



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MPO Policy Committee

Annotated Agenda

March 14, 2013—10:00 a.m.

Cook County Conference Room

233 S. Wacker Drive, Suite 800

Chicago, Illinois

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

2.0 Agenda Changes and Announcements

3.0 Approval of Minutes – January 10, 2013

ACTION REQUESTED: Approval

4.0 Agency Reports

4.1 Council of Mayors' Report

4.2 CMAP Board Report

4.3 CMAP Staff Report

5.0 Proposed Amendment to GO TO 2040

The public comment period on the proposed amendment ended February 18, 2013. The Policy Committee will be asked to consider amending the major capital project element of GO TO 2040 to add the Circle Interchange and make a technical change to the Prairie Parkway description. Staff will present the analyses, a summary of the comments, and the staff recommendation on the projects. The Transportation Committee will consider recommending approval on March 8, 2013.

ACTION REQUESTED: Approval of Plan Amendment

6.0 Semi-annual GO TO 2040/TIP Conformity Analysis & TIP

Amendment

The public comment period ended February 18, 2013. No comments on the Conformity analysis or TIP amendment were received. Changes to ten projects make up the proposed amendment. There are changes in the scope of work for two projects; two projects were brought into the TIP; three projects were moved out of the TIP; and, three projects were moved into a year that crossed a conformity analysis year. A memo

detailing the proposed amendment and the results of the conformity analysis is attached. The Transportation Committee will consider recommending approval on March 8, 2013.

ACTION REQUESTED: Approval of a Finding of Conformity and the TIP Amendment

7.0 MAP-21 Committee

The MAP-21 Committee established at the Policy Committee meeting in January met on February 25th. A report on the discussion at the meeting will be presented.

ACTION REQUESTED: Information and Discussion

8.0 Designated Recipients of Section 5310 Formula Funds for the Mobility of Seniors and Individuals with Disabilities

RTA and IDOT, working with affected parties have agreed that the two entities shall be named "Designated Recipients" of 5310-Enhanced Mobility of Seniors and Individuals with Disabilities funding. A portion of the annual northeastern Illinois allocation to be determined through the region's Coordinated Public Transit Human Services Transportation Plan (HSTP) will be used by IDOT to purchase lift and ramp-equipped paratransit vehicles for eligible program recipients. The RTA will be responsible for the remaining annual allocation that may be used for public transportation projects that exceed the requirements of the ADA. The Transportation Committee will consider recommending approval on March 8, 2013.

ACTION REQUESTED: Approval of Resolution 13-01

9.0 FTA Subarea Allocation between Indiana-Illinois and Wisconsin-Illinois and Designated Recipients of Section 5307 and Section 5430 Capital and Planning Funds

The RTA staff has negotiated splits of all funding with northwestern Indiana and southeastern Wisconsin and the splits are proposed for approval at the March 20, 2013 RTA Board meeting. The 5307/5340 apportionment for the Chicago IL/IN and the Round Lake Beach/McHenry/Grayslake IL/WI urbanized area are based on percentages. The recommended split between Indiana and Illinois is 4.76% of the total amount is to be sub-allocated to northwestern Indiana and 95.24% is to be sub-allocated to northeastern Illinois. The recommended split between Wisconsin and Illinois is 3.41% of the total amount is to be sub-allocated to southeastern Wisconsin and 96.59% of the total amount is to be sub-allocated to northeastern Illinois. The estimated Section 5307 and 5340 combined capital and planning funds for northeastern Illinois totals \$114,183,144. The recommended distribution to the Service Boards will be: \$59,444,555 to the CTA; \$38,101,889 to Metra; and \$16,636,700 to Pace. The Transportation Committee will consider recommending approval on March 8, 2013.

ACTION REQUESTED: Approval of Resolutions 13-02 through 13-06

10.0 MPA Boundary Expansion

The Chicago Urbanized area was expanded due to the 2010 census. CMAP staff has worked with the affected counties, municipalities, Council of Mayors, IDOT, FHWA and the Tier II consultation team on how best to accommodate the expansion. The recommendation is that Sandwich and Somonauk townships in DeKalb County be added to CMAP's Metropolitan Planning Area and participate in the Kane/Kendall Council of Mayors. The Transportation Committee will consider recommending approval on March 8, 2013.

ACTION REQUESTED: Approval of Resolution 13-07

11.0 CMAP Board / MPO Policy Committee Memorandum of Understanding

The Memorandum of Understanding Between the Chicago Metropolitan Agency for Planning and the Policy Committee Encompassing Transportation Planning and Programming in Northeastern Illinois adopted last March calls for an annual review. Staff is recommending that no changes are necessary at this time. The document is attached.

ACTION REQUESTED: Annual approval of MOU with the CMAP Board

12.0 Major Capital Project Update

Staff will provide a brief overview of the status of the various projects and upcoming next steps.

ACTION REQUESTED: Information and Discussion

13.0 Freight Policy Update

Following a more thorough presentation at the Regional Coordinating Committee, staff will update the committee on recent developments in freight policy at the federal and state levels, and describe current and forthcoming CMAP activities regarding freight policy and planning. The CMAP Board will be asked to consider nominating a representative to the National Freight Advisory Committee. The Policy Committee will be informed of any action taken.

ACTION REQUESTED: Information and Discussion

14.0 RTA Strategic Plan Update

The RTA will share its strategies and plans for the Strategic Plan Update as well as progress to date. Attached are the Vision Goals and Objectives, Survey Results, and Strategic Performance Measures.

ACTION REQUESTED: Information

15.0 Legislative Update

Staff and member agencies will update the Committee on the status of various legislative initiatives at the federal and state level.

ACTION REQUESTED: Information and Discussion

16.0 Other Business

17.0 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.

18.0 Next Meeting – Thursday, June 13, 2013 at 10:00 a.m.

19.0 Adjournment

MPO Policy Committee Members:

	Frank Beal		R.A. Kwasneski		Jeffery Schielke
	Forrest E. Claypool		Kristi Lafleur		Ann Schneider
	Alexander D. Clifford		Christopher J. Lauzen		John Shaw
	Tom Cuculich		Aaron Lawlor		Marisol Simon
	Elliott Hartstein		Wes Lujan		Norman R. Stoner
	Tina Hill		John McCarthy		Larry Walsh
	Gabe Klein		Leanne Redden		John Yonan



Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

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MPO Policy Committee

Minutes

January 10, 2013

Cook County Conference Room

233 S. Wacker Drive, Suite 800

Chicago, Illinois

MPO Policy Committee Members Present:

Reggie Arkell – Federal Transit Administration, Susan Campbell - Chicago Metropolitan Agency for Planning, Lynette Ciavarella - Metra, Michael Connelly - Chicago Transit Authority, Alicia Hanlon – Will County, Elliott Hartstein - Chicago Metropolitan Agency for Planning, Gabe Klein - Chicago Department of Transportation, Wes Lujan - Class I Railroads, Jason Osborn - McHenry County, Leanne Redden - Regional Transportation Authority, Tom Rickert - Kane County, T. J. Ross – Pace, Jeffery Schielke - Council of Mayors, Secretary Ann Schneider - Illinois Department of Transportation, John Shaw – Kendall County (by phone), Chris Snyder - DuPage County, Norm Stoner - Federal Highway Administration, Paula Trigg - Lake County, John Yonan - Cook County, Rocco Zuccherro - Illinois Tollway

MPO Policy Committee Members Absent:

John McCarthy – Private Providers

Staff Present:

Erin Aleman, Patricia Berry, Randy Blankenhorn, Teri Dixon, Kama Dobbs, Dolores Dowdle, Don Kopec, Jill Leary, Ross Patronskey, Gordon Smith

Others Present:

Mike Albin-DuPage Mayors and Managers Conference, Andre B. Ashmore – Illinois Department of Transportation, Len Cannata – West Central Municipal Conference, Brian Carlson – Illinois Department of Transportation, Bruce Carmitchel-Illinois Department of Transportation, Chalen Daigle-McHenry County Council of Mayors, Bola Delano – Illinois Department of Transportation, Jackie Diaz – Chicago Transit Authority, John Donovan – Federal Highway Administration, John Fortmann – Illinois Department of Transportation, Adrian Guerrero, Union Pacific Railroad, Charles Ingersoll - Illinois Department of Transportation, Jon-Paul Kohler – Federal Highway Administration, Valbona Kokoshi – Lake County Department of Transportation, Josh McClusky – Illinois Department of Transportation, Mark Pitstick-Regional Transportation Authority, David Seglin - Chicago Department of Transportation, Ron Shimizu – Parsons Brinckerhoff, Karen Shoup – Illinois Department of Transportation, Chris Staron – Northwest Municipal Conference, Mike

Sullivan – Kane-Kendall Council of Mayors, tom VanderWoude – South Suburban Mayors and Managers Association, Mike Walczak-Northwest Municipal Conference

1.0 Call to Order and Introductions

Secretary Schneider called the meeting to order at 10:10 a.m.

2.0 Agenda Changes and Announcements

Secretary Schneider announced some personnel changes at IDOT. Andre Ashmore is the new Deputy Secretary. He had previously worked in the Governor's Office and at the Department of Commerce and Economic Opportunity. The new Director of Highways is Omer Osman who has been a longtime IDOT employee. The new Chief Counsel is Michael Forti who came to IDOT from the City of Chicago.

3.0 Approval of Minutes – October 10, 2012

On a motion by Mayor Schielke, seconded by Michael Connelly, the minutes of the October 10, 2012 joint meeting with the CMAP Board were approved.

4.0 Agency Reports

4.1 Council of Mayors Report

Mayor Schielke reported that the Council of Mayors last met on November 13, 2012. The Committee approved Surface Transportation Program marks for each council and the City of Chicago. This year the region's mark is \$184 million dollars. In 2012, the Council of Mayors approved over \$18 million in advanced funding. According to the agreement with the City of Chicago, the mayors need to concur with the Chicago Department of Transportation's proposed project which will receive 5% of the total 2013 STP funding. This year the project is the Wells Street Bridge and the mayors concurred. The next meeting of the Executive Committee is on January 29th.

4.2 CMAP Board Report

Ms. Redden reported on the CMAP Board meeting. The board released the GO TO 2040 Plan Implementation Report and acknowledged CMAP earning the American Planning Association's 2013 National Planning Excellence Award for a Planning Agency. CMAP's Annual Financial Report was completed for end year June 2012 and no deficiencies were noted. The CMAP Board approved the updated the Public Participation Plan which included revisions to address Section 5307 requirements related to development of the RTA Capital Program.

IDOT reported progress implementing performance measure and is meeting with all Illinois MPOs. CMAP recommended that IDOT form a statewide technical advisory group to implement performance based funding. CMAP's State Legislative Framework and Agenda were presented. CMAP will be advocating for broadened sales and income tax bases to keep rates low, increasing the existing gas tax and indexing it to inflation with a portion of proceeds devoted to transit, and enabling the creation of value-capture districts to increase region-wide flexibility to finance all modes of transportation. CMAP staff updated the Board on the process for developing next year's Unified Planning Work Program (UWP). Project proposals for UWP are due to CMAP by January 31, 2013.

Amending the GO TO 2040 plan to include the Circle Interchange was discussed. Reconstruction of the Circle Interchange (50+ years old) is needed and some added capacity is also needed – perhaps for managed lanes. The capacity increase makes this a Major Capital Project. Therefore, CMAP must amend the GO TO 2040 Plan to include this project if the agency feels the project should be implemented. The proposed CMAP and RTA Merger was also on the table. The board continued their discussion of the Metropolis Strategies proposal to merge the RTA with CMAP. CMAP staff requested direction from the board, but there was no clear consensus on the next steps.

4.3 CMAP Report

Don Kopec provided highlights from the 2012 GO TO 2040 Implementation Report provided to the committee. He announced that CMAP will receive the 2013 National Planning Excellence Award for a Planning Agency from the American Planning Association at the APA Conference to be held in Chicago this Spring and thanked members for their contributions to the planning process. Further, he announced that this will be Norm Stoner's last meeting of the Policy Committee. Norm will be taking a position within FHWA at the Resource Center in Matteson. Mr. Kopec thanked Mr. Stoner for his years of service in Illinois and his strong support for metropolitan planning. Secretary Schneider also offered her thanks to Mr. Stoner, noting that his presence will be missed.

5.0 Unified Work Program (UWP)

Dolores Dowdle announced that a call for transportation planning projects for the FY 2014 Unified Work Program was issued on January 3, with proposals due January 31. She stated that the call emphasizes projects which address the priorities of GO TO 2040 and noted that \$16.8 million was available. Last year there was \$14.8 million available with an additional carryover of \$2.5 million, meaning there will be a slight decrease in the amount of funds available for FY 2014. Recommendations will be released at the end of March, with Board and MPO Policy Committee approval in June.

6.0 Public Participation Plan

Erin Aleman provided an overview of updates to the CMAP Public Participation Plan. She noted that over the past year CMAP worked with the Citizens' Advisory Committee, the Transportation Committee, and the RTA to develop an updated Public Participation Plan. The Plan serves two important functions. First, it is important that the public understand CMAP's commitment to public engagement and that CMAP is transparent in its efforts to engage the region. Second, it is vital that CMAP staff have a relevant tool to help guide outreach efforts. There were a number of changes that were made to the PPP. We removed outdated references to CATS and NIPC; folded in new language to reflect GO TO 2040 principles in the overview section; and lastly, staff updated language to reflect MAP-21 legislation. A motion to approve the updated Public Participation Plan was made by Mayor Jeff Schielke, seconded by Chris Snyder and with all in favor, the motion carried.

7.0 MAP-21 Implementation

Patricia Berry reported that traditionally following the adoption of new federal transportation legislation, the MPO Policy Committee designates a subcommittee to meet

to discuss the implications of the new law and recommend procedural changes for the MPO to accommodate the new legislation. She requested that the Policy Committee establish a MAP-21 subcommittee with members from the Council of Mayors, the City of Chicago, the Illinois Department of Transportation, the Regional Transportation Authority, a representative of the counties and a member of the CMAP Board. CMAP staff will provide the staffing and support for the Committee. T.J. Ross requested that in light of the significant changes to transit funding and programs in MAP-21 the service boards should also serve as members of the subcommittee. Secretary Schneider expressed her support for the inclusion of the transit service boards. A motion to establish the MAP-21 subcommittee was made by Paula Trigg, seconded by Leanne Redden and with all in favor, carried.

8.0 Designated Recipients of Section 5310 Formula Funds for the Mobility of Seniors and Individuals with Disabilities

Patricia Berry requested approval of Resolution 13-01 establishing IDOT and the RTA as designated recipients of Section 5310 Formula Funds. Ms. Berry noted that RTA held a meeting in early December with the three service boards, the counties, CMAP and IDOT to discuss how best to move forward with these funds in light of MAP-21. The meeting summary and subsequent follow up from RTA indicated all were in agreement on how to proceed.

TJ Ross requested that further discussions occur with the service boards prior to the consideration of the resolution. He informed the Committee that he first learned of the intention to name the RTA and IDOT as Designated Recipients of Section 5310 Formula Funds when the agenda was distributed. He asked that this item be tabled until the next meeting.

Leanne Redden noted that several conversations had already occurred with all the Service Boards present and at which no concerns were raised. She asked if there were specific concerns about this direction. Ms. Redden also noted that there would be no harm to the program in delaying the designation until the March meeting. Mike Connelly stated that the real concerns are tied to the previous item – the implementation of MAP-21. He felt that a more comprehensive look at the changes brought about by MAP-21 was necessary and that a fuller discussion was needed.

Secretary Schneider thanked the RTA for the work they have already put in on this but felt that it would be best to take a couple of more months to review the issue and bring it back to the March Policy Committee meeting. TJ Ross made a motion to table the item, seconded by Mike Connelly and with all in favor, carried.

9.0 Potential GO TO 2040 Amendment: Circle Interchange

Randy Blankenhorn provided an overview of IDOT's request to amend GO TO 2040 to include improvements to the Circle Interchange. He noted that IDOT provided complete and comprehensive data to allow this project to be evaluated against performance measures used to evaluate GO TO 2040 Major Capital Projects and to determine fiscal constraint. He stated that the project makes sense for the region to be able to better

manage traffic through a critical location. He explained that IDOT had identified this location for major rehabilitation and that the work would include added through lane capacity, which would elevate the project from maintenance to a Major Capital Project.

Further, he stated that CMAP has some concerns about the planning process, particularly how this project was left out of the development of GO TO 2040. He also noted that the GO TO 2040 process had failed to include a comprehensive examination of expressway needs. He expressed an interest in working with IDOT and the Tollway to conduct such an examination.

Alicia Hanlon asked how IDOT had demonstrated fiscal constraint. Randy Blankenhorn responded that due to the age of our system and the maintenance/rehabilitation component of most major capital projects, we built in a significant amount of maintenance costs in our fiscal constraint assumptions for major capital projects. This covers the major portion of the cost. Furthermore, two major capital projects (I-80 Add Lanes and I-94 Add Lanes) had been implemented and came in under the estimates included in GO TO 2040. Finally, there was a reduction in the cost estimate for the I-55 Managed Lanes project.

Mr. Connelly commented that transit infrastructure was constructed in 1958 at the same time the Circle Interchange was constructed and that any expressway improvement should consider reconstructing accompanying transit facilities with the roadway reconstruction. Leanne Redden echoed Mr. Connelly's comments and noted that holistic view of the area is important, including pedestrians, freight and transit.

Secretary Schneider made the point that IDOT is more multi-modally driven and committed to working with the transit agencies and accommodating bicycle and pedestrian needs. She noted that the interchange was constructed between 1958 and 1962 and is comprised of 14 structures. It is time to rebuild this facility and while doing so, they need to consider the possibility of introducing managed lanes in the future and make accommodations for that.

Mayor Schielke noted that the operation of the Circle Interchange has an impact on the entire region, including the far suburban areas. Elliott Hartstein inquired about performance based decision making by IDOT. Secretary Schneider responded that IDOT already does performance based funding and uses a matrix of performance criteria to define which projects are chosen for funding.

10.0 CMAP's State Legislative Framework & Agenda

Gordon Smith provided a brief overview of CMAP's State Legislative Framework and agenda and stated that the framework is intended to provide partners with information about what is important to CMAP. Alicia Hanlon noted that a new source of revenue for freight should be included. Mr. Smith noted that local tax initiatives were being explored as a result of Tax Policy Task Force recommendation. Secretary Schneider noted that IDOT will be looking to CMAP to support their initiatives, including a supplemental appropriation for IDOT, the next capital bill and pension reforms.

