-80 is anticipated to be completed in the short term (before 2015), while the I-80 to Coal City Road portion is to be completed in the medium to long term (2020 to 2030).

Quantitative Evaluation Measures	Sub-Category	Outcome
Long-Term Economic Development, Including Freight System	jobs	n/a
	income	n/a
	regional GDP	n/a
Congestion	Targeted Facility/Corridor (hours)	-4,491
	System (hours)	-13,920
Travel Time Savings	auto (minutes)	-0.08
	transit (minutes)	-0.08
Mode Share	auto (trips)	-10
	transit (trips)	-612
	non-motorized (trips)	-25
Jobs-Housing Access	auto - 45 min (number of jobs)	4,642
	transit - 75 min (number of jobs)	0
Air Quality	Daily VOC (tons)	0.03
	Daily NOx (tons)	0.12
	Annual Direct PM (tons)	1
	Annual NOx (tons)	47
Energy Consumption and Greenhouse Gas Emissions (tons)		33,023
Preservation of Natural Resources	subzones	300
	% of subzones	48%
Support for Infill Development	subzones	231
	% of subzones	37%
Peak Period Utilization/Demand (ratio)		-0.18
Facility Condition (CRS score)		6.8

I-55 Add Lanes: Naperville RD to Coal City RD

Traffic using improved facility

Project Length (mi):	29.3
Trips Served (000):	237
Capacity (000):	228



GO TO 2040 – Public Engagement Plan, Fiscal Year 2010

Updated September 2009 – original version prepared October 2007

Introduction

The intent of this document is to describe the Chicago Metropolitan Agency for Planning’s (CMAP) public engagement activities related to *GO TO 2040*. The document is focused on activities proposed to be undertaken during Fiscal Year 2010, which began on July 1, 2009, and ends on June 30, 2010. Future activities are identified in this document and will be described in greater detail in future fiscal years. A new version of the public engagement plan which focuses on Fiscal Year 2011 will be prepared in summer 2010 to cover upcoming activities during that fiscal year.

The process of engaging the region will correspond to specific steps in the plan timeline. Each of the strategies and approaches described in the Public Engagement Plan will occur in Fiscal Year 2010 (the text only addresses the timeframe between October 2009 to February 2010) are shown in table format, listing the following components: Description, *GO TO 2040* Step, Timeframe, and Level of Participation. “Strategies and Approaches” are the outreach methods CMAP is plans to accomplish for the Preferred Regional Scenario and the Major Capital Projects phases. *Please note that all of the activities described in this document are for preliminary discussion purposes only and may be modified.*

Relationship to CMAP Public Participation Plan

This document has been designed and developed to be consistent with CMAP’s Public Participation Plan, published in May of 2007.

CMAP was created recently to integrate planning for land use and transportation in the counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. CMAP and its partners are removing barriers to cooperation across geographical boundaries and subject areas such as land use, transportation, natural resources, housing, and economic development. By understanding how these issues – and our communities’ futures – are inter-related, CMAP seeks to change the way planning is conducted in northeastern Illinois. For more information, visit www.cmap.illinois.gov.

The purpose of CMAP's *Public Participation Plan* is to "develop a proactive public participation process in northeastern Illinois that provides complete information, timely public notice, full public access to key decisions and supports early and continuing involvement of the public in developing regional plans and capital programs." Based on this goal, CMAP has developed a more in-depth Public Engagement Plan to outline the specific events and key points where we will be seeking public engagement in our 2040 regional comprehensive plan update. Furthermore, "CMAP recognizes that public participation is a key component in effective planning. If northeastern Illinois is to realize its growth potential in the 21st Century, it is essential that the residents of the region have a voice in how the region's plans are formulated."

CMAP has identified three distinct actions that are vital to public participation: outreach, engage and sustain.

Outreach – the task of identifying and providing notice to participants across multiple demographic sectors;

Engage – the task of informing, educating, listening and sharing in the planning process;

Sustain – maintaining the relationships with residents to keep them interested in participating.

