



Chicago Metropolitan Agency for Planning

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Chicago Metropolitan Agency for Planning Transportation Committee Agenda Friday January 18, 2008

Cook County Conference Room
233 S. Wacker Drive, Suite 800, Sears Tower
Chicago, Illinois

1.0 Call to Order and Introductions **9:30 AM**
Luann Hamilton, Committee Chair

2.0 Agenda Changes and Announcements

3.0 Approval of Minutes

The minutes from the November 15, 2007 meeting are attached.

ACTION REQUESTED: Approval of minutes of the November 15, 2007 meeting.

4.0 Coordinating Committee Reports

The Chairman and Vice Chairman of the Transportation Committee will give an update on their respective coordinating committee's actions at their latest meetings.

ACTION REQUESTED: Discussion

5.0 Transportation Improvement Program (TIP) (Holly Ostdick)

5.1 Attachment A

Update Attachment A to change selected year of the TIP from FFY 07 to FFY 08.

ACTION REQUESTED: Approval of the updated Attachment A

5.2 TIP Changes

Fund source, year and cost changes, additions, and deletions of line items have been requested in over 1300 TIP projects. CMAP staff requests that the TIP change attachment for the January 18th meeting be voted on as a TIP amendment. While discussions are ongoing regarding the implementation of the federal planning rules, the exact status of many items in the attachment are undefined. The January TIP changes are being released for public comment commencing January 11th and ending at the Transportation Committee meeting on January 18th.

When the consultation discussions on updating the TIP change procedures are completed and approved by the Transportation Committee and MPO Policy Committee, TIP amendments and administrative modifications will be separated and approved in accordance with the updated policy.

The TIP Changes are attached.

ACTION REQUESTED: Approval of the TIP changes

5.3 Update to Regional Transportation Plan (RTP), TIP amendment, and Conformity Analysis

The Policy Committee has authorized the Transportation Committee to release for public comment the conformity analysis of two projects; I-355 from 75th Street to I-88 and Prairie Parkway. The Policy Committee also authorized the release of a TIP amendment and RTP update . The Illinois Tollway is preparing to construct additional through lanes on I-355 from 75th Street to I-88. This project is in neither the regional long range plan nor the TIP. Also, IDOT is preparing to implement a portion of the Prairie Parkway. This is the segment between IL71 and US34 and would be operational before 2020. While the entire Prairie Parkway is in the long range plan and has been conformed, it appears in the 2030 networks. This analysis and amendments will be subjected to a 30 day comment period.

ACTION REQUESTED: Release of the TIP amendment, RTP Update, and conformity analysis of I-355 and Prairie Parkway projects for 30 day public comment period from Friday Jan 18, 2008 to Sunday February 17, 2008.

ACTION REQUESTED: Release of the analysis of I-355 and Prairie Parkway projects for 30 day public comment period from Friday Jan 18, 2008 to Sunday February 17, 2008.

5.4 State/Regional Table (Table 3-1 in the TIP)

Staff has worked with RTA and IDOT to update the state/regional resources table. The table presents estimates of funding available to the state and the region. The information in the table is based on federal (FHWA/FTA) funding, the state of Illinois multi-year program and the RTA.

ACTION REQUESTED: Accept the updated state/regional table.

6.0 Reauthorization of SAFETEA-LU (Patricia Berry)

The federal transportation bill, SAFETEA-LU, is set to expire in October 2009. It is anticipated that the work of the National Surface Transportation Policy and Revenue Study Commission will guide this development. The report is scheduled to be released on January 15.

ACTION REQUESTED: Discussion

7.0 Federal Energy Bill (Don Kopec)

Congress recently enacted an Energy Bill that has implications for state and local transportation programs. A number of provisions within this bill appear to be in conflict with existing legislation. Staff is attempting to clarify a number of items and will report on this situation to the Committee.

ACTION REQUESTED: Informational

8.0 Agreements (Patricia Berry)

A review of agreements required by the federal transportation planning regulations will occur.

ACTION REQUESTED: Informational

9.0 Updated Regional Intelligent Transportation System (ITS) Architecture (Claire Bozic)

The Advanced Technology Task Force has signed off on the updated Regional ITS Architecture. Staff will update the TC.