11.0 MPA Revision

Patricia Berry provided an overview of the need to expand the Metropolitan Planning Area (MPA) boundary based on the 2010 census changes to the Urbanized Area and recapped coordination activities that have occurred with FHWA, affected local mayors, Kane and DeKalb counties, and IDOT District 3 and Central Office. She noted that a revised boundary would be presented to the Policy Committee for approval in March.

12.0 Other Business

Leanne Redden stated that RTA is in the process of completing a Strategic Plan Update and that a survey is ongoing on their website.

Elliott Hartstein remarked that the pension crisis is extreme and that everyone needs to contact their legislators to get them to deal with this issue immediately.

Secretary Schneider thanked members for helping with the development of the State's Long Range Transportation Plan. She also announced that FHWA and FTA would be conducting a TIFIA training workshop at CMAP on January 23.

13.0 Public Comment

There was no public comment offered.

14.0 Next Meeting – Thursday, March 14, 2013 at 10:00 a.m.

15.0 Adjournment

The meeting was adjourned by Secretary Schneider at 11:25 a. m. on a motion by Chris Snyder, seconded by Michael Connelly.



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MEMORANDUM

To: MPO Policy Committee
From: CMAP Staff
Date: March 7, 2013
Re: Proposed Circle Interchange Amendment to GO TO 2040

The Illinois Department of Transportation (IDOT) has requested that CMAP amend GO TO 2040 to include the proposed [Circle Interchange improvements](#) as a fiscally constrained major capital project. While the Circle Interchange improvement includes major reconstruction elements, it also adds highway capacity and, under federal law, cannot move forward unless included as a major capital project in GO TO 2040. The purpose of this memo is to summarize the public comments received, present the staff analysis of the Circle Interchange amendment (including the technical analysis and its consistency with GO TO 2040 adopted policies), and the staff's recommendation whether to amend the plan by adding this project.

PUBLIC COMMENTS

The following proposed language for the Circle Interchange amendment to GO TO 2040 was out for a 30-day public comment period from January 18 to February 18, 2013:

The Circle Interchange project – I-90/94 at I-290/Congress Parkway in downtown Chicago – will rehabilitate, improve safety and mobility, and address operational and facility deficiencies of the mainline and interchanges. IDOT proposes making several improvements to this interchange, which has not had a major rehabilitation since its initial design in the late 1950s. IDOT proposes adding one lane each to two ramps – Northbound I-90/94 to westbound I-290 and eastbound I-290 to northbound I-90/94. IDOT will also seek to add one to two lanes to both the northbound and the southbound mainline I-90/94.

CMAP received twelve public comments that are summarized below, and all of the comments can be found [here](#). Six comments opposed spending any funds on the highway aspect of the project but supported the non-motorized and transit-improvement aspects of the project. One comment supported the project as presented by IDOT. Two comments supported tolling and/or congestion pricing as an alternative to the proposed project. Finally, two comments criticized

the process that resulted in this project being proposed for inclusion in GO TO 2040 – essentially that the project arose outside the regional planning process. And one general comment expressed opposition to any highway improvements.

Ten of the comments received were from individuals. The Metropolitan Planning Council and the Chicago Streetcar Renaissance also submitted comments.

The required conformity analysis demonstrates that, if amended to include the Circle Interchange, the GO TO 2040 plan would continue to meet requirements of the Clean Air Act. No comments on the conformity analysis were received.

TECHNICAL ANALYSIS

IDOT's proposal to reconstruct the Circle Interchange near downtown Chicago includes modernizing the roadway design. Changes to the original 1950s design include providing an additional lane on several segments of the interchange. While the design modifications are intended primarily to improve safety and traffic flow, federal transportation rules require that *any* capacity additions to the interstate system be specifically included in the region's fiscally-constrained long-range transportation plan, GO TO 2040. Attached at the end of this memo for your reference is the technical analysis, consistent with how other major capital projects were analyzed prior to the adoption of GO TO 2040.

CONSISTENCY WITH GO TO 2040

In addition to the technical analysis, staff has evaluated whether the proposal supports GO TO 2040's thematic goals as well as specifically addressing whether the proposal supports movement in the direction of the plan indicators. Because GO TO 2040 follows the form of a comprehensive regional plan, specific capital recommendations are examined in light of their contribution to a broad variety of planning and policy goals. While evaluating a capital proposal against these goals requires qualitative interpretation, the goals themselves represent a strong regional consensus.

To fortify that interpretative analysis, GO TO 2040 also identifies specific quantifiable indicators and targets. These serve an additional purpose as benchmarks for assessing the progress and success of plan implementation efforts. While the indicators provide tractable examples of implementation success, they are not intended to exclusively or exhaustively represent the impacts of a recommended capital project or policy action, nor are they intended for use as a scoring or prioritization tool.

In evaluating a major capital project proposed as an amendment to GO TO 2040, we begin with an initial high-level screening of the thematic goals and indicators. This screening establishes whether the proposal has a direct, indirect, or negligible impact on the desired outcome of the thematic goal or target. Direct effects are those resulting from the actual implementation of the proposal. For example, travel time savings are expected to be a direct impact of the Circle Interchange proposal. For those goals or targets viewed as being directly impacted by the proposal, a more thorough discussion of the plan's intent and an analysis of indicators are included. Indirect impacts are those resulting in the course, or as a direct by-product, of project

implementation. For example, project construction presents the opportunity to improve the appearance and accessibility of adjacent public open space.

GO TO 2040 is divided into four major themes that are, in turn, comprised of 12 recommendation areas (each of which is expressed as a policy goal). The following table gives a brief summary of the Circle Interchange proposal's impacts relative to these goals, and following the table is a more thorough discussion.

GO TO 2040 Theme	Recommendation Area	Circle Interchange Proposal Impact
Livable Communities	Achieve Greater Livability through Land Use and Housing	Indirect impact: Land Use Implications.
	Manage and Conserve Water and Energy Resources	Negligible impact
	Expand and Improve Parks and Open Space	Indirect impact: Provide Functional Connections
	Promote Local Sustainable Food	Negligible impact
Human Capital	Improve Education and Workforce Development	Negligible impact
	Support Economic Innovation	Negligible impact
Efficient Governance	Reform State and Local Tax Policy	Negligible impact
	Improve Access to Information	Negligible impact
	Pursue Coordinated Investments	Indirect impact: Guiding Investment Decisions
Regional Mobility	Invest Strategically in Transportation	Direct impact: Safety, Modernization, Prioritization
	Increase commitment to Public Transit	Direct impact: Modernization
	Create a more Efficient Freight Network	Direct impact: Trucking Improvements

INDIRECT IMPACTS

Through the development of GO TO 2040, a prioritized short list of major capital projects was developed to support the plan's priorities. Part of that initial screening of these projects was an evaluation based on the project's support for the Preferred Regional Scenario, which among other things calls for more compact, mixed-use development and transportation investments targeted to achieve outcomes such as economic growth, environmental protection, and congestion reduction. Ultimately, GO TO 2040 seeks to maintain and strengthen our region's position as one of the nation's few global economic centers and it calls for investment in existing

communities and emphasizes development that is more compact and “livable” through coordination of land use and transportation. Major capital projects have a direct impact on land use and we need to ensure that there is appropriate planning to accommodate increased livability while increasing our economic competitiveness.

The Circle Interchange supports the concepts and these goals of the plan because its physical location is at the heart of the region’s core and it is an existing structure. Therefore we are considering the implications of land use, parks, and open space components as indirect impacts. Nonetheless, careful consideration must occur to address the land-use components of this project to ensure supportive land-use planning that will increase transit ridership and enhance the livability principles outlined in the plan. The other indirect impact, coordinated investment, is addressed below as part of "Invest Strategically in Transportation."

DIRECT IMPACTS

The Circle Interchange proposal directly impacts the Regional Mobility theme in GO TO 2040. The following provides more detail by chapter/goal and how the project responds to the associated indicators and targets.

-INVEST STRATEGICALLY IN TRANSPORTATION

The Circle Interchange is critical to the nation's transportation system, particularly for freight movement on our Interstate and arterial roadways, as well as to regional railroads and waterways. The Circle Interchange was built in the late 1950s and early 1960s, during the same time period as construction of the Kennedy Expressway. Truck traffic has grown and has a far more significant impact on roadway performance than the truck traffic that existed when the Interchange was originally designed (circleinterchange.org).

As stated in GO TO 2040, the transportation network is one of our region’s most important assets, however, it is aging quickly and losing stride with 21st Century needs. Furthermore, GO TO 2040 calls for prioritizing spending on system preservation, modernization, and (to a lesser extent) expansion using project and performance evaluation criteria to guide funding decisions. This project clearly has benefits in preserving and modernizing the region’s infrastructure as well as improving safety. Our concerns relate mainly to the process and the prioritization of this project amongst the other major capital projects included in the plan, outlined in a [memo](#) that was presented to the CMAP Board and MPO Policy Committee at their January meeting. This is also related to the importance of coordinated investments, as alluded to in the previous section on "Indirect Impacts."

In terms of funding for this project, all major capital projects must be included in the financial plan that must be fiscally constrained given the amount of funding we estimate in the timespan of the plan, which is approximately \$10.5 billion (in YOES) for major capital projects, in addition to the anticipated \$374.5 billion in funding to maintain and modernize our system. The estimated cost for the Circle Interchange is \$410 million. IDOT has identified cost savings with three other plan projects -- which are either under construction or well into the design phase -- yielding better cost estimates. These cost savings are detailed in the technical analysis attached to this memo.

INDICATORS AND TARGETS

GO TO 2040 includes four quantifiable indicators related to the physical quality of arterials, bridges and transit. The Circle Interchange proposal will positively affect each of these indicators by reconstructing and modernizing the primary and supporting infrastructure. GO TO 2040 includes two quantifiable indicators related to highway congestion and transit ridership. The Circle Interchange proposal is expected to reduce the time it takes to pass through the interchange for hundreds of thousands of travelers each day. For example, the estimated 6,000 northbound I-90 travelers that head west on I-290 during the morning peak will save 4.2 minutes.

-INCREASE COMMITMENT TO PUBLIC TRANSIT

The CTA's Blue Line operates in the median of the Eisenhower Expressway and there is a station with entrances at the Halsted, Peoria, and Racine overpasses. In addition, CTA operates bus routes on the roadways crossing through the project area. The project planning states that access to transit is an important consideration in this study.

GO TO 2040 states that the region needs and deserves a world-class transit system. This requires attention to not only how transit operates, but how it is perceived. As stated previously, careful consideration must occur to address the land use components of this project to ensure supportive land use planning that will increase transit ridership and enhance the livability principles outlined in the plan.

INDICATORS AND TARGETS

GO TO 2040 includes two quantifiable indicators related to transit ridership. Based exclusively on travel time considerations, improving highway travel times typically forecasts a commensurate decline in transit ridership; all other conditions being held equal. The Circle Interchange proposal, however, includes features to improve general walkability as well the overall appearance of the transit environment. This modal integration is consistent with GO TO 2040's primary intent to modernize the transit system and can be expected to offset any travel time advantages accruing exclusively to highway users.

-CREATE A MORE EFFICIENT FREIGHT NETWORK

GO TO 2040 states that metropolitan Chicago's freight system links the region's industries and consumers to global markets. Not only does the region's freight system provide the goods that improve and sustain the welfare of residents and businesses, it also is a major component of the regional economy. CMAP estimates that between a quarter and a third of all freight tonnage in the U.S. originates, terminates, or passes through the Chicago region. This concentration supports more than 200,000 regional jobs, and over the past decade these freight industries have grown more (seven percent) than the overall regional economy (less than one percent). This growth in regional freight industries also has outpaced New York and Los Angeles, the nation's two other largest freight clusters.

The Circle Interchange serves as a vital hub not only for the region's complex freight system but also national freight flows. Congestion threatens to undermine the economic competitiveness of this key node serving the regional freight cluster. Joint research by the American Transportation Research Institute and the Federal Highway Administration analyzed the

impact of congestion on truck-based freight along 250 locations across the nation. This research ranked the Circle Interchange as the nation's most congested freight bottleneck, with peak average speeds of 22 mph, and nonpeak average speeds of 32 mph.

Additionally, the interchange lies in close proximity to a concentration of intermodal facilities, container yards, and freight employment centers. Nearly 29,000 daily commercial vehicle trips are estimated to use the Circle in the year 2040, without the proposed improvement. With the improvement, the estimated number of daily commercial vehicle trips using the interchange increases by 2%. Significantly, however, the largest share of additional commercial vehicles using the interchange due to the improvement is expected to be heavy-commercial vehicles, as truck drivers experience reduced delay and faster travel speeds. More commercial vehicle trips choosing to use the system connected to the Circle Interchange also results in congestion on adjacent local arterials being reduced.

Freight's impact on the regional economy is not limited solely to transportation. Over a quarter of all the region's jobs are in industries directly tied to freight, and expansions or contractions in freight industries can substantially impact areas such as manufacturing, wholesale, and retail trade. As such, freight is a cornerstone of our regional economy.

INDICATORS AND TARGETS

The recommendations of GO TO 2040's freight section seek to improve the economic competitiveness of industry in metropolitan Chicago and address freight safety and travel delay. More goods travel along metropolitan Chicago's freight system by truck than by rail, air and water combined; addressing operational and facility deficiencies in the Circle Interchange has substantial economic impacts for the freight cluster. Freight trucking has been one of the region's fastest growing industries—with employment increasing nine percent between 2001 and 2011—so improving connectivity along this key node is consistent with GO TO 2040's intent to improve economic competitiveness.

Safety is another GO TO 2040 freight indicator. Over 1,100 crashes are reported each year on the Circle Interchange (circleinterchange.org) so there is a large safety element to the project. Finally, GO TO 2040 states the intent to reduce the impacts of freight operations on local communities by addressing travel delay. Estimated time savings of the Circle Interchange proposal are described above in the "Invest Strategically in Transportation" section.

RECOMMENDATION

We recognize that the Circle Interchange is a significant bottleneck in the regional and national transportation system. Based on the analysis and evaluation, our guidance is that the MPO Policy Committee approve the proposed amendment for the GO TO 2040 plan to include the Circle Interchange.

Moving forward, staff is recommending that the region and the state work cooperatively to improve the transparency and prioritization of project selection through performance-based funding. This was also echoed in the public comments received. In an era of increasingly constrained resources for the transportation system, it is imperative that meritorious projects

are selected for funding based on transparent, defensible criteria. Additionally, as this project moves forward in the planning and engineering phases, IDOT should work closely with relevant stakeholders to ensure that appropriate land use and transit accessibility are appropriately accommodated in an effort to increase transit and mobility within the footprint of the interchange.

ACTION REQUESTED: Approval of the proposed plan amendment

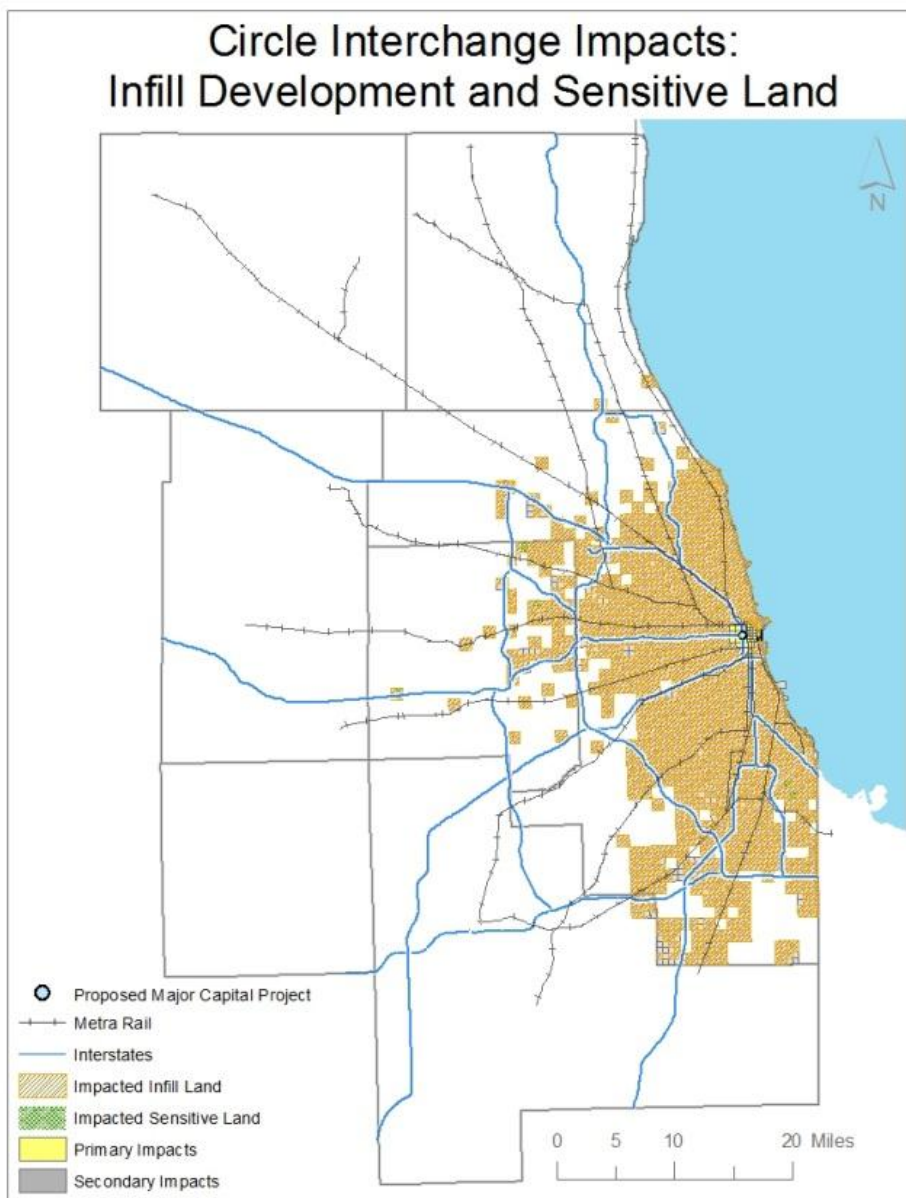
The technical analysis follows

Technical Analysis of Circle Interchange (I-90/94 at I-290/Congress Parkway)

PROJECT DESCRIPTION

The Circle Interchange – I-90/94 at I-290/Congress Parkway in downtown Chicago – serves as a hub for local, regional, and national freight traffic, connecting the Dan Ryan to the south, the Kennedy Expressway to the north, the Eisenhower Expressway to the west and the Congress Parkway to the east. The purpose of the project is to rehabilitate, improve safety and mobility, and address operational and facility deficiencies of the mainline and interchanges.