These three components will be integral in planning for public participation throughout the *GO TO 2040*. As CMAP looks to engage our region we will attempt to reach out to as many individuals and organizations as possible. To accomplish this, CMAP will embrace a series of educational and informational public relations endeavors, paying specific attention to the needs of traditionally underrepresented minority groups in planning. Minorities as defined in the broadest sense include, but are not limited to: African Americans, Latinos, immigrants, disabled individuals, elderly and youth.

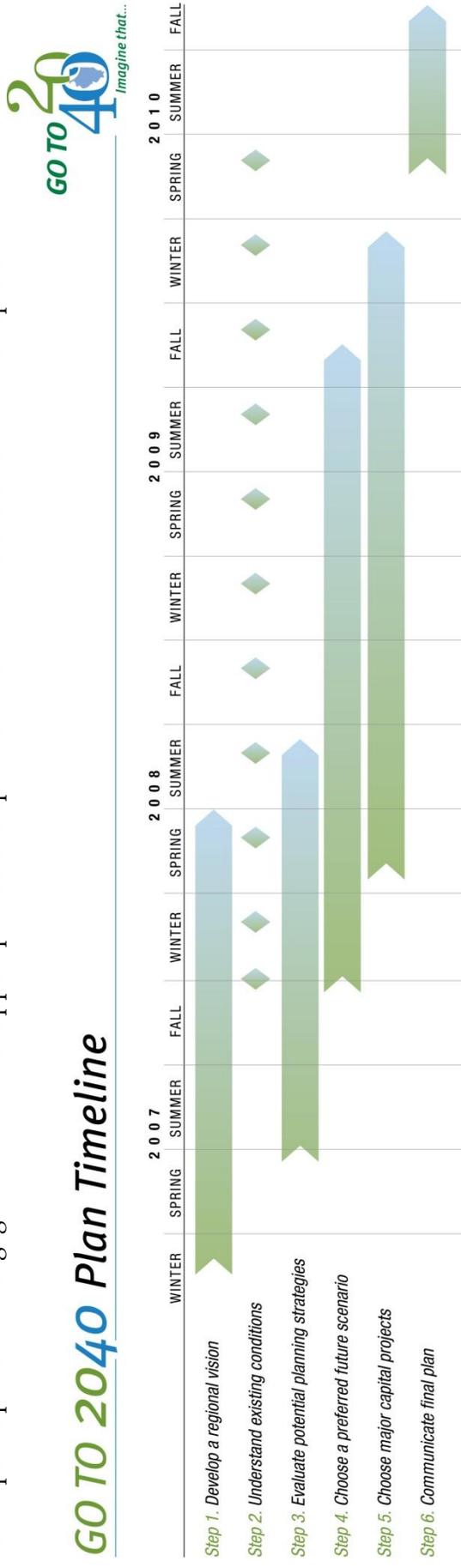
Education is key to the success of *GO TO 2040* and we can achieve this by engaging the public in a meaningful way. Continual education of the region's residents will allow our public to make informed planning decisions that are best for their individual communities. Through this process we aspire to not only create awareness about regional planning, but understand the relationship local and community planning decisions affect the region as a whole.

To make this process sustainable, CMAP will begin with educating its own staff so that no opportunity to address the public goes without mention of this plan's process. Our network of proponents of the plan, from the CMAP Board to our working committees will also be integral to keeping the region informed on upcoming events and opportunities for involvement. CMAP will maintain our relationships with all communities and organizations we work with on a regular basis as well as engage new partners. In addition, CMAP will be looking specifically to the Citizens Advisory Committee (CAC), at key junctures, to provide us with assessments of our outreach and participation process. CMAP will continue to assess our successes and failures so that we can build

off them throughout GO TO 2040. Finally, CMAP will be asking the region for their commitment to the GO TO 2040. Without the region's support and participation, this plan cannot succeed. CMAP's Public Participation Plan can be found online at http://www.cmap.illinois.gov/uploadedFiles/committees/citizens/Documents/public_participation_plan.pdf.

Public Participation and Engagement Timeline, FY2010

There are three more phases in the planning process that necessitate public engagement prior to final plan approval in October 2010. Public participation and engagement activities support particular steps of GO TO 2040. The overall timeline is depicted below.