ACTION REQUESTED: Recommend updated regional ITS architecture to Coordinating Committee for approval

10.0 Regional Comprehensive Plan

10.1 Job Housing Balance Snapshot (Lee Deuben)

Staff will present the initial findings of a report on jobs-housing balance in the region. The report will support the Regional Comprehensive Plan, and is expected to help identify priorities for affordable housing development, job creation, and transportation investments to link housing and jobs.

ACTION REQUESTED: Discussion

10.2 Indicators (Bob Dean)

The Regional Comprehensive Plan will include the development of indicators that can be used to measure the region's progress toward the regional vision. Staff will provide a brief introduction to this concept and the committee's role in indicators development

ACTION REQUESTED: Discussion

11.0 National Highway System Intermodal Connectors (Tom Murtha)

CMAA is proposing to designate certain routes as intermodal connectors to the National Highway System (NHS), and proposes to include the proposed additions in a forthcoming update of the 2030 Regional Transportation Plan (RTP). These routes will connect the Burlington Northern Santa Fe Railway's *Logistics Park Chicago*, on the site of the former Joliet Arsenal, both to I-55 at a relocated Arsenal Road interchange and to I-80 via IL 53. Details and a map are attached in a memo.

ACTION REQUESTED: Recommendation for MPO Policy Committee release of this recommendation in the form of a proposed RTP update for public comment.

12.0 Congestion Reduction Demonstration (Tom Murtha)

On behalf of the Illinois Tollway, IDOT, RTA and Pace, CMAA has submitted the [region's application](#) (7MB PDF) to the U.S. Department of Transportation for consideration in its Congestion Reduction Demonstration. The Committee will be briefed on the content of the application and its status.

ACTION REQUESTED: Informational

13.0 Next Meeting

The next meeting is scheduled for February 22, 2008 at 9:30 a.m. in the Cook County Room.

14.0 Adjournment

Transportation Committee Members:

___ Charles Abraham	___ Fran Klaas	___ Mike Rogers
___ Vanessa Adams ***	___ Don Kopec	___ Joe Schofer
___ Thomas Cuculich**	___ Paul Losos	___ Dick Smith
___ Chris DiPalma ***	___ Mike McLaughlin	___ Jeffrey Sriver
___ Rocky Donahue	___ Jan Metzger	___ Steve Strains
___ John Fortmann	___ Arlene Mulder	___ Vonu Thakuriah
___ Bruce Gould	___ Randy Neufeld	___ Paula Trigg
___ Rupert Graham Jr	___ Jason Osborn	___ Mary Wells
___ Jack Groner	___ Leanne Redden	___ Ken Yunker
___ Luann Hamilton*	___ Thomas Rickert	___ Tom Zapler
___ *Chair	___ **Vice-Chair	___ ***Non-voting



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Draft Transportation Committee Minutes November 15, 2007

Offices of the Chicago Metropolitan Agency for Planning (CMAP)
Cook County Conference Room

Transportation Committee Members Present:

Jack Groner, Chairman, Metra
Luann Hamilton, Vice Chairman, CDOT
George Catalano, Will County
Bruce Christensen, Lake County
Thomas Cuculich, DuPage County
Chris DiPalma, FHWA, Metro Office
Neil Ferrari, IDOT-DPIT
Heidi Files, Kane County
Rupert Graham, Jr., Cook County
Don Kopec, CMAP
Pete Harmet, IDOT-District One
Rebecca Macey, BLT
Jan Metzger, CNT
Arlene J. Mulder, Council of Mayors
Randy Neufeld, Bicycle and Pedestrian Task Force
Les Nunes, IDOT-OP&P
Jason Osborn, McHenry County
Leanne Redden, RTA
Mike Rogers, IEPA
Joseph Schofer, Northwestern University
David Simmons, CTA
Steve Strains, NIRPC
Vonu Thakuriah, UIC-UTC
David Tomzik, Pace
Mary Wells, Illinois Tollway
Erin Willrett, Kendall County

Transportation Members Absent:

Vanessa Adams, FTA, USDOT Chicago Metro Office
Paul Losos, Private Transportation Providers
Ken Yunker, SEWRPC
Tom Zapler, Class One Railroads