PROJECT MAP



This map shows the proposed capital project and the subzones surrounding it that are likely to experience increased development pressure, and where the project will increase trip numbers. Sensitive land is environmentally sensitive land that is not otherwise protected by federal, state, county, or local government.

PROJECT DETAILS AND EVALUATION OUTCOMES

The Circle interchange currently performs poorly in terms of Level of Service (LOS), annual hours of delay, congested hours of travel and travel time index. To facilitate improved freight movement and to reduce travel delay and improve reliability, IDOT proposes making several improvements to this interchange, which has not had a major rehabilitation since its initial design in the late 1950s. IDOT proposes adding one lane each to two ramps – Northbound I-90/94 to westbound I-290 and eastbound I-290 to northbound I-90/94. IDOT will also seek to add one to two lanes to both the northbound and the southbound mainline I-90/94.

Evaluation measure	Specific Indicator	GO TO 2040 without the Circle Interchange Project	Outcome (change from GO TO 2040 without the Circle Interchange)
Long-term economic development	Jobs in region	5,924,000	0
	Total income in region	\$412,724,000,000	\$295,000
	Gross Regional Product	\$626,828,000,000	\$436,000
Congestion	Hours of peak-hour delay (on facility)	3,900	-200
	Hours of congestion systemwide	1,482,000	-1,000
Work Trip Commute Time	Average travel time in minutes, auto	35.06	-0.02
	Average travel time in minutes, transit	45.21	-0.01
Mode Share	Total trips, auto	21,905,000	1,000
	Total trips, transit	1,552,000	-1,000
Jobs-housing access	Average number of jobs accessible within 45 minutes by auto	918,000	2,000
	Average number of jobs accessible within 75 minutes by transit	1,224,000	0
Air Quality	Daily emissions of VOC, tons	45.48	-0.05
	Daily emissions of NOX, tons	76.20	-0.29
	Annual emissions of direct PM, tons	1,767	-77
	Annual emissions of NOX, tons	30,017	-123
Energy use	Annual emissions of CO2 equivalents, metric tons	34,148,000	39,000
Natural resource preservation	Number of impacted subzones in unprotected natural areas (for facility)	n/a	7
	...as % of total impacted subzones	n/a	0.3%
Infill and reinvestment	Number of impacted subzones within municipal boundaries (for facility)	n/a	2,260
	...as % of total impacted subzones	n/a	97%
Peak period utilization	One-Way Traffic Volumes (on facility)	13,200	3,300
	Peak Period One-Way Capacity (on facility)	11,400	3,800
Facility condition	CRS score (on facility)	7.6	9.0

Note: These measures were developed to estimate the impact of major expansion projects in GO TO 2040. The Circle Interchange project has a large reconstruction component, so they are less applicable here.

-Cost: The project cost is currently estimated at \$410 million. IDOT has provided data showing that the actual costs for the I-80 Add Lanes (US 30 to US 45) is \$74 million less than estimated in GO TO 2040; the actual cost for the I-94 Add Lanes North project is \$60 million less than estimated in GO TO 2040; and, a refined estimated cost for the I-55 Managed Lanes project is \$280 million less than estimated in GO TO 2040. These revised cost figures free up \$414 million which is enough to achieve fiscal constraint for the plan.

-Connectivity: The project addresses a significant bottleneck in the region's highway system. According to the American Transportation Research Institute and Federal Highway Administration, the Circle Interchange is the slowest and most heavily congested highway freight bottleneck in the nation. More than 300,000 vehicles per day travel through the Circle Interchange.

-Safety and security: Approximately 1,000 crashes occur within the project study area each year. The crash data show that the predominant crash types are rear end and sideswipe crashes. These are consistent with congested traffic conditions and substandard facility geometrics. The project will address these deficiencies through improvements to merges and weaves, longer distances between decision points, and additional capacity. However, no specific analysis has been conducted to estimate the reduction in crashes as a result of the project.

Interstate 90/94 and Interstate 290 are also part of the National Highway System and the Strategic Highway Network (STRAHNET), which is a network of Interstate and other major routes. The STRAHNET designation is given to roads that provide "defense access, continuity, and emergency capabilities for movements of personnel and equipment in both peace and war." (DOD Web page at <https://www.tea.army.mil/pubs/res/dod/pmd/STRAHNET.htm>)

-Bicycle and pedestrian accommodation: The local and arterial streets adjacent to and crossing the project site will likely require reconstruction, particularly their bridges. IDOT is currently developing concept geometry for the replacement structures which will consider the City's bicycle and pedestrian programs. IDOT met with CDOT on November 14, 2012 to review these issues.

-Consistency with subregional plans: The project is not currently either a constrained or unconstrained major capital project in GO TO 2040. IDOT staff has stated that design of the facility will be forward-looking and consider strategies adopted in GO TO 2040, such as congestion pricing, as well as major capital projects that are part of the constrained projects in GO TO 2040, such as the I-290 Multi-Modal Corridor and West Loop Transportation Center. Planning (Phase I) and Design (Phase II) phases are funded in the IDOT 2013-2018 Multi-Modal Transportation Improvement Program.

PROJECT STATUS

Phase I engineering is underway; design approval will be sought in the spring of 2013. The two-year planning and design process will identify the final scope of improvements. Since the Circle Interchange is not currently a constrained project in GO TO 2040, its incorporation into the plan will be required before design approval can be given. IDOT requested that the project be amended into the plan in a letter to CMAP on October 16, 2012.

###



Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: MPO Policy Committee
From: CMAP Staff
Date: March 7, 2013
Re: Proposed Amendment to GO TO 2040

FHWA indicated a technical change to the Prairie Parkway description in GO TO 2040 was necessary to keep funds eligible for use. The funding cited in GO TO 2040 is currently programmed in the TIP on an IL 47 project (TIP ID 09-11-0034). The project development process is currently underway including discussions with local stakeholders. As a result of the decision to use the funding cited in GO TO 2040 on IL 47, there are not sufficient funds to also complete the bridge element of the Prairie Parkway.

The recommended change to the language for the Prairie Parkway is the following:

PRAIRIE PARKWAY

This project would create a new expressway between I-88 and I-80 in Kane and Kendall Counties. Phase I engineering for this project has been completed, and federal earmarks to cover a portion of project costs have been received, but funding is insufficient to construct the entire project. However, one element of this project, involving a bridge over the Fox River in Yorkville to connect US 34 and IL 71, has independent utility ~~and can be completed with the earmarks received~~. This project element may be pursued at any time. For the remainder of the project, corridor preservation activities should be continued in order to preserve a transportation corridor in this area for future use.

The required conformity analysis demonstrates that the plan continues to meet the requirements of the Clean Air Act. No comments on the conformity analysis were received.

COMMENTS AND RESPONSE

Twenty-six comments addressed the Prairie Parkway and are available [here](#). The vast majority of the comments received pertained not to the actual change in the Prairie Parkway plan language, but rather to where the remaining available funds should be directed – whether improvements should be made to IL 47 north or south of Yorkville. Twenty-four comments

advocated improving IL 47 north of Yorkville, while only one comment favored improvements south of Yorkville. These comments have been forwarded to IDOT for their consideration. One comment simply opposed the Prairie Parkway project.

Individuals submitted the majority of comments (24). Also, the City of Yorkville and the Kendall County Planning Department both submitted comments supporting improvements to IL 47 north of Yorkville. The comments were not on the technical change being made and have been forwarded to IDOT for their consideration as to where the remaining available funds should be programmed.

ACTION REQUESTED: Approval

###



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MEMORANDUM

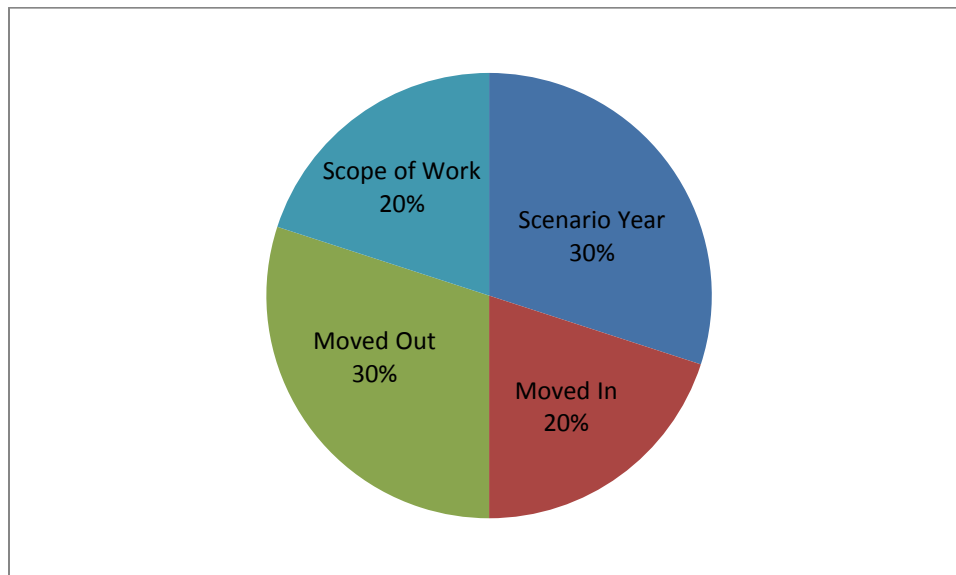
To: MPO Policy Committee

From: CMAP Staff

Date: March 7, 2013

Re: Semi-annual GO TO 2040/TIP Conformity Analysis & TIP Amendments

In accordance with the biannual conformity analysis policy, CMAP staff asked programmers to submit changes to projects included in the regional air quality analysis of the Transportation Improvement Program (TIP) and GO TO 2040. We received responses from all programmers and specific TIP changes are listed in the attached report. Of the numerous changes requested, ten (10) projects require air quality conformity analysis. Following is a summary of the requested changes.



The scope of a project is determined by the [work type](#) included in the project.

- Non-exempt work types may affect air quality and must be tested for conformity. Examples of non-exempt work types are adding lanes to a road, signal timing and extending a rail line.

- Exempt tested work types do not require an air quality conformity analysis, but the region has chosen to include the impacts of the work types in the travel demand model. Exempt tested projects include lane widening to standard (e.g., 10 ft to 12 ft) and new commuter parking lots.
- Exempt work types do not require an air quality conformity analysis. Examples of exempt work types are road resurfacing and bus rehabilitation.

Two existing projects are requesting a change in scope. One of these is proposed to be added to GO TO 2040 as a Major Capital Project. The proposed major capital project requesting to expand capacity and improve traffic flow between I- 90, I- 94 onto the I-290 from both directions by adding a new non-exempt work type, add lanes, is:

- TIP ID [01-12-0019](#) I- 90 I- 94 @ Congress Parkway (Circle Interchange)

The other significant project requesting a scope change of a new facility for Elston Avenue which will divert traffic away from the Damen and Fullerton Avenue intersection is:

- TIP ID [01-06-0008](#) Damen @ Fullerton & Elston.

Two projects move into the current years of the TIP:

- TIP ID [09-06-0021](#) Ridge Road from Plainfield/Stewart to I- 80 in Kendall County, begin the initial construction stage of facility expansion between Wheeler and IL126,
- TIP ID [11-03-0012](#) Kreutzer Road from Main Street to IL 47 in McHenry County.

Three projects move out of the current years of the TIP:

- TIP ID [06-00-0042](#) 143rd Street from Wolf Road to US 45, LaGrange Road,
- TIP ID [06-03-0005](#) 143rd Street from Will-Cook Road to IL 7 Wolf Road,
- TIP ID [07-06-0014](#) Industrial Park Road (Logisticcenter Dr) from Cottage Grove Avenue to Mark Collins Drive,

Completion years indicate when a project is anticipated to be in service to users and determines in which analysis year(s) the project will be included. The current conformity analysis includes four analysis years – 2015, 2025, 2030 & 2040. When a project's completion year moves across analysis years, a new conformity analysis for the project is required. Several projects changed completion years, and two crossed analysis years.

Three projects moved from the 2015 analysis year to the 2025 analysis year:

- TIP ID [07-99-0114](#) 191st Street from IL 43 Harlem Avenue to Ridgeland Avenue
- TIP ID [08-06-0028](#) North Aurora Road from the EJ&E to Weston Ridge Road in Naperville.
- TIP ID [12-00-0040](#) I-57 @ Stuenkel Road in Will County.

Due to changes to the analysis years, not all completion year changes that have occurred since July 2012 are reflected in the report, however they are accurately represented in the model.

Each TIP ID includes a hyperlink to the TIP database for further project information, and the changes are also included in the report attached.

TIP projects are also viewable in a map format. The TIP map is available at <http://www.cmap.illinois.gov/tip/tip-map>.

The 2015, 2025, 2030 and 2040 highway and transit networks were coded to include the project changes listed in the “Non-Exempt Projects Requiring Conformity Determination” report. The regional travel demand model was run using the updated networks. The resultant vehicle miles traveled (VMT) by vehicle class, speed and facility type were entered into USEPA’s MOVES model. The model generated on-road emission estimates 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 maintenance SIP budgets.

Since there are no SIP budgets for annual direct PM_{2.5} and NO_x emissions, these estimates were compared to emissions estimates for 2002, the baseline year. Both the annual direct PM_{2.5} and NO_x emissions are below the baseline.

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

Year	Fine Particulate Matter	Nitrogen Oxide
2002	3,070.78	167,630.81
2015	2,475.72	52,940.86
2025	1,666.20	30,172.81
2030	1,603.34	28,588.54
2040	1,690.46	29,894.27

conformity is demonstrated by comparison of analysis year emissions to the baseline year (2002)

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

Year	Volatile Organic Compounds		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2015	59.57	117.23	139.46	373.52
2025	43.76	48.13	76.98	125.27
2030	42.66	48.13	72.51	125.27
2040	45.43	48.13	75.91	125.27

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

Notes:

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

ACTION REQUESTED: Approval

###



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MEMORANDUM

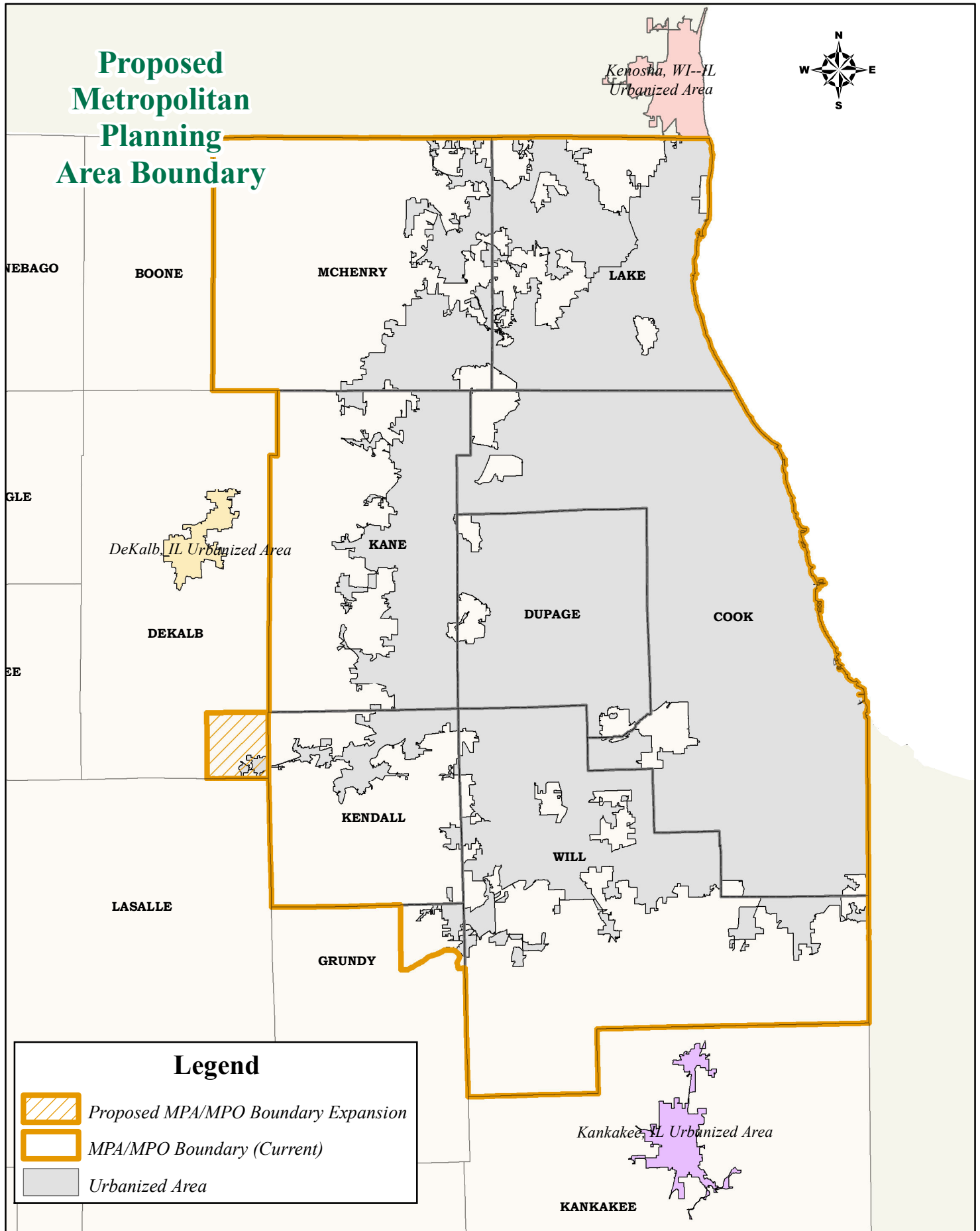
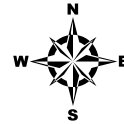
To: MPO Policy Committee
From: CMAP staff
Date: March 14, 2013
Re: Metropolitan Planning Area Expansion

The Metropolitan Planning Area (MPA) Boundary is the boundary in which the federally regulated metropolitan transportation planning process must be carried out.

The MPA must encompass the Census defined urbanized area (UZA) and the contiguous geographic area(s) likely to become urbanized within the next 20 years. The 2010 Census included portions of DeKalb County in northeastern Illinois' UZA. The recommendation is that the MPO Policy Committee approves expanding the MPA to include the Sandwich and Somonauk townships of DeKalb County, as illustrated on the attached map.

###

Proposed Metropolitan Planning Area Boundary



**Memorandum of Understanding
Between the Chicago Metropolitan Agency for Planning
and the Policy Committee
Encompassing Transportation Planning and Programming in
Northeastern Illinois**

This agreement is entered into by the Chicago Metropolitan Agency for Planning (CMAP) created by the Regional Planning Act of 2005 and the Policy Committee serving as the federally designated metropolitan planning organization (MPO) for northeastern Illinois.