Below is the anticipated schedule for the approval of the GO TO 2040 plan and the endorsement dates of key products. This schedule includes key time frames for the remaining public engagement including review by the CAC. This memo does not address public relations efforts, but should be closely coordinated with those activities.

	Transportation	Planning	MPO	Board	CAC	Public Engagement
Preferred Scenario						
Introduce and discuss	Oct. 2009 (special mtg.)	Sept. 2009	Oct. 2009	Oct. 2009 (special mtg.)	Oct.-Nov. 2009	Sept. – Dec., 2009
Endorse	Nov. 2009 or Jan. 2010	Nov. 2009 or Jan. 2010	Jan. 2010	Jan. 2010		
Major Capital Projects						
Introduce	Sept. 2009	Nov. 2009	Oct. 2009	Nov. 2009	Nov. 2009	
Discuss, including draft recommendation	Nov. 2009 and Jan. 2010	Jan. 2010	Jan. 2010	Jan. 2010	Dec. 09-Feb. 2010	Jan. – Feb., 2010
Endorse	Mar. 2010	Mar. 2010	Mar. 2010	Apr. 2010		
Draft Plan						
Introduce and discuss	Mar. and Apr. 2010	Mar. 2010	Mar. 2010	Apr. 2010 (special mtg.)	Mar.-Apr. 2010	See below
Endorse for release		May 2010				
Final Plan						
Approve	Sept. 2010	Sept. 2010	Oct. 2010	Oct. 2010		May – Aug., 2010

Preferred Scenario Phase

The main public engagement phase of the plan, “Invent the Future,” concluded in September. The primary goal for public engagement in the Preferred Scenario Phase is to clearly communicate to participants, key stakeholders, elected officials, and all residents how input was used in the development and evaluation of the Preferred Regional Scenario and gauge support. Since the Preferred Regional Scenario will be first introduced at a special meeting of the Transportation committee in October, then this is the most appropriate time to publicly release the draft Preferred Regional Scenario.

To date, a variety of public outreach tools have been used to gather input, including, online media, newsletters, public meetings, special presentations, grassroots events, interactive kiosks, and public relations. The most extensive outreach tools have been in www.goto2040.org website and the public meeting format, like Community Conversations or Invent the Future Workshops.

Due to the timing of the approval process for the Preferred Regional Scenario hosting multiple public meetings will be challenging. Therefore a more targeted approach to local and regional stakeholders representing the public is more feasible. More importantly the goal of this phase of public input will be to inform the public about how input was used in the development and evaluation of the Preferred Regional Scenario and gauge support for it. Many of the public meetings held during the “Invent the Future” phase were co-hosted with a *GO TO 2040* Partner or local government, and these groups will be re-engaged during this phase.

- Randy’s Weekly Email: Each weekly email between October through December should include a summary and link to the Preferred Regional Scenario.
- Website: An interactive website that includes, but not limited to a blog, pages on the planning research, snapshots, scenarios, FLIP, workshops, and surveys. Use of social media techniques to create a viral effect of communication on *GO TO 2040*.
- Stakeholder Meetings: These are meetings with primary and secondary stakeholders. Staff will need a summary of the key policy areas that the Preferred Regional Scenario addresses, how public input was reflected in the scenario, and a specific email or web address where comments can be sent. A summary of major capital projects under consideration and the measures being used to evaluate them will also be available for discussion.
 - Primary stakeholders should include but are not limited to:
 - Executive committees or boards of transportation agencies – RTA, Pace, Metra, CTA, City of Chicago, ISTHA, IDOT leadership
 - Local government – COGs, Council of Mayors, Metropolitan Mayors Caucus, planners
 - County officials and administrators