Others Present

Chris Byars
Leonard Cannata
Lynette Ciavarella
Rob Cole
Kama Dobbs
Sharon Feigon
Bud Fleming
Chalen Hunter

Hugh O'Hara
Mark Pitstick
Chad Riddle
David Seglin
Vicky Smith
Karen Somner
Tammy Wierciak

CMAP Staff

Patricia Berry
Teri Dixon
Doug Ferguson
Bill Kiley
Kerry Leigh
Tom Murtha

John O'Neal
Holly Ostdick
Ross Patronsky
Ylda Pineryro
Dan Rice
Jose Rodriquez

1.0 Call to Order and Introductions

Mr. Jack Groner, Committee Chairman, called the meeting to order at 9:33 a.m. Members and all present introduced themselves.

2.0 Agenda Changes and Announcements

There were no agenda changes or announcements.

3.0 Approval of Minutes

Ms. Hamilton stated that the minutes of October 26, 2007 should reflect that "Metra will not move forward on any new Starts projects if a permanent funding solution for transit is *not* approved." Mayor Mulder stated that Mr. Groner's name is misspelled and that should be corrected. A motion was made and seconded. Vote: All Ayes. Motion Carried.

4.0 Coordinating Committee Reports

Mr. Groner stated that the Coordinating Committees have not met since the last Transportation Committee, but this item is a standing agenda item. The Planning Coordinating Committee has not met since the last TC meeting, and will meet again on November 28.

5.0 Transportation Improvement Program (TIP)

5.1 TIP Changes

Ms. Ostdick stated that staff requests a suspension of the rules to include a TIP change that was not included in the TIP change attachment for a Chicago Department of Transportation request involving the reassignment of \$500,000 in Federal CMAQ funds from the 41st Street Bicycle-Pedestrian Bridge to the I-Go shared car program. A motion was made and seconded. Vote: All Ayes. Motion Carries.

Ms. Hamilton stated that Chicago DOT is requesting the transfer of funds due to the hold-up of the 41st Street Bicycle-Pedestrian Bridge and the movement of the I-Go project. She stated that in order to spend down the large unobligated balance CDOT would like to transfer the funds. Ms. Feigon of I-Go said the funds would be used for vehicles (through purchase and rental), in vehicle hardware/software, a new reservation system, and additional hardware (server/computers/phones). Mayor Mulder made a motion to approve the change. Mr. Christensen seconded the motion. Vote: 26 Ayes. 0 Nays. 1 Abstain (Metzger). Motion Carries.

Ms. Ostdick stated the TIP change attachment was distributed in the committee's packet. Mr. DiPalma stated that we need to omit the Algonquin Bypass TIP change located on page nine of the TIP change attachment. Ms. Ostdick stated that staff requests the approval of TIP changes including 1 change project action, no delete project actions, 48 line-item change actions, and 54 new projects, omitting the Algonquin Bypass line item change. Mayor Mulder made a motion to approve the TIP changes, Ms. Hamilton seconded the motion. Vote: All Ayes. Motion Carries.

Ms. Ostdick stated that after FHWA review of the Algonquin Bypass TIP change, a TIP amendment will need to occur. Ms. Ostdick requested the approval of release of the public comment for the Algonquin Bypass TIP amendment. Mr. DiPalma stated that due to new Federal Regulations published on February 14, 2007 it states that any major cost change to a project must result in a TIP amendment. Mr. Kopec stated that CMAP does not agree with FHWA's finding because the new regulation has not been discussed at the Tier II consultation meeting and will be discussed at the next meeting on November 27, 2007 at CMAP offices. He stated that major cost changes in Northeastern Illinois should be defined before using the examples in the regulations. Mr. Osborn stated that McHenry County agrees with CMAP's opinion. Mr. Harmet made a motion to approve the

release of public comment for the TIP amendment. Ms. Hamilton seconded the motion. Vote: All Ayes. Motion carries.

5.2 Self Certification of the Planning Process

Ms. Ostdick thanked the committee and requested to give a brief status report on the TIP database update. Ms. Ostdick stated that the consultants working on the database update have quit working due to non-payment. She stated that when the consultants are paid they will return to work and hopefully have a product roll-out within two months, with the enhanced database in use within four months. She stated that CMAP is awaiting payment from IDOT to pay vendors. Mr. Kopec stated although money is funneled through IDOT, it is really a State of Illinois issue that CMAP has not received payment.