The Chicago Metropolitan Agency for Planning and the region's Policy Committee recognize the desirability and absolute necessity of the region's planning for land use and transportation to remain integrated in an open and collaborative process in which socioeconomic and environmental objectives are appropriately considered. Furthermore, the entities affirm their intent to continue and strengthen the cooperative and productive relationship, which currently exists between them.

The two bodies wish to provide a framework that will help our region connect its land use to the transportation system, preserve its environment and sustain its economic prosperity. Both the CMAP board and the Policy Committee must be responsive to the region's residents, working cooperatively with municipalities and counties that maintain authority for local land-use decisions.

INTENT

The signatory boards, by adopting this agreement, recognize the appropriateness and necessity to coordinate and integrate the region's planning for land use and transportation in an open and collaborative process.

The agreement covers the metropolitan planning area as defined by the Regional Planning Act and by the U.S. Department of Transportation planning regulations. Currently, this region includes the counties of Cook, DuPage, Kane, Kendall, Lake, McHenry and Will (MPO planning area includes Aux Sable township in Grundy County). The agreement covers the working relationship between the two boards, whose responsibilities are defined in the Regional Planning Act and federal legislation.

OVERALL RESPONSIBILITIES

CMAP – as stated in the Regional Planning Act, the board shall be responsible for developing and adopting a funding and implementation strategy for an integrated land use and transportation planning process for the northeastern Illinois region. CMAP is also responsible for the development of an integrated comprehensive regional plan.

Policy Committee – as stated in federal legislation, the metropolitan planning organization, in cooperation with the state and public transportation operators, shall develop long-range transportation plans and transportation improvement programs for the metropolitan area.

COMMITTEE REPORTING

CMAP has established a four-level committee structure: policy, advisory, coordinating and working. At the policy level, the CMAP board and the Policy Committee will review staff and committee work to ensure that consistency and consensus are achieved. The Citizens' Advisory Committee (CAC), the Council of Mayors, and a committee made up of county officials will together comprise the advisory level. The Council of Mayors will continue its current relationship with the Policy Committee, while at the same time serve as a municipal advisory body to the CMAP board. The Work Program Committee, serving as the Transportation Committee for CMAP, will also continue its current reporting relationship to the Policy Committee. The Policy Committee and the CMAP board will jointly determine the structure and member organizations of the Transportation Committee. The Transportation Committee will also provide input to the two coordinating level committees of the CMAP board: Local and Regional. The Policy Committee will appoint the chair and vice-chair of the Transportation Committee. The chair and vice-chair will each serve on one of the coordinating committees. The Policy Committee will establish such committees and task forces as it may deem necessary to effectively carry out the region's transportation planning and programming activities.

STAFF SUPPORT

It is the intent of both the CMAP board and the Policy Committee that the staff of CMAP be responsible for the region's work program that addresses planning for both transportation and land use in northeastern Illinois. The Executive Director of CMAP will ensure that adequate staff support is provided to carry out the transportation planning and programming activities as described in the annual Unified Work Program and approved by the CMAP board and the Policy Committee. The staff of CMAP will interact with the Policy Committee to ensure that the Policy Committee is fully and meaningfully involved in the development of at least those matters designated by federal law as within the MPO's purview.

CROSS COMMITTEE MEMBERSHIP

Recognizing the need for effective communication, the legislation creating the Regional Planning Board, now known as CMAP, established a non-voting position for the Policy Committee on the CMAP board. To ensure policy level communication between the signatory bodies, the Policy Committee will add two designated members from the CMAP board to its Committee.

Adopted March 14, 2007
Reaffirmed March 11, 2009
Reaffirmed March 10, 2010
Revised and affirmed March 9, 2011
Reaffirmed February 8, 2012

APPROVAL PROCESS

Federal regulations require the MPO to approve various plans, programs and related documents. Such plans, programs and related documents will be developed by CMAP staff utilizing the committee structure established by the CMAP board and the Policy Committee. Recommendations made by the Transportation Committee will be forwarded to the Policy Committee and either the Local or Regional Coordinating Committee as appropriate. Recommendations from these committees will be forwarded to the CMAP board which will also receive input from the Citizens' Advisory Committee, a county officials committee and the Council of Mayors. The CMAP board will then forward its recommendation with comments to the Policy Committee, which will act upon that recommendation. The Policy Committee will take final action as required by federal law.

The signatory boards recognize the need to meet certain federal requirements within established timeframes. Both boards commit to taking action in a timely fashion such that deadlines will not be jeopardized.

TERM

This Memorandum of Understanding will be reviewed on an annual basis.

Adopted March 14, 2007
Reaffirmed March 11, 2009
Reaffirmed March 10, 2010
Revised and affirmed March 9, 2011
Reaffirmed February 8, 2012



Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: MPO Policy Committee

From: CMAP Staff

Date: March 7, 2013

Re: Recent MAP-21 Freight Policy Developments and CMAP study of a potential Regional Freight Authority

A number of recent developments have occurred in freight policy since the passage of Moving Ahead for Progress in the 21st Century (MAP-21) last summer. This memorandum reviews the freight provisions in MAP-21, recent activities at the federal and state levels, as well as current initiatives at CMAP. Chief among those is the exploration of establishing a Regional Freight Authority.

FREIGHT PROVISIONS IN MAP-21

MAP-21 establishes the need for a National Freight Policy, incentivizes investment in highway freight projects, and recommends the creation of State freight plans and freight advisory committees. The Projects of National and Regional Significance, a MAP-21 program applicable to freight, was authorized out of the General Fund at \$500 million for FY 2013, subject to appropriation, although it will not be funded at all in FY 2014.

The National Freight Policy program will establish goals and recommend the designation of a National Freight Network. This network will include a Primary Freight Network of key transportation corridors on the Interstate system, not to exceed 27,000 centerline miles, and a network of critical rural freight corridors to connect the Primary Freight Network to freight facilities. MAP-21 directs U.S. DOT to assess the conditions and performance of the National Freight Network, to identify highway bottlenecks, and to estimate the cost of resolving those bottlenecks.

MAP-21 also incentivizes public investment in freight infrastructure by raising the federal share for eligible projects to 95 percent for projects on the Interstate System, and 90 percent for other eligible projects. Eligible projects include construction and operational improvements for freight, intelligent transportation systems, grade separations, geometric improvements, truck-

only lanes, improvements to freight intermodal connectors, and improvements to truck bottlenecks. Further, these projects must be identified in a state freight plan.

MAP-21 further requires that U.S. DOT determine performance measures for freight movements and economic vitality. State departments of transportation must set performance targets for these measures, which metropolitan planning organizations (MPOs) must meet through their transportation improvement programs and long-range transportation plans. MAP-21 also recommends the creation of state freight advisory boards and state freight plans.

RECENT FEDERAL ACTIVITIES

In August 2012, the U.S. Department of Transportation established an internal Freight Policy Council to facilitate the implementation of MAP-21 and develop the National Freight Plan. Headed by Deputy Secretary John Porcari, the Council has been making field visits to meet with stakeholders across the country, including one visit to Chicago on November 30, 2012. In February 2013, the U.S. DOT announced the establishment of an external stakeholder group, the [National Freight Advisory Committee](#), to provide recommendations to the Secretary for the National Freight Plan.

On February 6, 2013, the Federal Highway Administration published a [notice](#) to define the process for designating the Primary Freight Network as required under MAP-21. The Primary Freight Network will include the **highway system only**.

RECENT STATE ACTIVITIES

In September 2012, the Illinois Department of Transportation (IDOT) released two draft plans, the State Freight Plan and the State Rail Plan, for public comment along with the larger State Transportation Plan. As required by statute, the Freight Plan and Rail Plan are components of the State Transportation Plan and were adopted in December 2012.

IDOT is currently preparing to identify participants of the State Freight Advisory Committee as recommended in MAP-21. This Committee will assist IDOT as it updates the State Plan to incorporate MAP-21 required elements. That process is starting in the near future, but no firm date has been established.

SUMMARY OF RECENT FEDERAL AND STATE ACTIVITIES

The following table summarizes the key dates associated with national and state freight policy development.

Date	
7/12	MAP-21 signed by President Obama
9/12	U.S. DOT announces the establishment of internal Freight Policy Council
10/12	U.S. DOT publishes interim guidance on state freight plans
11/12	IDOT releases draft Freight and Rail Plans
11/12	U.S. DOT Deputy Director John Porcari site visit to Chicago

Date	
12/12	State of Illinois adopts combined transportation plan
2/13	U.S. DOT announces external National Freight Advisory Committee, nominations due March 2013
10/13	Final designation of the primary freight network, including any additional mileage designated by DOT

RECENT CMAP ACTIVITIES

CMAP has followed the development of MAP-21's freight provisions and has provided comments to the U.S. DOT at several critical junctures as the legislation developed. CMAP has requested that in implementing MAP-21, the U.S. DOT work to ensure that MAP-21's multimodal perspective should extend to freight, in order to support rail alternatives to highway use.

Further, CMAP requested that the U.S. DOT strongly urge the various state Departments of Transportation to confer with MPOs in developing state freight plans. CMAP recommended that the state freight plans include substantial coordination with regional plans like GO TO 2040, as well as with plans from neighboring states. This higher level of coordination will strengthen CMAP's reauthorization principles of basing investment decisions on regional priorities.

In fall 2012, staff completed an internal strategic plan to guide staff work on freight issues. The strategic plan set out staff activities over the next two years on developing a freight legislative platform, modeling improvements, and the Regional Freight Authority feasibility study, described below.

As the U.S. DOT and IDOT implement the freight provisions of MAP-21, CMAP plans to reach out to other large MPOs across the country to develop common legislative principles for freight in the next transportation reauthorization bill. Building upon the federal legislative principles approved by the CMAP Board in February, CMAP will distribute this agenda to the Freight Policy Council and its congressional delegation. CMAP further expects IDOT to include MPOs as it works to define the Primary Freight Network.

Currently, CMAP is developing a freight module for the region's Travel Demand Model. Capable of analyzing freight movements at a much more refined level of analysis than in the past, the module, when complete, will be useful in answering questions about the movement of freight through the region in response to scenarios such as pricing, truck routes and changing economic conditions.

EXPLORING THE FEASIBILITY OF A REGIONAL FREIGHT AUTHORITY

Both GO TO 2040 and the recently released [Freight Cluster Drill-Down report](#) conclude that freight is a major strength of our economy. The doubling of freight demand over the next 20 years represents enormous potential for regional economic growth. However, there is currently no unified voice for freight in the region, with limited collaboration between different modes, stakeholders, and levels of government. GO TO 2040 recommends exploring the establishment

of a governance structure, such as a Freight Authority, to identify issues, guide investments, and advocate on behalf of the region. The Freight Cluster Drill Down report recommends that the first step in the process should be for the CMAP Board to form a Task Force to analyze these complex issues and issue recommendations on next steps.

Creating a Taskforce

In June 2013, staff will request Board approval of a Freight Taskforce membership. CMAP is anticipating a Taskforce incorporating a balance of public, private, and other civic stakeholders involved in freight and its infrastructure. This includes many private firms within the overall freight “cluster”, including third-party logistics, manufacturing, retail, and construction sectors.

Over the next three months, staff plans to identify and reach out to potential members and propose a membership list for the CMAP Board’s consideration and approval in June 2013.

Regional Freight Authority Revenue Analysis

A potential function of a freight governance structure is to provide funds to construct capital projects. Building upon the CMAP [Regional Freight Plan’s](#) identification of several bundles of recommended transportation investment in support of freight, CMAP will develop an estimate of the costs of these projects to help frame the scale of revenue needs for Taskforce discussion. With Taskforce input, CMAP will consider a range of regionally sourced user-fees, as well as potential new federal and state revenue sources. Staff will present the Taskforce with a policy analysis of each source, including strengths and weaknesses.

Regional Freight Leadership and Institutional Vehicles

With or without dedicated freight revenue sources, competition for increasingly scarce public funds will require the freight movement industry to articulate the importance of investment in the freight system to the public. Freight-oriented institutions can also sustain continuing attention to projects and freight issues in a focused and prioritized environment.

The Taskforce will consider what kinds of activities support coordinated and active engagement by regional leadership and how those activities can be institutionalized to ensure a long term and high profile level of attention is focused on freight needs. A potential outcome is that the Taskforce recommends the creation of a standalone agency, the addition of new functions to an existing agency, a partnership with the private sector, or some other solution.

Timeline

The following table summarizes the draft dates for the major steps involved in the Regional Freight Authority feasibility study.

Start	End	Task
3/2013	9/2013	Staff prepares draft background papers, technical analysis
3/2013		CMAP Board and MPO Policy Committee input on Taskforce membership
4/2013	6/2013	CMAP solicits membership on Taskforce

Start	End	Task
6/2013		CMAP Board approves Taskforce membership
8/2013	5/2014	Taskforce holds monthly meetings
6/2014		Taskforce recommendation to CMAP Board

ACTION REQUESTED: Discussion

###

Strategic Plan

DRAFT 1/30/2013



comparison of old vs new vision & goals

Moving Beyond Congestion	2013 DRAFT Update
Vision	
A world class public transportation system that is convenient, affordable, reliable and safe, and is the keystone of the region's growing business opportunities, thriving job market, clean air and livable communities.	A world-class regional public transportation system that is socially, financially, and environmentally sustainable, providing a foundation for the region's prosperity.
Goals & Objectives	
#1. Provide Transportation Options <ul style="list-style-type: none"> Provide public transportation choices that link to jobs and deliver cost effective, dependable and on time commutes. Reduce regional dependence on peak period automobile use, the resulting congestion and impediments to goods movement, and national dependence on oil by increasing the use of public transportation. Facilitate the use of public transportation for medical, shopping, cultural, educational, and recreational purposes. Connect communities within Northeastern Illinois and beyond, and facilitate connections among different modes of transportation. Ensure that the passenger experience is of a seamless public transportation system. 	Goal A: Provide valuable, accessible and attractive transportation options <ul style="list-style-type: none"> Provide public transportation choices that link to jobs, education, services, cultural activities and other life commitments. Connect communities within the region through an enhanced and coordinated transit network that provides reliable and time competitive transportation options. Ensure that the transit system is more accessible, more approachable and easier to use. Deliver safe, clean, and affordable transportation services. Modernize the customer experience through technology improvements.
#2. Ensure Financial Viability <ul style="list-style-type: none"> Ensure the sustained financial viability of public transportation as intrinsic to the region's multimodal transportation system. Seek investments in public transportation that maximize beneficial returns. Demonstrate measurable achievement in the provision of clean, attractive, affordable, safe, reliable and convenient public transportation services. Continually enhance efficiencies through effective management, innovation and technology 	Goal B: Ensure financial viability <ul style="list-style-type: none"> Prioritize investments in the existing system. Control costs through improved operational efficiencies, effective management, coordinated planning, innovation and technology. Increase and stabilize revenue through existing and new funding sources to maintain reasonable fares. Make investments in public transportation that maximize beneficial returns.
#3. Enhance Livability and Economic Vitality <ul style="list-style-type: none"> Provide a public transportation system that protects the environment and supports the livability and economic vitality of the region. Look for new opportunities to: <ul style="list-style-type: none"> Encourage growth in corridors that support existing and planned vibrant and 	Goal C: Promote a green, livable and prosperous region <ul style="list-style-type: none"> Reduce transit's impact on the environment. Encourage transit oriented-development by partnering with communities, employers and other stakeholders. Provide and promote transit as a means for

<p>interconnected centers, discourage sprawl, and reduce the cost of new infrastructure.</p> <ul style="list-style-type: none"> ○ Provide employers with access to a broader workforce, enhancing their competitiveness. ○ Support opportunities to realize economic development goals and plans. ○ Provide mobility to aging populations and people with disabilities. ○ Preserve and provide access to open space and natural resources. 	<p>employers to access a broad workforce and to enhance their market competitiveness.</p> <ul style="list-style-type: none"> ● Partner with communities and other stakeholders to develop neighborhoods with safe access to all users regardless of age, ability or mode of transportation.
<p>#4. Demonstrate Value</p> <ul style="list-style-type: none"> ● Create and sustain public understanding of the benefits of public transportation to individual health and wellbeing, regional economic vitality and sustainability, and as a catalyst for new opportunities for users and nonusers alike. 	<p>Goal D: Advocate and be a trusted steward for public transportation</p> <ul style="list-style-type: none"> ● Engage the public in meaningful and constructive ways. ● Increase transparency through improved oversight and information availability. ● Attract more riders to the system by promoting regional programs and services to businesses and residents. ● Elevate transit's needs by educating elected officials and citizens on the benefits of public transportation. ● Increase awareness of transit through coordinated marketing and promotion.

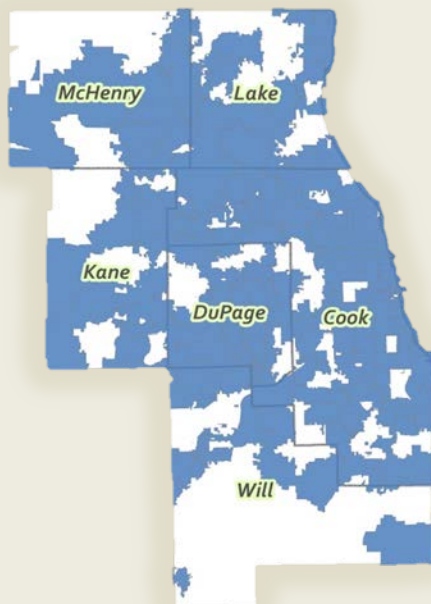
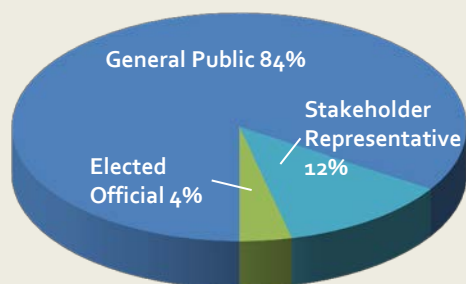
RTA STRATEGIC PLAN UPDATE

Survey Results: Vision and Goals

As a first step to updating the region's Transit Strategic Plan (Moving Beyond Congestion), the RTA conducted an online survey to gather input on the current plan's Vision and Goals. The survey was launched on December 19, 2012 and closed on January 31, 2013. The RTA received over 1,500 responses from members of the general public, stakeholders and elected officials. We were pleased with the breadth of representation in these responses. The input from this survey will be used to help inform revisions to the Plan's Vision and Goals.