- State and federal – ILGA (Caucus leaders, Majority and minority leaders, committee chairs and staff) Illinois Congressional members
- Civic/business groups – examples include MPC, Chicago Metropolis 2020, IML, ULI, MEGA, Chicagoland Chamber of Commerce, CNT
- Environmental groups – examples include Chicago Wilderness, Openlands, land conservancy/trusts
- Other/Foundations – examples include Chicago Community Trust, MacArthur, Donnelly, Grand Victoria, Fry
- Secondary stakeholders should be coordinated with ER staff (3-4 groups). ER staff should target minority and community-based groups from the *GO TO 2040* Partner’s list and county for efficiency. For example, Chicago Urban League, Aspira, Latinos United, Korean American Chamber of Commerce, Faith in Place, Metropolitan Tenants Organization, UMOJA, and CASA Central.
- GO TO 2040 Roundtables: Host three roundtable discussions that provide an update for *GO TO 2040* Partners and minority community leaders. These meetings are targeted to participants from Community Conversations, Diversity Workshop, and Invent the Future Workshops. Meetings would be coordinated and facilitated by ER. Staff would present on what has been accomplished so far and what is next in the planning process. This meeting would also provide an opportunity for comments and discussion about *GO TO 2040* through roundtable discussions and gauge public support for elements featured in the Preferred Regional Scenario.
- Community Meetings: Since the beginning of *GO TO 2040* CMAP staff, specifically External Relations and Community and Technical Assistance, have been networking and building relationships with various groups to help promote *GO TO 2040*. CMAP should encourage staff to continue to participate in these meetings to provide a brief update, either in fact sheet format or presentation that summarizes the Regional Preferred Scenario. These meetings include but are not limited to ward meetings, professional associations (not planners), community-based/neighborhood organizations, and minority groups.
- Cable Access TV: Throughout the summer outreach effort public television and cable access TV was used to promote *GO TO 2040*, increase awareness and encourage participation. Building off these efforts CMAP could produce follow-up segments discussing and highlighting the communities who participated in the Community Design Workshops and leading into how the Preferred Regional Scenario was developed. These segments should include what are the next steps to inform the public on how they can still participate, CMAP should look to CAC members, CMAP Board members, and CMAP Working Committee chairs to serve as spokespersons in their area.
- Community newsletters: Earlier this year CMAP in conjunction with the Congress for New Urbanism hosted 14 design charrettes to visualize what some communities could look like in the year 2040 under the various CMAP scenarios – Preserve, Innovate, Reinvest. This effort would build on those communities’ interest by producing follow-up newsletter articles about the Preferred Regional Scenario.

- Kiosks: CMAP acquired three interactive kiosk displays used for the summer outreach effort to explaining the trade-offs based on certain land use and transportation planning. Re-purposing the kiosks provide an opportunity to build off all the summer outreach efforts. The kiosk could display a two to three minute presentation about CMAP, *GO TO 2040*, gauge general support for the preferred scenario, provide information on major capital projects, and give CMAP’s contact information for submittal of comments. These can be stations at high-traffic areas, like downtown library, Metra station or city hall (still determining feasibility).
- Other direct communication: Individuals who attended an “Invent the Future” workshop, participated in the design workshops, or otherwise provided contact information to CMAP during that phase in the process should be kept engaged. A short summary of the Preferred Regional Scenario that focuses on how input from the “Invent the Future” phase was used will be prepared and sent to participants, with an invitation to comment on the Preferred Regional Scenario.

Major Capital Projects Phase

The most appropriate and effective time to receive public comment on major capital projects is after the project evaluation has been completed. This timing allows participants in the public comment process to have good information about the benefits and costs of each project to inform their comments. By the January meetings shown in the table on page 4, several alternative fiscally-constrained sets of projects will be evaluated, and a document that compares the evaluation results will be prepared. It is proposed that this document be the basis for public comment during the January-February public comment phase.

The public engagement efforts related to major capital projects will be focused around key stakeholder groups and also provide opportunity for general public comments.

- Randy’s Weekly Email: Weekly emails in January and February should include the major capital project document described above.
- Website: The website will be updated to include the document describing major capital projects, placed in a prominent location on the CMAP and *GO TO 2040* websites. It will also include a clear way to provide comments on the capital projects under consideration.
- Stakeholder Meetings: These are meetings with primary and secondary stakeholders, with key focus being ILGA and secondary stakeholders. Staff will need a summary of the scenario – key areas that it addresses and does not address, how

public input was reflected in the scenario, a summary of the major capital projects and selection criteria, and a specific email or web address where comments can be sent.