Ms. Ostdick continued to request recommend MPO certification of the regional planning process for northeastern Illinois. She stated that every four years the MPO is required to certify the regional planning process is being conducted in accordance with applicable federal laws and regulations. Ms. Metzger asked whether the planning process is well documented by the TIP, UWP and RTP. Ms. Metzger asked for more information on the process. Mr. Kopec said staff would draft something up. Ms. Hamilton made a motion and Mayor Mulder seconded recommending the approval of the resolution certifying the planning process to the Policy Committee. Vote: All Ayes. Motion carries.

5.3 Reauthorization and Rescissions of Federal Transportation Programs

Ms. Ostdick stated that with the reauthorization of SAFETEA-LU quickly approaching we are calling on CMAP partners to begin thinking of possible issues with the reauthorization. Written into SAFETEA-LU is a major rescission at the end of the bill, the conference report that was posted yesterday states that a rescission of \$3 billion nationwide is likely, however with the letter writing campaign that the Council of Mayors Executive Committee began last week, the rescission is prohibited from using safety funds and its subparts of the STP urban funding that is distributed to population groups in urbanized areas. IDOT estimates that the rescission will be in the \$103 million range.

Ms. Ostdick distributed a chart that shows the history of rescissions (attached), it shows what dates the rescissions occurred, how much they

were, and which programs were affected. Rescissions have only affected unobligated balances. Due to the transportation needs in the region, CMAP is working with the implementers to follow through with Active Program Management for the agencies and programs that have large unobligated balances in order to reduce the amount of rescissions that affect Northeastern Illinois. Ms. Ostdick asked the committee if any member has comments regarding the reauthorization of SAFETEA-LU, the rescissions written into the law, or the active program management initiative. Committee members agreed that they would like to work with IDOT to be part of the conversation about what programs are affected by this rescission.

6.0 Regional Comprehensive Plan

CMAP is continuing to collect feedback on our vision statements for the 2040 Regional Comprehensive Plan. Committee members participated in short activity on one of the core vision themes that is most relevant to the committee: Transportation Accessibility and Efficiency. One of the main concerns coming out of the Visioning event was that participants were not able to comment or vote on each theme statement individually. This activity was created to address this concern. Committee members were given 5 Transportation Accessibility and Efficiency statements that were modified at the CMAP Visioning event on September 12th, 2007 and asked to dot vote them as good, average or bad. Next, the committee split into three small groups and discussed what changes they felt should be made to each of the statements. Comments and suggestions will be incorporated into the final vision statements. If members have additional suggestions they are welcome to email bdean@cmap.illinois.gov.

7.0 Academic and Research Role in the Transportation Committee.

Professor Schofer from Northwestern University made a presentation on the role of the academic community and CMAP. The presentation is available on the web at:

<http://www.cmap.illinois.gov/transportation/minutes.aspx>.

8.0 Strategic Initiative Update

Tom Murtha updated committee members regarding Strategic Initiatives activities, including the update of the trails element of the greenways and trails plan, strategy reports, a summary of the congestion management process, an update of the intermodal connectors identified in the National Highway System, and congestion pricing. Murtha pointed out that the

U.S. Department of Transportation has issued a solicitation for funding of congestion-reduction demonstrations, and added that the solicitation stipulates that, among other criteria, the USDOT expects to award funding only for those proposals that include direct highway pricing in congested periods. The new solicitation is much simpler than the previous "Urban Partnership" application, insofar as separate grant applications are not required for individual programs. However, the deadline for submittals is set for December 31, 2007. Murtha said any regional proposal would need to include road pricing, but would need to address community concerns regarding social equity and the effects of congestion pricing on arterial congestion. He invited regional agencies interested in participating to contact him.

9.0 Transit Funding Crisis

Ms. Redden stated that the Governor approved a last-minute bail-out for the November doomsday scenario and that the service providers are currently developing the list of fare increases and service cuts that will occur if a permanent funding solution is not reached by January. She asked that people contact their legislatures. Mayor Mulder requested that a summary sheet of service cuts and fare increases for all service providers be made available.