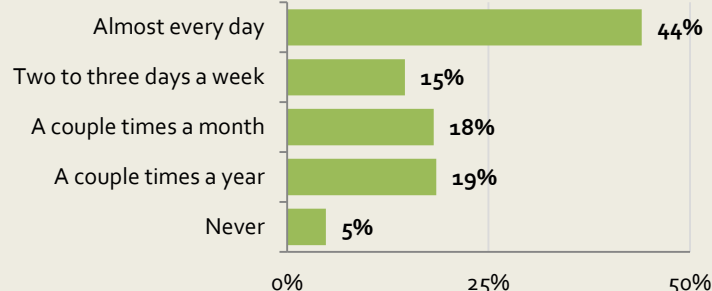


1,544 Total Respondents

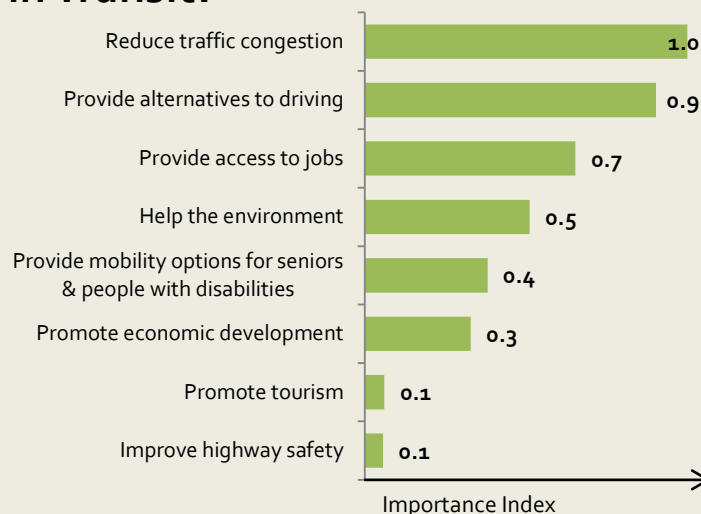


Dispersion of
General Public
Respondents
(by zip code)

Transit Use by General Public Respondents



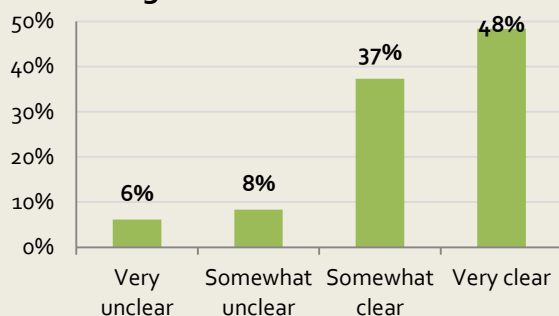
What are the Benefits of Investing in Transit?



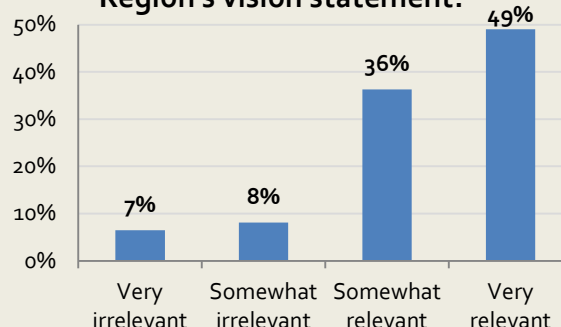
"A world-class public transportation system that is convenient, affordable, reliable and safe, and is the keystone of the region's growing business opportunities, thriving job markets, clean air and livable communities."

Vision

How CLEAR is the Region's vision statement?



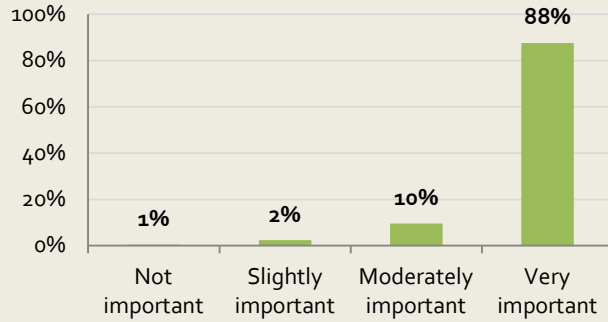
How RELEVANT is the Region's vision statement?



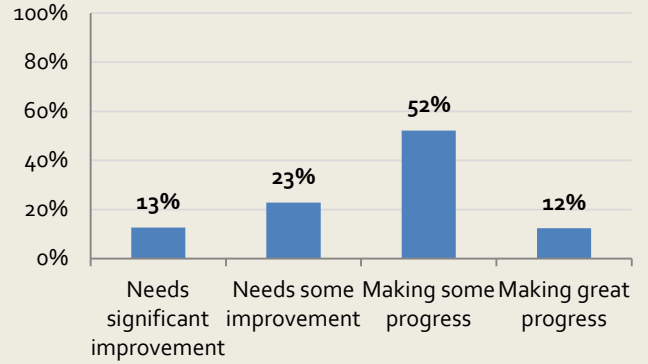
Goal 1

Provide Transportation Options

How IMPORTANT is Goal 1 for the region?



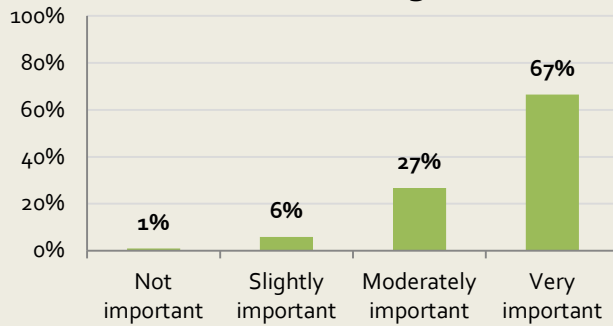
How well do you believe the region is PROGRESSING to fulfill Goal 1?



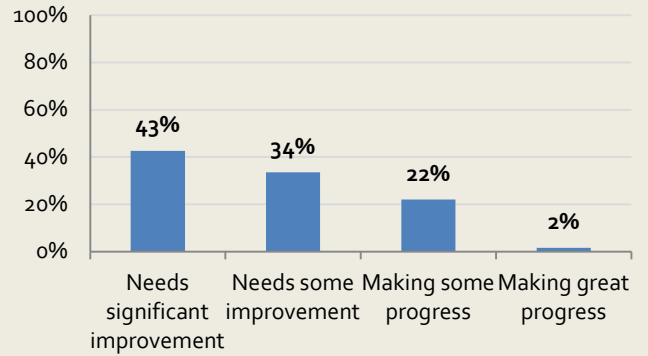
Goal 2

Ensure Financial Viability

How IMPORTANT is Goal 2 for the region?



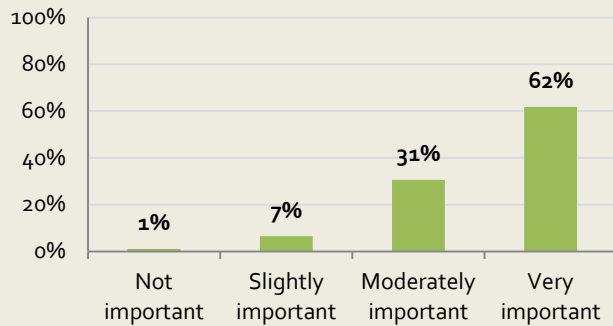
How well do you believe the region is PROGRESSING to fulfill Goal 2?



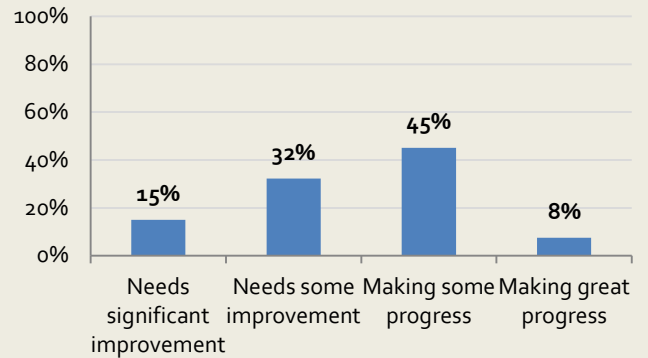
Goal 3

Enhance Livability and Economic Vitality

How IMPORTANT is Goal 3 for the region?



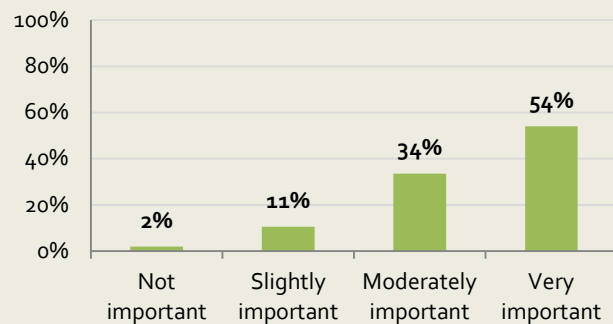
How well do you believe the region is PROGRESSING to fulfill Goal 3?



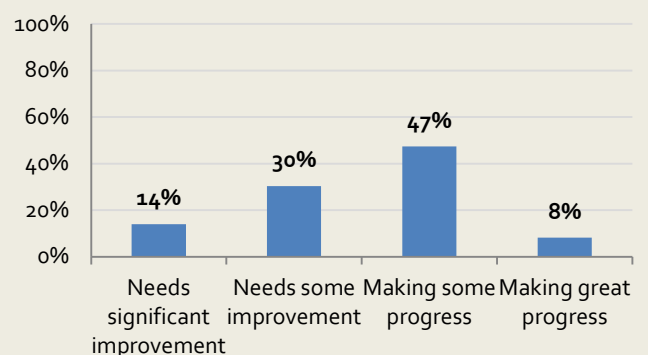
Goal 4

Demonstrate Value

How IMPORTANT is Goal 4 for the region?



How well do you believe the region is PROGRESSING to fulfill Goal 4?



STRATEGIC PERFORMANCE MEASURES



2012 REPORT



Regional
Transportation
Authority

BACKGROUND

In 2007, the RTA worked with CTA, Pace, and Metra as well as other community stakeholders to develop a Regional Transportation Strategic Plan. This plan, published as *Moving Beyond Congestion*, expressed a clear long-term vision for transit in the Chicago region:

A world-class public transportation system that is convenient, affordable, reliable, and safe, and is the keystone of the region's growing business opportunities, thriving job market, clean air, and livable communities.

This overall vision was illustrated by four specific goals.



GOAL 1: PROVIDE TRANSPORTATION OPTIONS



GOAL 2: ENSURE FINANCIAL VIABILITY



GOAL 3: ENHANCE LIVABILITY AND ECONOMIC VITALITY



GOAL 4: DEMONSTRATE VALUE

INTRODUCTION

To establish a benchmark and create a means for measuring how well the region is performing, the Board of Directors of the Regional Transportation Authority (RTA) adopted these Strategic Performance Measures in January 2012.

These measures examine broad outcomes in the economy, environment, and the community to assess transit's impact on the quality of life. Although these measures involve factors outside the direct control of the RTA and its Service Boards, they are useful for understanding and tracking the evolving relationship between transit and the region as a whole.

The Strategic Performance Measures are considered elements of the RTA's Strategic Plan of 2007, *Moving Beyond Congestion* and represent continued work on updating our Strategic Plan and link to RTA's Transit Priority Initiatives of 2011. These measures also align with Chicago Metropolitan Agency for Planning (CMAP) *Go To 2040: Comprehensive Regional Plan*.

As these measures are by definition strategic, they are intended to be updated only every five years. This time span is seen as appropriate for tracking general trends without being caught up in short-term disturbances. Several measures included in this list require special and extensive data collection as part of regional or national efforts and will be updated accordingly, possibly less frequently.

This report is the first presentation of the Strategic Performance Measures. While the report seeks to demonstrate long-term shifts in the transit environment in the Chicago region, several measures are reported herein for the first time and therefore can not, at this point, be placed in a historical context.

These measures as reported demonstrate strength in ridership (over 2 million trips per day and growing) and transit's value to the vitality and livability of the region (congestion reduction, job access, savings to consumers and reduction of pollutants). Transit is an important part of people's daily lives (38% of all households across the regions are frequent users) and an 83% satisfaction rating shows a favorable view towards transit service. However the ambitious goal established in the Go To 2040 Regional Plan of doubling transit ridership by 2040 will not be met at the current ridership growth rate. Other challenges include insufficient capital funding (only 5.2% of annual need is being met) and rapidly increasing costs to provide ADA paratransit service, which are likely to escalate as the population continues to age.

MEASURES

GOAL 1: Provide Transportation Options

- Transit Trips per Resident
- Passenger Miles Traveled per Resident
- Average Weekday Transit Trips
- Annual ADA Trips
- Annual ADA Registrants
- Annual Demand Response and Vanpool Trips
- Percentage of Households That Use Transit Regularly
- Work Trip Cost: Transit to Auto Ratio

GOAL 2: Ensure Financial Viability

- Percentage of Total Operating Funding by Source
- Percentage of Total Capital Funding by Source
- Federal Flexible Funds Obligated to Fund Transit-Related Activities
- Change in CPI over 5 Years Compared to Change in Transit Measures
- Ratio of Capital Funding to Capital Need

GOAL 3: Enhance Livability and Economic Vitality

- Regional Auto Travel Time Index
- Annual Regional Hours of Delay per Auto Commuter
- Cost of Congestion
- Cost of Congestion if Transit Not Available
- Average Work Travel Time
- Percent of Residents with Access to Transit
- Percent of Jobs with Access to Transit
- Percent of Jobs Accessible within 90 minutes to Residents
- Weekend Transit Trips as Percent of Weekday Trips
- Location Efficiency Factor
- Emissions Avoidance Factor

GOAL 4: Demonstrate Value

- Ratio of Regional Product to Gross State Product
- Transit Mode Share for Work Trips for the City and for the Region
- Car Trips not Made as a Result of Transit
- Participation in Transit Benefit Program
- Customer Satisfaction with Transit in the Region

EXECUTIVE SUMMARY

TREND 1:

The continued under-funding of transit's capital needs will challenge the RTA system's ability to sustain and promote ridership growth, particularly at the rate as aspired in our region's long range plan--Go To 2040. The region desires transit to be a more viable option for more people and for more trip purposes.

The limitation of resources places pressure on transit to strike an optimal balance between investing in existing capital needs to prevent future decay & delay and investment that would support service provision and expansion.

Findings:

- Current and future projections for capital funding suggest that funding levels will not cover normal replacement and capital maintenance costs. Funding will not address the \$18.5 billion in backlogged capital needs.
- Based on the 2011 Regional Customer Satisfaction survey, the key driver in customer satisfaction is the availability of transit throughout the region (having it available when and where you need it).
- Although regional transit ridership is growing, the current rate of growth (approximately 0.8% annually) would only grow ridership 25% by 2040. The region aspires to grow ridership 100% by 2040 (3.3% annually), as specified in *Go To 2040*.

TREND 2:

Transit is expected to play a key role in providing transportation options to an increasingly aging population.

The American's with Disabilities Act of 1990 (ADA) requires the provision of accessible fixed route and ADA complementary paratransit service. As a large segment of the region's population ages, accessible services will be in greater demand. With this market segment growth, it will be critical for transit to devise strategies that will improve the accessibility of the mainline system and will manage growing demand for ADA paratransit services.

Findings:

- Between 2007 and 2011 the region's population above age of 65 grew 6.1% while the group between 60-64 years old grew 18.8%.
- Between 2007 and 2011, ADA paratransit demand grew by 6.8%.
- ADA ridership is projected to grow 7% to 8% annually over the next five years.
- Because ADA paratransit provides origin-to-destination service for eligible riders, ADA paratransit service is the most costly service in the RTA system on a per-ride basis.

TREND 3:

The region's transit system provides broad benefits to both riders and non-riders at regional and state levels, yet transit funding and revenue sources remain relatively constrained.

Traditional funding sources such as federal funding and local sales tax have proven to be insufficient and do not correlate to the economic, congestion and environmental benefits of transit. A collaborative partnership among government agencies and stakeholders is essential to any effort to develop and implement innovative financing strategies.

Findings:

- The Chicago region is an economic driver of the state and accounts for over four-fifths of the state's output.
- Twelve percent of the region relies on transit to arrive at their workplaces and 38% of households regularly use transit at least once a week.
- The Texas Transportation Institute estimates that without transit, the region's time lost to delay in traffic congestion would increase by one-third from nearly 9 working days a year to 12 working days a year.
- Between 2006 and 2010, the amount of money flexed for transit in Illinois has dropped from \$36 million to \$9 million. The Illinois share of flexed funds nationwide also dropped more than three-quarters, suggesting that, relative to other states, Illinois has fallen behind in its commitment to transit.
- *Go To 2040* sees improving the financing of transit as crucial to achieving the full benefits of transit and urges all levels of government to develop innovative financing to support a world-class transportation system.



GOAL 1: PROVIDE TRANSPORTATION OPTIONS

Providing transportation options was the first goal of RTA's Strategic Plan. This includes providing public transportation choices that reliably and cost-effectively link to jobs, reducing peak period automobile use and the attendant congestion, and facilitating the use of transit for non-work purposes.

The associated performance measures consider transit ridership for traditional weekday and weekend travel as well as ADA paratransit, demand-responsive and vanpool services. This section also examines household use of transit and the economics of transit vs. automobile use.

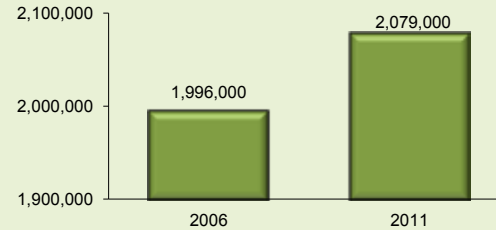
The RTA region has a population of over 8 million, and produces 2 million transit trips on an average weekday. The average weekday number of trips increased 4.2% between 2006 and 2011. There was an accompanying 4.0% increase in the number of annual transit trips per resident, increasing from 74 trips per year in 2006 to 77 trips per year in 2011.

Miles traveled per resident on transit also increased 4.0% over this analysis period, raising to 484 miles traveled per resident in 2011.

While this trip growth is a positive development, this rate of growth is too low to reach the ambitious targets of the CMAP *Go To 2040* plan, which seeks a 100 percent increase in weekday transit trips by 2040.