- Primary stakeholders focus should include but is not limited to:
 - Illinois General Assembly (Caucus leaders, Majority and minority leaders, committee chairs and staff)
 - Illinois Congressional members
 - Fortune 500 corporations in the Chicagoland area, such as United Airlines, Boeing, Walgreens, Sara Lee, Abbott Laboratories, Allstate, McDonald's, Motorola, Illinois Tool Works, Office Max, Corn Products International, and Nicor.
- Secondary stakeholders should be coordinated with ER staff (3-4 groups). ER staff should target minority and community-based groups from the *GO TO 2040* Partner's list and county for efficiency. For example, Chicago Urban League, Aspira, Latinos United, Korean American Chamber of Commerce, Faith in Place, Metropolitan Tenants Organization, UMOJA, and CASA Central.
- Community Meetings: Since the beginning of *GO TO 2040* CMAP staff, specifically External Relations and Community and Technical Assistance, have been networking and building relationships with various groups to help promote *GO TO 2040*. CMAP should encourage staff to continue to participate in these meetings to provide a brief update, either in fact sheet format or presentation that summarizes alternative capital project options. These meetings include but are not limited to ward meetings, professional associations (not planners), community-based/neighborhood organizations, and minority groups.
- CMAP Committees: Building on the organizational structure at CMAP, utilizing the working committees' monthly meetings to provide a forum for discussion and formalize written comments on the alternative capital projects options, following a similar process as the DRI feedback process.
- GO TO 2040 Work Sessions: Coordinate with the planning liaisons to conduct working sessions for mayors, municipal administrators and planners to explain the alternative capital project options; providing a forum for sub-regional discussions. Planning Liaisons will compile comments from their working group to submit formal comments to CMAP. CMAP will use these comments to inform and share the final list of capital projects. ER and CT&A staff should identify 5-6 community or professional groups, from CMAP DB; *GO TO 2040* Partner list; or use the delegates of CMAP committees as a resources to host a working session for their special interest group to discuss major capital projects and formalize comments to be submitted to CMAP. Some groups could include:
 - County planners
 - IL APA, Chicago Chapters
 - Professional Engineers
 - Organization for architects and professional landscapes

- o Trade organizations or labor groups
- o Environmental interests
- o Chambers or development corporations

Full List of Strategies and Approaches				
	Description	GO TO 2040 Step	Timeframe	Level of Public Participation
Randy's weekly email	Produce weekly CMAP and GO TO 2040 updates and opportunities for information. Engage key stakeholders (land use developers, planning departments, local elected officials, environmental, transportation agencies) in the region about GO TO 2040. These meetings would not be special meetings but additions to existing meetings. The executive director or other higher level staff at CMAP would present on what has been accomplished so far and what is next in the planning process. This meeting would also provide an opportunity for comments and discussion about GO TO 2040 and gauge public support for elements in the plan.	1-6	Ongoing	Outreach
Stakeholder meetings	Involving youth is critical to long-term implementation of the plan. 2008 was the inaugural year for the Future Leaders in Planning (FLIP) program and remains the core youth initiative at CMAP and for GO TO 2040. The FLIP program is developed around planning issues and the selected participants will collaborate with and learn from elected officials and planners who are developing GO TO 2040. FLIP provides a forum to hear the youth perspective on variety of issues affecting northeastern Illinois.	1-6	Fall 2009 Winter/Spring 2010	Engage
Youth – FLIP	Work closely with Partners to identify upcoming meetings or events where CMAP can present information on GO TO 2040. Works with Partners to ensure information is being included in newsletters and reciprocal links are current.	NA	Fall 2009 Winter/Spring 2010	Engage
GO TO 2040 Partner Program		3-6	Fall 2009 Winter/Spring 2010	Sustain