10.0 Public Comment

There was no public comment. However, Mr. Groner announced that this was likely his last meeting as Chairman of the Transportation Committee. He stated it was great to participate in the transition from CATS/NIPC to CMAP and thanked all the participants.

Ms. Wells gave thanks to the committee for their support in the I-355 extension opening over Veterans Day weekend. Mr. Neufeld added that the opening of the extension was a great event.

Mr. Nunes stated that IDOT is seeking public comment on the updated Long Range Plan. He stated that there is a public hearing from 9 a.m. to 11 a.m. on November 16, 2007 at the IDOT offices in Chicago at 300 W. Adams Street, Chicago, IL 60606.

11.0 Next Meeting

The committee decided to cancel the December meeting. The next meeting will be held on January 18, 2008 at 9:30 a.m.

12.0 Adjournment

A motion was made by Ms. Hamilton and seconded Mr. Christensen to adjourn the meeting. Vote: All Ayes. Motion Carries.

Transportation Committee Members

___ Vanessa Adams ***	___ Paul Losos	___ Jeffrey Sriver
___ Chris DiPalma ***	___ Mike McLaughlin	___ Steve Strains
___ Rocky Donahue	___ Jan Metzger	___ Vonu Thakuriah
___ Neil Ferrari	___ Arlene Mulder	___ Chuck Tokarski
___ Bruce Gould	___ Randy Neufeld	___ Paula Trigg
___ Rupert Graham Jr	___ Jason Osborn	___ Mary Wells
___ Jack Groner *	___ Leanne Redden	___ Ken Yunker
___ Luann Hamilton**	___ Thomas Rickert	___ Tom Zapler
___ Fran Klaas	___ Mike Rogers	
___ Don Kopec	___ Joe Schofer	
___ Clarita Lao	___ Dick Smith	
*Chair	**Vice-Chair	***Non-voting

Chicago Metropolitan Agency for Planning
Summary of Rescissions

Fund Category	Sep 24, 2002	##### Feb 20, 2004	Jan 25, 2005	Dec 28, 2005	Mar 21, 2006	July 5, 2006	Mar 19, 2007	July 20, 2007	Total
Interstate Maintenance (A)	2,687,758	8,784,691	7,366,462	6,592,809	1,469,839	1,856,470	0	36,092,524	70,709,267
National Highway System	2,344,379			7,652,953	5,353,222	13,190,785	598,196	30,958,541	67,736,539
STP - Enhancement (1)	312,861			4,425,631	11,647,587	1,736,652	2,203,292	4,009,218	27,110,263
STP - Statewide (Flexible) (2)	938,582			3,990,523	7,812,767	673,242	2,710,625	13,243,144	31,865,349
STP - Urban Areas > 200,000	987,341								987,341
STP - Urban Areas < 200,000	350,816								350,816
STP - Urban Areas < 5,000	226,146								226,146
CMAQ	1,084,743			9,315,386	19,162,867	5,508,709	6,988,908	12,931,972	60,535,101
Brg Replace - Off System (3)	262,206			4,090,285	9,499,329	5,065,038	11,850,376	21,769,328	58,150,833
Brg Replace - On System (4)	1,136,224			5,316,753	3,831,087	838,926	0	0	11,122,990
Brg Replace - On/Off System (4)	349,607			2,954,878	11,135,124	3,436,592	0	188,732	18,064,933
STP - Safety	312,861								312,861
Other	99,524							0	142,017
Consolidated Primary				0	112,598	0	87,811		200,409
Interstate Transfer						3,473,056			3,473,056
Fund Restoration ST. Tea-21						1,485,115			1,485,115
Interstate Substitution						2,759,483			2,759,483
Minimum Guarantee						36,440	1,188,998		1,225,438
Min. Guarantee - Special						118,757			118,757
Rescission Amount	11,093,048	8,784,691	7,366,462	44,339,218	70,024,420	40,024,068	24,594,405	120,193,725	356,576,714

Notes: 1- STP Enhancement is 10% of STP Program Funding.
2- Flexible STP is a Subcategory of the STP program - STP funding for Local Areas and State Flexible = \$707.9 M.
3- Bridge - Off System - Figures reflect the 15% mandatory off System set-aside.
4- Total bridge funding after the mandatory 15% set-aside = \$376,565,779.