AVERAGE WEEKDAY TRANSIT TRIPS

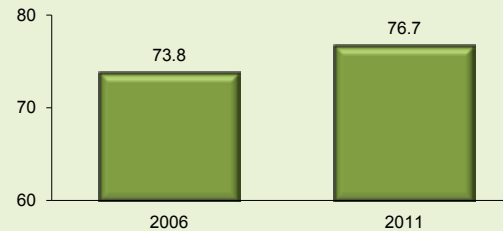
Number of transit trips taken on a typical weekday.



Source: National Transit Database

TRANSIT TRIPS PER RESIDENT

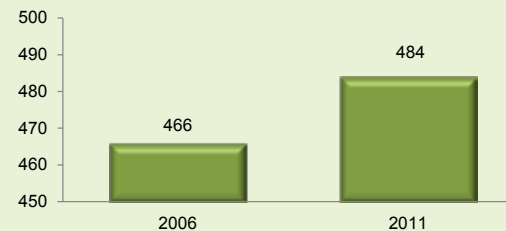
Average number of transit trips taken per resident of the six-county region per year.



Source: National Transit Database & US Census

PASSENGER MILES TRAVELED PER RESIDENT

Average number of transit passenger-miles traveled per resident of the six county region per year.



Source: National Transit Database & US Census

RIDERSHIP

Providing over 2 million rides per weekday, transit is vital to the mobility of the region.

In 2011 the number of trips per resident rose to 76.7 trips per year.

GO TO 2040 establishes an ambitious goal of doubling weekday ridership.



Although growing, the current rate would grow ridership only 25% by 2040.



Sources: Regional Transportation Asset Management System, Chicago Metropolitan Agency for Planning analysis, 2010

Public transit is critical for providing mobility for people with disabilities. Federally mandated ADA paratransit services offer origin-to-destination travel for eligible people with disabilities within three quarters of a mile from the fixed route transit network. This report tracks the number of trips made on ADA paratransit as well as the number of residents eligible for making those trips.

Between 2007 and 2011 the number of ADA paratransit trips grew 6.8%. Furthermore it appears that the demand for ADA paratransit trips is likely to increase even faster. Between 2007 and 2011, the number of people registered as eligible for ADA paratransit service increased 15.6% to 48,073 registrants.

ADA ridership is expected to grow 7% to 8% annually over the next five years.

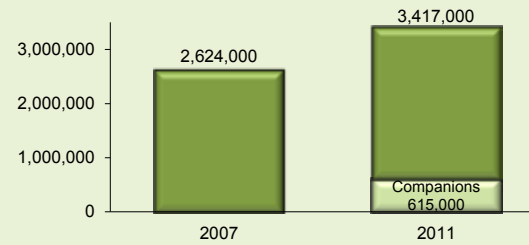
Service is provided only to individuals found eligible by the RTA Paratransit Certification Program. Additionally, RTA provides travel training to ADA registrants to enable use of fixed-route services. Maximizing the use of the fixed-route system, by making it fully and more easily accessible, will be constrained by insufficient capital funding to meet the system's State of Good Repair needs.

The RTA system also offers vanpool and demand responsive transit services to provide mobility options to connect people with their destinations. Vanpool programs are aimed at linking commuters to their workplaces while demand-responsive transit, such as Pace's Call-and-Ride and Dial-a-Ride programs, offer all day coverage throughout a pre-defined area. Trips taken on these modes have remained steady at about three million per year.



ANNUAL ADA PARATRANSIT TRIPS

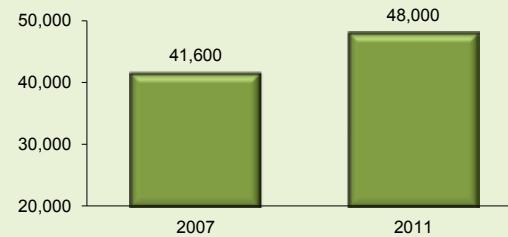
Total number of ADA-Eligible Paratransit trips taken per year.



Source: National Transit Database (Personal care attendants and companions included in trip count beginning in 2011)*

ANNUAL ADA REGISTRANTS

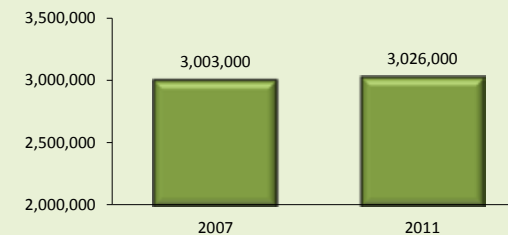
Total number of ADA registrants per year.



Source: RTA ADA Paratransit Certification Program*

ANNUAL DEMAND RESPONSE AND VANPOOL TRIPS

Total number of trips taken on non-ADA paratransit services and vanpool services.



Source: National Transit Database*

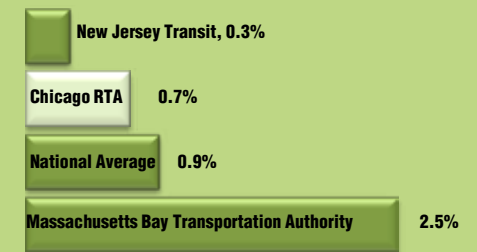
*NTD and ADA data not available for these measures prior to 2007

Agenda Item 14.0

ADA AND PARATRANSIT

RTA ADA paratransit registrants per capita is 0.7%, a rate that is about average for peer regions nationally.

PER CAPITA ADA REGISTRANTS



A typical ADA paratransit trip costs \$36.72 to provide.

Annual growth in ADA trips is expected to accelerate to 7%-8% per year over the next five years.



Pace provides Vanpools, Call-n-Rides and partners with local communities for Dial-a-Ride service to supplement fixed-route service.

PROVIDE TRANSPORTATION OPTIONS

GOAL 1



An important measure of serving the region is identifying the number of households that use transit regularly. The 2008 CMAP Travel Tracker Survey found that 38% of households in the region had at least one member who used transit at least once a week.

This finding shows that public transportation currently impacts a significant portion of the Chicago region’s families and attests to transit’s importance as a mobility option. It also shows that more than half of the region’s households are not regularly using transit and suggests that there is potential to increase transit familiarity.

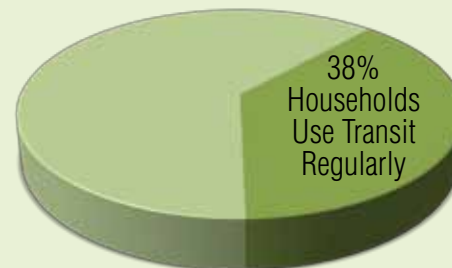
This measure is not collected annually and will be updated only as part of CMAP’s regional travel surveying efforts. The latest available data reported here is from 2008.

Finally, the RTA is interested in providing a cost-effective travel alternative to driving. One strategic performance measure specifically tracks the ratio of transit out-of-pocket costs for a typical commuting trip to auto out-of-pocket costs for the same trip. The transit costs include a round trip fare and the auto costs include gas, maintenance, and tires (drawn from the AAA publication *Your Driving Costs – 2011 Edition*).

In 2011, the first year that this ratio was calculated, transit costs were 17% of auto costs. In other words, auto commuting costs were almost 6 times those of transit costs. This value demonstrates a substantial transit cost savings over driving and releases money that can be reinvested back into the local economy

PERCENTAGE OF HOUSEHOLDS THAT USE TRANSIT REGULARLY

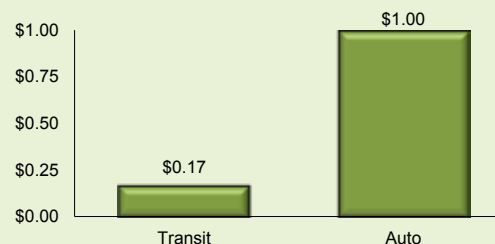
Percentage of total households in the six-county region with at least one member who uses transit at least once per week.



Source: CMAP Travel Tracker Survey, 2008 (2011 data not available for reporting)

WORK TRIP COST: TRANSIT TO AUTO

The cost of travel by transit divided by the cost of travel by auto



Source: AAA Your Driving Costs, 2011

MOBILITY



38% of all households in the Chicagoland area regularly use transit at least once a week.

A transit rider will spend only 17cents for every \$1 spent by an auto driver.





GOAL 2: ENSURE FINANCIAL VIABILITY

RTA's Strategic Plan elaborates on this second goal by specifying actions that illustrate success. These include ensuring the sustained financial viability of public transportation, maximizing beneficial returns, demonstrating measurable achievement in the provision of clean, attractive, affordable, safe, reliable and convenient public transportation services, and continually enhancing efficiencies.

Go To 2040 also sees improving the financing of transit as crucial to achieving the full benefits of public transportation.

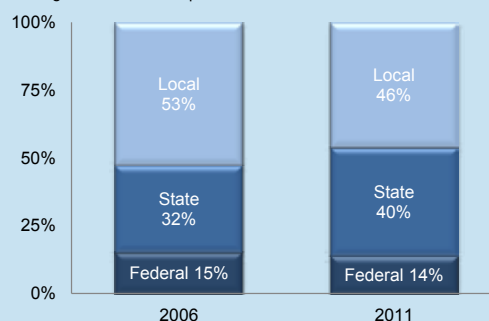
The strategic performance measures related to financial viability examine the source of capital and operating subsidies, how this funding, as well as costs, have changed in relation to the consumer price index (CPI), and gauge the well being of our infrastructure.

The relative contribution of the federal, state, and local governments in providing the operating and capital subsidies for transit in the Chicago region has shifted somewhat over the five years of the current study period. Note that the allowable transfer of capital funds to operations is reflected in values shown in this report.

The federal and state shares of operating subsidies have increased slightly over the period. For capital subsidies the federal share declined. Capital subsidies are heavily weighted towards the federal government which supplies three-fifths of the total support.

PERCENTAGE OF TOTAL OPERATING FUNDING BY SOURCE

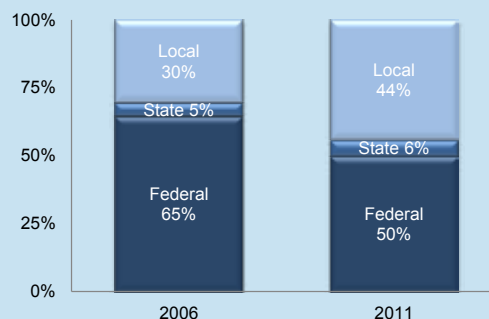
These numbers do not include any transit agency revenues such as advertising or farebox receipts.



Source: National Transit Database

PERCENTAGE OF TOTAL CAPITAL FUNDING BY SOURCE

These numbers do not include any transit agency revenues such as advertising or farebox receipts.



Source: National Transit Database

FUNDING SOURCES

Go To 2040 sees improving the financing of transit as crucial to achieving the full benefits of public transportation.

The report "urges the federal government, the State of Illinois, transit agencies, and local governments to develop innovative financing to support a world class transportation system."

In 2011 the RTA system had a total operating budget of \$2.5 billion and a five-year capital program of \$4.4 billion.



The *Strategic Performance Measure Report* tracks the relative contribution of the federal, state, and local governments in providing the operating subsidies for transit in the Chicago region.

To examine more specifically how the region is optimizing federal funding opportunities for transit, this report considers the amount of federal funds ‘flexed’ for transit. An innovative feature of federal transportation policy since the early 1990’s has been the ability by each state to choose to flexibly allocate federal transportation monies between highways and transit.

This report tracks the absolute value of funds flexed for transit in Illinois as well as that percentage of flexed funds nationwide by all states. Between 2006 and 2010, the amount of money flexed for transit in Illinois has dropped from \$36 million to \$9 million. The Illinois share of flexed funds nationwide also dropped more than 75%.

These findings suggest that Illinois is not taking full advantage of the funding flexibility offered by the federal government and is falling substantially behind its peers.

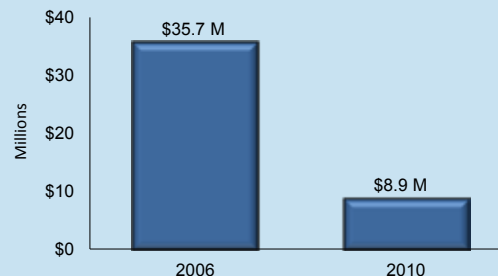
It is also useful to examine the changes in subsidies, revenue from fares and operating costs relative to the regional consumer price index (CPI). Between 2006 and 2011 operating costs increased at a rate less than the CPI, while operating funding grew faster than the CPI. Service reductions and a restructuring of pension benefits held down costs; the funding increase is largely the result of the 2008 sales tax initiative.

The regional average fare increased more slowly than the CPI over this period. With an increase in ridership and reduced capital funding in 2011, the capital funding per passenger declined significantly.



FEDERAL FLEXIBLE FUNDS OBLIGATED TO FUND TRANSIT RELATED ACTIVITIES

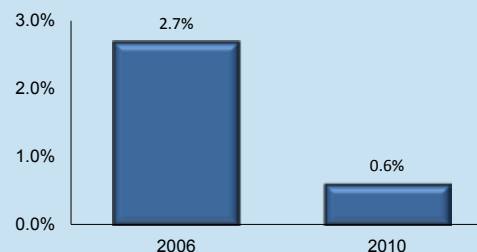
The dollar amount flexed to fund transit in Illinois.



Source: CMAP (2011 data not available for reporting)

ILLINOIS SHARE OF NATIONAL FUNDS FLEXED FOR TRANSIT

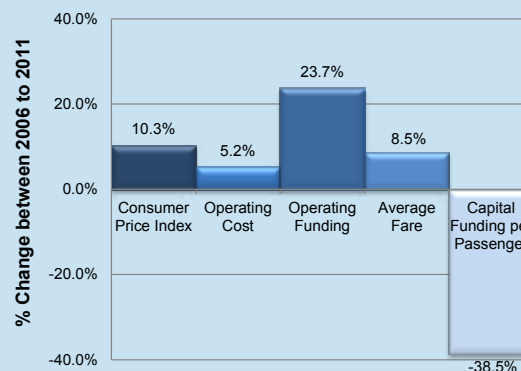
Illinois funds flexed as a percentage of total funds flexed by all states.



Source: CMAP (2011 data not available for reporting)

COMPARISON OF CHANGE IN TRANSIT MEASURES TO CHANGE IN CPI

Percentage change in CPI, operating costs, operating funding, capital funding per passenger, and average fares.



Source: Bureau of Labor Statistics and National Transit Database

FUNDING

Federal transportation funds can be “flexed” by states – to be allocated at states discretion between highway and transit.

Between 2006 and 2010, the amount of money flexed for transit by the State of Illinois dropped from \$36 million to \$9 million.

The Illinois share of total funds flexed by all states has dropped more than 75% during this period.

Service reductions and a restructuring of pension payments drove the change in regional operating costs to decline relative to the CPI.

The 2008 tax restructuring provided an operating funding increase at a rate greater than the CPI in the 2006-2011 period.

Capital funding per passenger in 2011 dropped substantially compared to 2006.

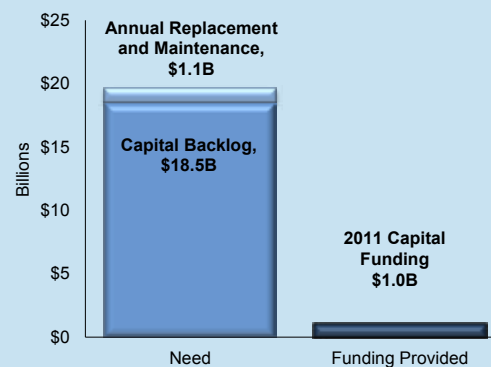


The RTA has been a leader in the national policy discussion on the critical nature of focusing on State of Good Repair infrastructure investment, including early development of capital asset management tools. Although MAP-21, the federal transportation authorization for 2012 – 2014, created a new State of Good Repair grant program, the law does not provide significant new levels of capital funding.

In 2011, only 5.2% of the region's capital need was covered by capital funding. This level of funding is short of covering normal replacement and capital maintenance and does not touch the \$18.5 billion capital backlog. Addressing this capital backlog is a critical challenge for the years ahead.

CAPITAL FUNDING TO CAPITAL NEED

Comparison of one -year capital funding to the one-year capital need.



Source: RTA Capital Asset Condition Assessment, 2011

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FUNDING NEEDS

Addressing the capital backlog is a critical challenge in the years ahead.

In 2011 capital funding was not sufficient to address annual replacement and maintenance costs.

2011 capital funding did not address a \$18.5 billion capital backlog.



GOAL 3: ENHANCE LIVABILITY AND ECONOMIC VITALITY

A robust transit system enhances the life of the region. *Go To 2040* emphasizes these livability and economic vitality issues.

RTA's Strategic Plan identifies strategic objectives tied to this goal including providing employers with access to a broader workforce, protecting the environment, and providing an alternative to private automobiles, particularly for groups for which automobility is not possible.

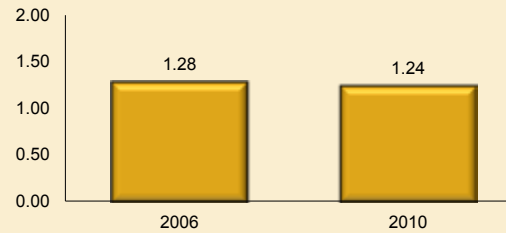
The strategic performance measures which track this goal emphasize the livability benefits that transit affords the region. Several of these measures explore how transit reduces congestion as well as the cost of travel in general.

Enhancing livability and economic vitality includes both reducing and providing an alternative to traffic congestion. Such congestion is an endemic factor of urban life but threatens to impede that vitality (too much congestion and people move their activities elsewhere).

Congestion's primary impact on the economy is that it adds time to travel. This additional time can be thought of as a tax on free movement. Currently, in the region, during the most congested times, that tax rate is 24 percent. As a result, it is estimated that auto commuters in the region lose, on average, 71 hours a year (almost 9 working days) to congestion delay. The region's expansive transit system helps to keep this loss in check. The Texas Transportation Institute estimates that without transit the time lost to delay would be a third larger, increasing to almost 12 lost working days.

REGIONAL AUTO TRAVEL TIME INDEX

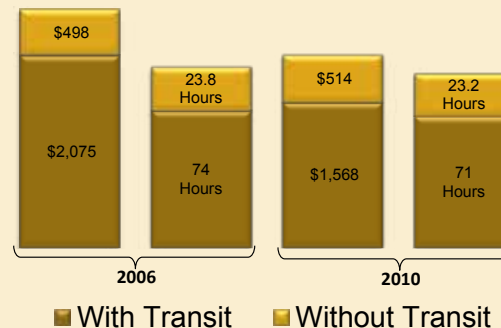
The ratio of the travel time during the peak period to the time required to make the same trip at free flow speeds.