<p>GO TO 2040 Roundtables (Partners and Diversity)</p>	<p>Host three roundtable discussions that provide an update for <i>GO TO 2040</i> Partners and minority community leaders. These meetings are targeted to participants from Community Conversations, Diversity Workshop, and Invent the Future Workshops. Meetings would be coordinated and facilitated by ER. Staff would present on what has been accomplished so far and what is next in the planning process. This meeting would also provide an opportunity for comments and discussion about <i>GO TO 2040</i> through roundtable discussions and gauge public support for elements in the plan.</p>	<p>4-5</p>	<p>Fall 2009</p>	<p>Engage Sustain</p>
<p>Grassroots events</p>	<p>This summer CMAP sponsored information booths at various fairs and festivals to help promote <i>GO TO 2040</i>. CMAP will continue to identify economical and appropriate events to host booths.</p>	<p>1-6</p>	<p>Fall 200, Spring 2010 Winter/Spring 2010</p>	<p>Outreach</p>
<p>Community Newsletters</p>	<p>Earlier this year CMAP in conjunction with the Congress for New Urbanism hosted 14 design charrettes to visualize what some communities could look like in the year 2040 under the various CMAP scenarios – Preserve, Innovate, Reinvest. This effort would build on those communities interest by producing follow-up newsletters articles about the Preferred Regional Scenario.</p>			
<p>Community meetings</p>	<p>Since the beginning of <i>GO TO 2040</i> CMAP staff, specifically External Relations and Community and Technical Assistance, have been networking and building relationships with community groups to help promote <i>GO TO 2040</i>. These meetings include but are not limited to ward meetings, libraries, professional associations (not planners), community-based/neighborhood organizations, and minority groups. CMAP acquired three interactive kiosk displays used for the summer outreach effort to explaining the trade-offs based on certain land use and transportation planning. Re-purposing the kiosks provide an opportunity to build off all the summer outreach efforts. The kiosk could display a two to three minute presentation about CMAP, <i>GO TO 2040</i>, be used to gauge general support for the preferred scenario, and gather input of major capital projects. These can be stations at high-traffic areas, like downtown library, Metra station or city hall.</p>	<p>4-5</p>	<p>Fall 2009 Winter/Spring 2010</p>	<p>Outreach Engage</p>
<p>Kiosks</p>	<p>CMAP acquired three interactive kiosk displays used for the summer outreach effort to explaining the trade-offs based on certain land use and transportation planning. Re-purposing the kiosks provide an opportunity to build off all the summer outreach efforts. The kiosk could display a two to three minute presentation about CMAP, <i>GO TO 2040</i>, be used to gauge general support for the preferred scenario, and gather input of major capital projects. These can be stations at high-traffic areas, like downtown library, Metra station or city hall.</p>	<p>5-6</p>	<p>Winter/Spring 2010</p>	<p>Outreach Engage</p>
<p>Cable access TV</p>	<p>Throughout the summer outreach effort public television and cable access TV was used to promote <i>GO TO 2040</i>, increase awareness and encourage participation. Building off these efforts CMAP should produce follow-up segments discussing and highlighting the communities who participated in the Community Design Workshops.</p>	<p>5-6</p>	<p>Fall 2009 Winter/Spring 2010</p>	<p>Outreach</p>

	Leading into how the Preferred Regional Scenario was developed. These segments should include what are the next steps to inform the public on how they can still participate, CMAP should look to CAC members, CMAP Board members, and CMAP Working Committee chairs to serve as spokespersons in their area.			
Website (Facebook, RSS, Twitter, blogs)	An interactive website that includes, but not limited to a blog, pages on the planning research, snapshots, scenarios, FLIP, workshops, and surveys. Use of social media techniques to create a viral effect of communication on GO TO 2040.	1-6	Ongoing	Outreach
Support Materials (factsheets, brochures, presentations, press releases, etc.)	Materials used to aid in presenting information about GO TO 2040, Preferred Scenario, and the Capital Projects.	4-5	Fall 2009	Outreach
Teacher Training and School Curriculum Development (still determining feasibility)	Evolution of the Bold Ideas that helps lay the ground work for plan implementation. Working with educators and other planning professionals to create a 2040 7-9 th grade curriculum that integrates connects <i>GO TO 2040</i> to social studies, geography, science, and writing. Using our library partners and cultural partners to help implement a youth activity (13 and under) that uses the words and images from the Regional Vision and the Preferred Regional Scenario to create kid-inspired murals of 2040. Images could be used for the public plan released in summer/fall 2010.	6 onward	Spring/summer 2010	Engage
Bold Ideas (still determining feasibility)		6	Spring/Summer 2010	Engage