Source: Texas Transportation Institute Urban Mobility Report*

COST OF CONGESTION PER COMMUTER WITH AND WITHOUT TRANSIT

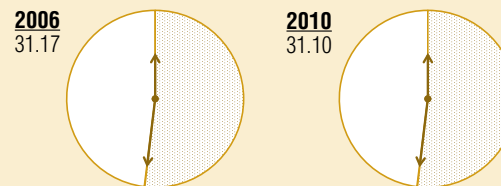
A yearly sum of all the per-trip delays for those persons who travel in the peak period, stated in terms of cost and hours per auto commuter.



Source: Texas Transportation Institute Urban Mobility Report*

AVERAGE ONE-WAY COMMUTE

The average one-way commute on all modes for workers in the six-county region, expressed in minutes.



Source: US Census American Community Survey*

*2011 data not available from the sources at time of reporting

COMMUTING

CMAP's *Go To 2040* plan notes "A strong transit system provides many benefits to our region; it provides alternatives to congested roads, reduces energy consumption and air pollution, supports reinvestment in nearby areas, and saves households the cost of owning a car."

RTA's Strategic Plan calls for providing employers with access to a broader workforce, protecting the environment, and providing a mobility alternative to private automobiles.



9 working days (71 hours) are lost by each commuter per year, due to congestion delay

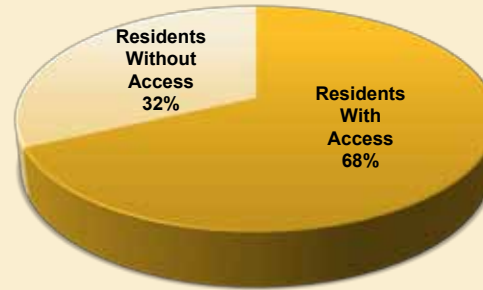
Transit contributes to regional vitality by improving access between residential and employment locations. A strategic objective of RTA's Strategic Plan is to broaden employer access to the regional labor market.

Several strategic measures consider the nexus between homes and jobs. Currently, 68 % of residents of the six-county region have transit coverage at their home locations and 76 % of the region's jobs have transit coverage.

While transit coverage is a necessary condition of linking people to workplaces, it is not sufficient. The actual transit service must link those destinations within a reasonable amount of time. In 2010, the average share of regional jobs that could be accessed within a 90 minute commute on transit from anywhere in the region was 53%. This time envelope represents the outer bound of a reasonable commuting threshold while the average commuting travel time in the region is a much shorter 31 minutes.

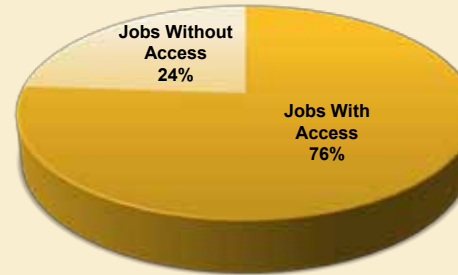


PERCENTAGE OF RESIDENTS WITH ACCESS TO TRANSIT



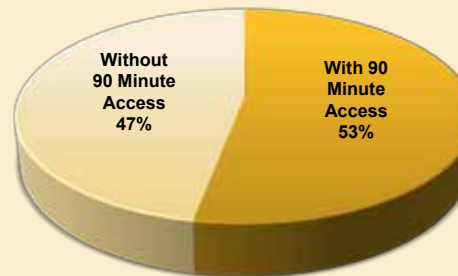
Source: CMAP, 2010*

PERCENTAGE OF JOBS WITH ACCESS TO TRANSIT



Source: CMAP, 2010*

PERCENTAGE OF JOBS ACCESSIBLE WITHIN 90 MINUTES TO REGIONAL RESIDENTS BY TRANSIT



Source: CMAP, 2010*

*2011 data not available from the sources at time of reporting

ACCESS

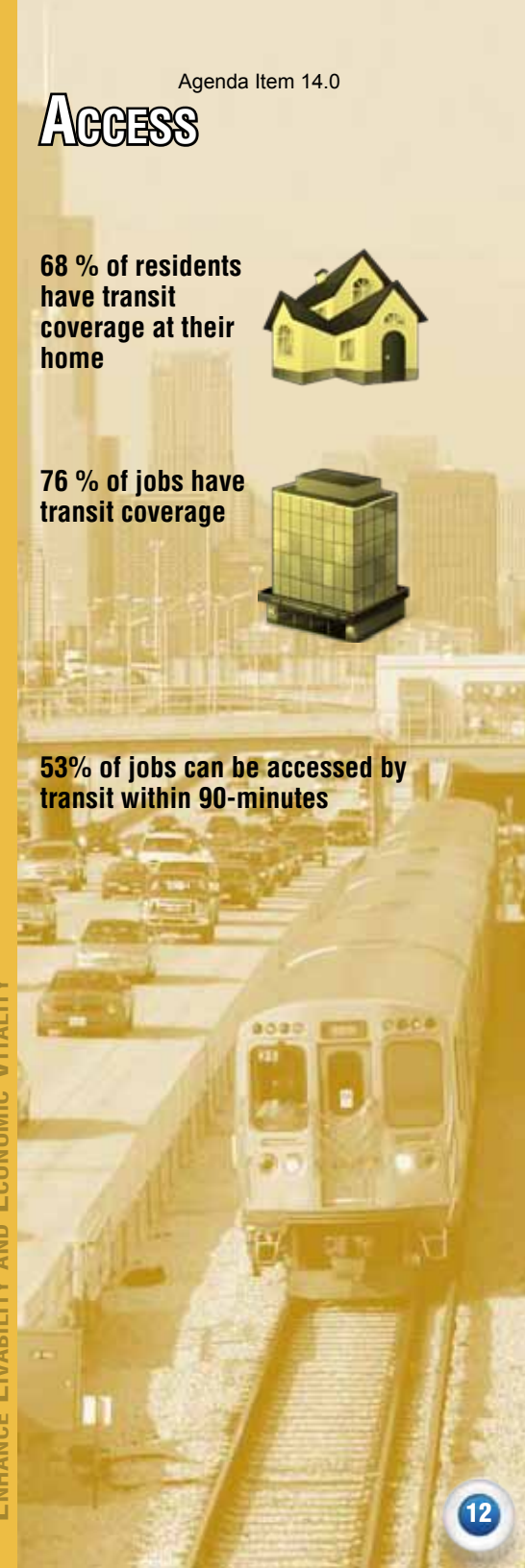
68 % of residents have transit coverage at their home



76 % of jobs have transit coverage



53% of jobs can be accessed by transit within 90-minutes



Weekend travel provides a good proxy for understanding non-work travel. In the Chicago region in 2010, weekend travel accounts for almost half the transit trips of an equivalent two-day period during the week. This share is significant and also growing. Between 2006 and 2011, this ratio rose 4 percentage points. Currently, weekend travel is relatively robust and growing; however, there remains capacity that can be utilized.

After housing costs, transportation tends to be the next largest component of a household budget. Research has shown that transit service that can enable a household to forgo a car purchase results in substantial savings to consumers. The Center for Neighborhood Technology combines consideration of housing costs with local transportation costs in a Location Efficiency Factor. This measure identifies the share of the regional median income that is spent on housing and transportation.

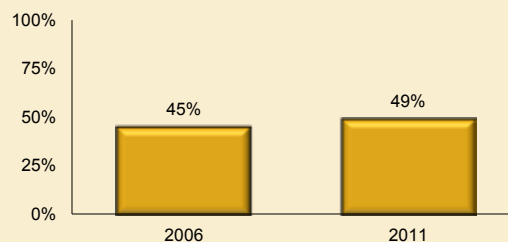
In 2009, this Location Efficiency Factor was 52 percent, an almost 6 percent reduction from 2006. While the transit operators can not directly increase the amount of housing that is close to transit, they can partner with localities and other agencies to encourage such planning. The RTA actively promotes such transit-oriented development planning with municipalities in the region.

A major component to enhancing vitality and livability is preserving the natural environment. While transit consumes fuel and emits greenhouse gases, it does so at a much lower level per passenger mile than private automobiles. In 2012, RTA, CTA, Metra and Pace published the *Chicago Regional Green Transit Plan* which shows how the transit agencies plan to become more environmentally sustainable and help reduce regional greenhouse gas emissions.

Following a national methodology approved by the American Public Transit Association (APTA) for greenhouse gas emissions inventory and displacement analysis, RTA found that in 2008 transit displaced more than 6.7 million metric tons of carbon dioxide equivalent (CDE or CO₂Eq) emissions, while only emitting 1.2 million metric tons. This displacement ratio of 5.5 tons of CO₂Eq establishes a benchmark for future comparison. The RTA hopes to maintain or grow this emission displacement ratio through increased ridership, improved operational efficiencies, and higher density around improved stations and stops.

AVERAGE WEEKEND TRANSIT TRIPS AS A PERCENTAGE OF AVERAGE WEEKDAY TRIPS

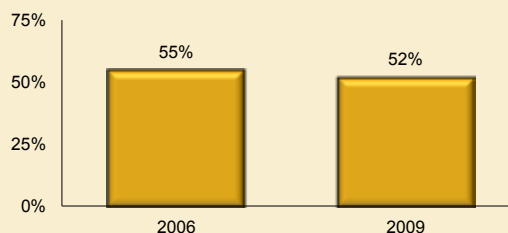
Transit use on weekend days as a percentage of two days of weekday travel.



Source: National Transit Database

LOCATION EFFICIENCY FACTOR

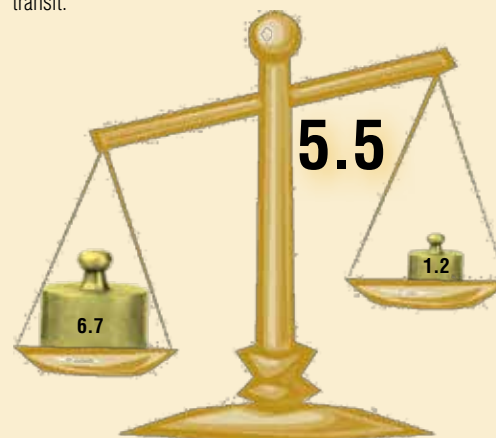
Combined cost of housing plus transportation as a percentage of average median income for region.



Source: Center for Neighborhood Technology (2009 latest reporting of this measure)

EMISSIONS AVOIDANCE FACTOR

Ratio of emissions displaced by transit to emissions produced by transit.



Source: RTA GHG Inventory and Displacement Report, 2010

EFFICIENCY



52% of regional median income is spent on housing and transportation. An effective transit system can reduce a household's cost of transportation.

The RTA actively partners with local municipalities and agencies to promote transit-oriented development in the region.



The Emissions Avoidance Factor is a national benchmark established by APTA to measure the effectiveness of regional transit in reducing greenhouse gas emissions.





GOAL 4: DEMONSTRATE VALUE

The final goal of RTA's Strategic Plan and the strategic performance measures is to demonstrate the value that transit adds to the region. The RTA's Strategic Plan defines this to "create and sustain public understanding of the benefits of public transportation to individual health and well being, regional economic vitality and sustainability, and as a catalyst for new opportunities for users and nonusers alike." The associated strategic performance measures emphasize transit's reach in affecting our region.

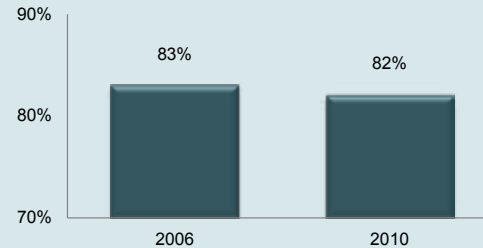
After identifying the regional share of the state's economic output, these measures track the percentage of workers that rely on transit to access their jobs, as well as auto trips and associated emissions that are not made due to the availability of transit. To establish a regional benchmark on how the RTA system is performing, a first region-wide customer satisfaction survey was conducted in 2011.

The Chicago region is the economic driver of the state and accounts for over four-fifths of Illinois' economic output. Transit is crucial to keeping that economic vitality alive. Several of the congestion benefits of transit were noted earlier.

Thirty-one percent of people that work in the City of Chicago, the core of the region, rely on transit to access their jobs and 12 percent of all residents of the six county region rely on transit to arrive at their workplaces. These high numbers demonstrate the indispensability of transit to getting workers to work and consequently powering the state's economy.

RATIO OF GROSS REGIONAL PRODUCT TO GROSS STATE PRODUCT

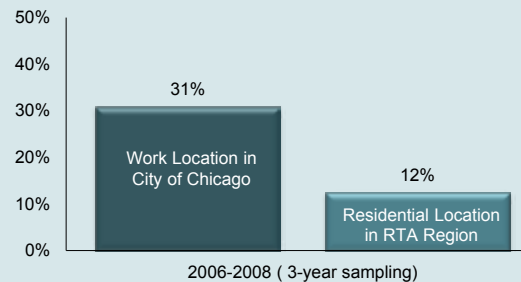
Gross regional product as calculated by the Bureau of Economic Analysis for the Chicago metropolitan statistical area divided by the gross state domestic product.



Source: State of Illinois Bureau of Economic Analysis (2011 data not available for reporting)

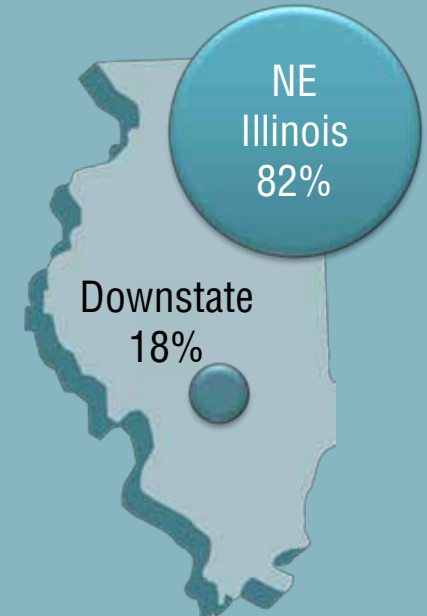
TRANSIT MODE SHARE FOR WORK TRIPS IN THE CITY AND REGION

The percentage of total work trips to the City of Chicago made by transit and the percentage of total work trips in the region made by transit.



Source: Census Transportation Planning Package 2006-2008 (2011 data not available for reporting)

Gross State Product



12% of residents of the six county region and 31% of work trips to Chicago rely on transit to arrive at their jobs.

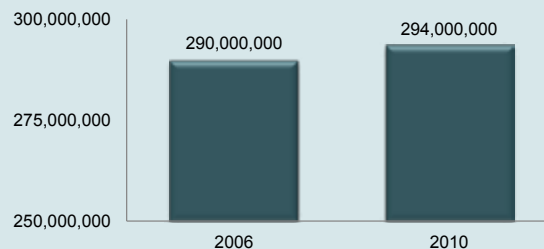
The use of transit helps to extend the value of the existing road infrastructure by reducing the daily demand on that infrastructure. By diverting trips, transit can help postpone or entirely avoid costly roadway expansions. Many such expansions within the core of the region are cost and environmentally prohibitive given the high density of development that surrounds urban arterials and highways. Using travel survey data, it is estimated that in 2010, transit replaced almost 300 million automobile trips, trips that would have severely taxed the space-constrained road system.

In order to facilitate the use of transit, the RTA works to help local companies take advantage of federal programs to pay for transit with pre-tax dollars. Several private firms offer such transit benefits programs for companies; however, their cost structure limits the reach of these programs to only the largest companies. The RTA created its own transit benefit program to help smaller companies realize tax advantaged transit purchases for their employees. Between 2006 and 2011, the number of companies participating in this program grew 10% to 1,430 companies.

In 2011 the RTA and CTA, Pace, and Metra completed the first region-wide customer satisfaction survey to help understand the strengths and weaknesses of the service provided. The results of the first survey showed 83% of riders were satisfied or very satisfied with public transportation in the six-county region and 91% would recommend the service to others. The availability of transit throughout the region – having transit when and where you need it – is a key driver of this satisfaction.

CAR TRIPS NOT MADE AS A RESULT OF TRANSIT

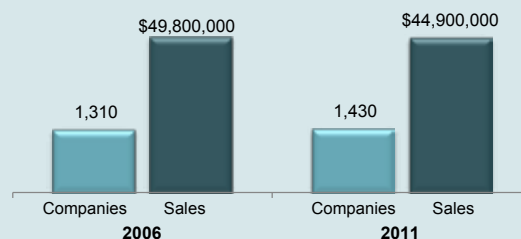
Annual regional transit passenger miles multiplied by the regional mode shift factor to produced auto-miles avoided, converted to car trips by average trip length and occupancy rates.



Source: GHG Inventory and Displacement Report 2011, National Household Travel Survey 2009, CMAP Travel Tracker Survey 2008, & National Transit Database (2011 data not available for reporting)

PARTICIPATION IN RTA TRANSIT BENEFIT PRE-TAX PROGRAM

Number of companies participating in transit benefit pre-tax program and total annual sales.



Source: RTA Transit Benefit Program

Note: Due to changes in fare products administered by RTA from year to year, annual sales figures are not directly comparable.

According to a 2012 Customer Satisfaction Survey
83%
 of riders stated they were satisfied or very satisfied with public transportation in the six-county region

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TRANSIT BENEFITS

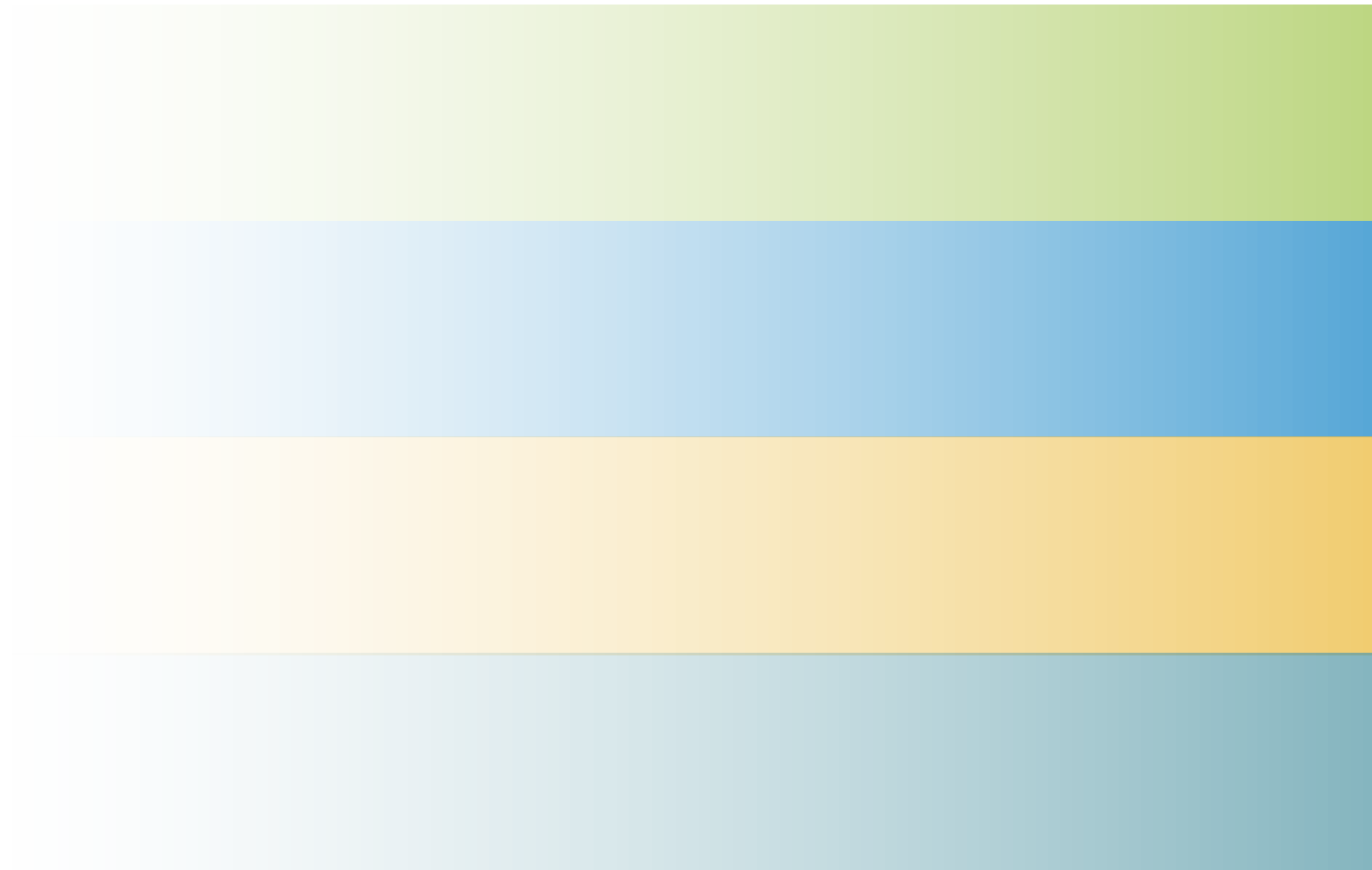
In 2010, transit replaced almost 300 million automobile trips, trips that would have severely taxed the space-constrained road system.

Over 1,400 companies receive RTA assistance to offer pre-tax transit benefits to their employees.

DEMONSTRATE VALUE

GOAL 4





**MEMORANDUM**

To: MPO Policy Committee

From: CMAP Staff

Date: March 7, 2013

Re: State Legislative Update

The 98th General Assembly, now in its second month, has introduced over 6,000 bills. The deadlines for the introduction of substantive bills passed in both the House and the Senate in February; next, bills must pass out of committee by March 22. CMAP staff is monitoring the progress and analyzing bills with particular relevance to the agency. Bills included in the following pages of this memorandum either impact [CMAP's 2013 State Legislative Framework](#) and [Agenda](#) or are of interest to CMAP and its partners. CMAP staff recommends positions on several particularly germane bills that either further the implementation of GO TO 2040 or run directly counter to CMAP's goals for the region.

Staff will continue to closely monitor legislative initiatives that are particularly relevant to CMAP's [Legislative Agenda](#). Regarding the state's fiscal health, the General Assembly is still negotiating numerous proposals to reform the state's pension system. Second, early conversations have begun about the need for a new capital bill for transportation. CMAP is involved in these conversations, but stresses that investment in the state's transportation must be based on transparent evaluation criteria that support the needs of an economically competitive state and include key stakeholders, like MPOs. To help improve processes for allocating existing transportation funds, one proposal, [House Bill 1549](#), would compel IDOT to implement an expanded approach to performance-based programming. A recent [policy update](#) conducts a thorough review of the bill as it was introduced. CMAP supports this bill and is actively working to with others to advance it. Finally, on Friday, March 1, Governor Quinn issued [Executive Order 1303](#) to create a steering committee and state agency taskforce to guide and implement the Millennium Reserve: Calumet Core Initiative. The governor appointed one representative of CMAP to serve on the steering committee; a recent [policy update](#) describes the effort's objectives and the membership of both the steering committee and taskforce.

On March 6, Governor Quinn delivered his budget address to the General Assembly. The April legislative memo will include analysis on proposals that impact CMAP and its partners.

ACTION REQUESTED: Informational

March 2013 Legislative Summary

Subject	Bill	Summary	Status	Agency Position
PURSUE COORDINATED INVESTMENTS				
Township Dissolution	HB1491	Dwight Kay (R-Edwardsville) Allows townships that are wholly contained within a municipality to be dissolved by referendum, with township powers and duties assumed by the municipality.	02/19/2013 House Assigned to Counties & Townships Committee	
Local Government Dissolution	HB2481	Dennis Reboletti (R-Addison) Gives county boards the power to dissolve local units of government.	02/20/2013 House Referred to Rules Committee	
Local Government Dissolution	HB3251	Jack D. Franks (D-Woodstock) Allows dissolution of local governmental units by voter referendum.	02/26/2013 House Referred to Rules Committee	
Township Dissolution	SB1585	Daniel Biss (D-Skokie) Provides a process by which a single township within a county under township organization could dissolve. Currently, state statute does not provide a clear route to dissolving one township within a county that is under township organization. State statute only provides a mechanism for the dissolution of townships on a countywide basis. Under the bill, upon petition of at least 10 percent of registered voters in the township, a proposition to discontinue and abolish the township and transfer its responsibilities to the county would be put to a vote countywide. If the proposition passes countywide, then the township would be abolished. All responsibilities and taxing authority of the township would be transferred to the county.	02/27/2013 Senate Assigned to Executive	
INVEST STRATEGICALLY IN TRANSPORTATION				
Funding	HB1295	Al Riley (D-Hazel Crest) Amends the Illinois Urban Development Authority Act (IUDAA), to expand the scope of permissible activities to include development, financing, and maintenance of transportation projects. The bill does not provide new revenue sources for redevelopment activities. Note that the	02/27/2013 House Placed on Calendar 2nd Reading - Short Debate	

Subject	Bill	Summary	Status	Agency Position
		IUDAA allows the Authority to issue revenue bonds, with a total cap of \$500 million, and to make loans. These bonds are to be repaid through revenues or income derived from loans issued, the leasing or sale of projects, or other sources. This addresses redevelopment in existing communities, it also supports preservation of land for both farm and or green redevelopment it and has a direct impact on our goal to increase and expand more open space in our region. The bill could also increase resources available for transportation investments in existing communities.		
Performance Measures	HB1549	Elaine Nekritz (D-Buffalo Grove) Compels IDOT to implement an expanded approach to performance-based programming. Establishes a Technical Advisory Group, the timeline for a report in FY 2014 and implementation beginning in FY 2015, and the ongoing reporting requirements as part of IDOT's Highway Improvement Program. The State Technical Advisory Group would be charged with determining the details of performance-based programming: defining project types, identifying clear performance measures, developing methodologies to tie performance measures to programming decisions, and developing methodologies to incorporate qualitative input from the state's MPOs into the evaluation process. Further, the bill includes language that would formalize the participation of MPOs in the state programming process.	02/20/2013 House Assigned to Transportation: Regulation, Roads & Bridges Committee	Support
Motor Fuel Tax	HB2433	David Harris (R-Mount Prospect) Exempts motor fuel and gasohol sales from sales taxes. It would increase the state motor fuel tax rate from the current 19 cents per gallon to 38 cents per gallon. HB 2433 would direct 15 cents per gallon of the increased MFT to the General Revenue Fund, 0.8 cents per gallon to the County and Mass Transit District Fund, and 3.2 cents per gallon to the Local Government Tax Fund. This bill would establish a precedent of diverting transportation user fees to non-transportation purposes, and as such runs directly counter to the recommendations of GO TO 2040. Further, by reducing the total sales tax base in the State, this bill would reduce revenues for transit and local government services.	02/25/2013 House Assigned to Revenue & Finance Committee	Oppose

Subject	Bill	Summary	Status	Agency Position
55/45 Split	HB2460	Luis Arroyo (D-Chicago) Requires IDOT to appropriate 50% of all Road Fund monies to District 1 and 50% among Districts 2 through 9. This bill would provide a legislative response to the longstanding, non-statutory “55/45 split”. This bill codifies a form of the old 55/45 arguments that do not serve the interests of our region or the State. GO TO 2040 does not support new arbitrary formulas, but rather calls for performance-based funding.	02/20/2013 House Referred to Rules Committee	Oppose
Design-Build	HB3132	Jack D. Franks (D-Woodstock) Provides that the Design-Build Procurement Act also applies to the Department of Transportation.	02/26/2013 House Referred to Rules Committee	
Road Fund/ No Transfers	SB29	Pamela J. Althoff (R-McHenry) Prohibits any sweeps, administrative charges, or other maneuvers that would transfer any funds out of the Motor Fuel Tax Fund, State Construction Account Fund, the Public Transportation Fund, the Downstate Public Transportation Fund, the RTA Occupation and Use Tax Replacement Fund, and the Road Fund. Further, the bill would amend the RTA Act to delete language that currently allows monies to be appropriated from the PTF to the Office of the Executive Inspector General. Rather, the bill provides that the Office of the EIG may submit invoices to the RTA for costs incurred. CMAP supports protected, dedicated funding sources for transportation, as well as the user-fees principle in transportation finance. However, there may be unintended consequences of this legislation. For example, restricting these funds may complicate IDOT’s and RTA’s management of cash flow.	02/07/2013 Senate Assigned to Appropriations II	
Design-Build	SB1647	Kwame Raoul (D-Chicago) Create a demonstration program for design-build (DB) and construction manager/general contractor (CM/GC) project delivery approaches. The bill would allow IDOT to enter into as many as five DB contracts and five CM/GC contracts. The Act would allow IDOT greater flexibility in delivering projects and achieving cost and time savings.	02/27/2013 Senate Assigned to Transportation	

Subject	Bill	Summary	Status	Agency Position
Motor Fuel Tax	SB2140	Pamela J. Althoff (R-McHenry) Amends the Motor Fuel Tax law to direct 63 percent of gas tax revenues to the State Construction Account Fund and 37 percent to the Road Fund. Currently, those shares are reversed. Note that these allotments refer to the State's portion of MFT revenues; the revenue sharing with local governments would not be affected. The bill supports the user fees principle for transportation funding, a hallmark of GO TO 2040. However, in doing so it may affect IDOT's ability to manage basic operations (e.g. employee pension contributions), as well as CMAP's own funding source.	02/15/2013 Senate Referred to Assignments	
Elgin-O'Hare	HJR9	Robert Rita (D-Blue Island) Authorizes the Tollway to build the Elgin O'Hare expansion and western access project. The Toll Highway Act requires a joint resolution of the General Assembly before the Tollway can issue bonds for or begin constructing a new Tollway. The resolution also calls on the Tollway to minimize environmental impacts, accommodate alternative modes of transportation, and support the involvement of diverse groups in the project and broader economic development in the corridor. This joint resolution is required for the Elgin-O'Hare project to move forward.	02/19/2013 House Referred to Rules Committee	Support
INCREASE COMMITMENT TO PUBLIC TRANSIT				
RTA Board	HB140	Jack D. Franks (D-Woodstock) Eliminates compensation and pension benefits for RTA board members.	03/01/2013 House Placed on Calendar 2nd Reading - Short Debate	
RTA Working Cash Notes	HB1389	Arthur Turner (D-Chicago) Allows the RTA to sell additional Working Cash Notes before July 1, 2016 (now 2014) that are over and above and in addition to the \$100,000,000 authorization.	03/01/2013 House Placed on Calendar 2nd Reading - Short Debate	
RTA Fare Increases	HB2453	Al Riley (D-Hazel Crest) Requires both the Mass Transit Committee in the House and the Transportation Committee in the Senate to hold a public hearing regarding any increase in the revenue recovery ratio or any increase in fares or charges for public transportation.	02/20/2013 House Referred to Rules Committee	

Subject	Bill	Summary	Status	Agency Position
RTA Tax Collection	HB3158	Al Riley (D-Hazel Crest) Permits a municipality that is not being served or is underserved by the RTA to provide for the sequestration of all taxes collected within its corporate boundaries under this Section. Provides that taxes sequestered in this way shall be held in trust by the Illinois Department of Revenue and shall be paid over to the RTA as the municipality may by resolution provide	02/26/2013 House Referred to Rules Committee	
RTA-CMAP Merger	SB1594	Terry Link (D-Gurnee) Merges CMAP and the RTA.	02/28/2013 Senate Re-assigned to Executive	
RTA Veto Power	SB2387	Karen McConnaughay (R-South Elgin) Gives the RTA Board chairman veto powers over the service board budgets.	02/15/2013 Senate Referred to Assignments	
ACHIEVE GREATER LIVABILITY THROUGH LAND USE AND HOUSING				
Green Energy SSA	HB67	Lou Lang (D-Skokie) Allows two distinct new authorities: first, Counties or Municipalities may create a “green” special service area and levy related taxes; second, the Illinois Finance Authority may purchase SSA bonds and accept assignments or pledges of public or private green SSA projects. Green projects are any installation, modification, or replacement that reduces energy consumption in any residential, commercial, or industrial building, structure, or other facility.	01/30/2013 House Assigned to Revenue & Finance Committee	
Affordable Housing	HB2255 and SB1244	Rep. JoAnn D. Osmond (R-Gurnee) Sen. Terry Link (D-Gurnee) Companion bills that establish an Affordable Housing Trust Fund Pilot Program in Lake County. The statute would be expanded to give the Lake County Board the authority to impose a \$3 recording fee on real estate transactions to be deposited in an Affordable Housing Trust Fund. The authority is required because Lake County is not home rule. The Fund may be utilized for the purpose of providing financial support for affordable housing activities that address the housing needs of low-income and moderate-income households as determined by the county board. It	02/25/2013 House Assigned to Housing Committee and 02/28/2013 Senate Postponed - Local Government	Support

Subject	Bill	Summary	Status	Agency Position
		appears that both capital and administrative expenses related to affordable housing are eligible. The bills could provide additional funding for affordable housing in Lake County, and tying funding to housing sales provides something of a connection between the fee and its use.		
Housing Stabilization	HB2572	Thaddeus Jones (D-Calumet City) Allows localities to create Local Government Stabilization Authorities that shall use available funds to facilitate the return of vacant, abandoned, and tax-delinquent properties to productive use.	02/21/2013 House Referred to Rules Committee	
Brownfields Redevelopment	HB2940	William Davis (D-East Hazel Crest) Creates the South Suburban Brownfields Redevelopment Fund and says all monies in the fund shall be used to cover the costs of acquisition and assembly of brownfield properties and their remediation and re-use as part of a South Suburban Cook County Redevelopment Zone and for improvements of public infrastructure servicing those properties.	02/26/2013 House Referred to Rules Committee	
Property Rehabilitation	SB1432	Jacqueline Y. Collins (D-Chicago) Provides that property owned by an entity created by county or municipal ordinance for the purpose of acquiring troubled property and returning it to productive use is exempt from property taxation.	02/28/2013 Senate Postponed - Revenue	
MANAGE AND CONSERVE WATER AND ENERGY				
Water and Sewer Utilities	HB1379	Brandon W. Phelps (D-Harrisburg) Provides an alternative procedure that a large public utility may choose in establishing the ratemaking rate base of a water or sewer utility that the large public utility is acquiring.	02/27/2013 House Placed on Calendar 2nd Reading - Short Debate	
Stormwater Management	HB1522	Mike Fortner (R-West Chicago) Allows DuPage and Peoria counties to impose user fees for stormwater management.	02/28/2013 House Placed on Calendar 2nd Reading - Short Debate	Support
Fracking Regulations	HB2615	John E. Bradley (D-Marion) Sets forth rules for hydraulic fracking and puts the DNR in charge of fracking permitting and operations.	02/21/2013 House Referred to Rules Committee	

Subject	Bill	Summary	Status	Agency Position
MWRD	HB2735	Dennis M. Reboletti (R-Addison) Requires municipalities within the MWRD service area to charge other municipalities the same price for water as it charges its own residents.	02/21/2013 House Referred to Rules Committee	
MWRD	SB1691	Matt Murphy (R-Palatine) Expands the corporate limits of the MWRD.	02/27/2013 Senate Assigned to Local Government	
EXPAND AND IMPROVE PARKS AND OPEN SPACE				
Preservation	HB1037	Michael W. Tryon (R-Crystal Lake) Allows Boone, DeKalb, DuPage, Grundy, Kane, Kankakee, Kendall, Lake, McHenry, and Will county to levy an annual tax for farmland preservation easement and to make grants to local governments to support “green redevelopment”. The tax may not exceed 0.05% of the equalized assessed value of taxable property in the county. Provides that the tax must be approved by referendum. Eligible “green redevelopment” projects include stormwater BMPs on developed sites, brownfield remediation, and projects to enhance groundwater infiltration.	02/13/2013 House Assigned to Counties & Townships Committee	
Land Grants	SB1341	Kimberly A. Lightford (D-Maywood) Current Open Space Lands Acquisition and Development (OSLAD) grant match requirement is 50%; this legislation reduces it to 10% for communities that are distressed (defined in rules to be promulgated by IDNR). This bill directly carries out the GO TO 2040 recommendation to make open space land acquisition and development match requirements more equitable.	02/27/2013 Senate Placed on Calendar Order of 2nd Reading	Support
Millennium Reserve	EO1303	Gov. Pat Quinn Creates the Steering Committee for the Millennium Reserve: Calumet Core Initiative to serve as a central governing body which includes a CMAP representative. Creates the Millennium Reserve State Agency Task Force to inform and consider the priorities and specific actions and initiatives of the Steering Committee for the Millennium Reserve.	03/01/2013 Senate Filed with the Secretary of State	

Subject	Bill	Summary	Status	Agency Position
IMPROVE ACCESS TO INFORMATION				
Public Hearing	HB3199	Al Riley (D-Hazel Crest) Requires the Commission on Government Forecasting and Accountability to hold a public hearing within 30 days after the Governor's Budget Address to the General Assembly to consider CMAP's annual report and its impact on the State budget.	02/26/2013 House Referred to Rules Committee	

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