A- Rescissions for 6-10-2003 and 2-20-2004 assigned to Interstate Maintenance category

Attachment A

Selected Year(s)

FY 08 is the selected year of the FY 07-12 TIP

Fund Sources	
BRD	Bridge Discretionary Program
BRR	Highway/Bridge Replacement/Rehabilitation Program
CMAQ	Congestion Mitigation/Air Quality
FNS	FTA New Start
FTA	FTA Urban Formula and/or Fixed Guideway
FTA/BUS	FTA Bus Discretionary
FTA/E-H	FTA Elderly/Handicapped
FTA Sec 112	Congressionally designated surface transportation projects
FTA Sec 115	Congressionally designated surface transportation projects
FTA Sec 117	Congressionally designated surface transportation projects
FTA Sec 125	Congressionally designated surface transportation projects
FTA Sec 129	Congressionally designated surface transportation projects
GEN-OP	General Revenues
HPP	High Priority Program
I-D	Interstate Discretionary Funding
I-M	Interstate Maintenance
ICC	Illinois Commerce Commission
ILL	State of Illinois Funding
ITS	Intelligent Transportation Systems
JARC (FTA 5316)	Job Access and Reverse Commute Grant
MFT-ALL	Allocated Motor Fuel Taxes
MFT-LOC	Locally Imposed Motor Fuel Taxes
NCP	National Corridor Planning and Border Infrastructure Programs
NEWF (FTA 5317)	New Freedom
NHS	National Highway System
NRS	Project of National and Regional Significance
OGL	Operation GreenLight Funds
OTH	Other or Miscellaneous Local Funding
PRV	Private
RTA	Regional Transportation Authority
SB	Service Board
SCIP	100% SCIP
SPEC	Other Special Assessment or Taxing District
SR2S	Safe Routes to School
STP-C	Surface Transportation Program (STP) County Programmed
STP-E	STP Enhancement Funds
STP-L	STP Urban Funds-Locally Programmed
STP-P	Surface Transportation Project
STP-R	STP Rural Funds
STP-S	STP Safety Funds
STP-U	STP Urban Funds-State Programmed
TCSP	Transportation and Community and System Preservation Pilot
TOLL	Illinois State Toll Highway Authority

Table 3 -1
Chicago Metropolitan Agency for Planning
Preliminary State / Regional Resources
All Figures are in millions \$

	FFY 2008(1)			FFY 2009			FFY 2010			FFY 2011			FFY 2012			Summary FFY 2008-2012		
(Statewide) (A)(1)	Federal	Match Needs	Total	Federal	Match Needs	Total	Federal	Match Needs	Total	Federal	Match Needs	Total	Federal	Match Needs	Total	Federal	Match Needs	Total
FAI Maintenance	261.251	29.028	290.279	262.447	29.161	291.608	262.447	29.161	291.608	253.206	28.134	281.34	253.206	28.134	281.34	1,266.03	168.804	1,688.04
FAI Maintenance (Disc)																		
NHS	222.178	55.545	277.723	228.814	57.204	286.018	228.814	57.204	286.018	209.791	52.448	262.239	209.791	52.448	262.239	1,048.96	314.687	1,573.43
HRRP	149.476	37.369	186.845	169.804	42.451	212.255	169.804	42.451	212.255	162.899	40.725	203.624	162.899	40.725	203.624	81.45	244.349	1,221.75
Equity Bonus	90.012	22.503	112.515	83.657	20.914	104.571	83.657	20.914	104.571	58.011	14.503	72.513	58.011	14.503	72.513	290.054	87.016	435.081
STP	86.716	22.179	110.895	88.217	22.054	110.271	88.217	22.054	110.271	130.053	32.513	162.566	130.053	32.513	162.566	65.026	195.079	975.397
Safety (HSIP)	36.723	4.080	40.803	45.342	5.038	50.380	45.342	5.038	50.380	28.101	3.122	31.223	28.101	3.122	31.223	140.503	18.734	187.338
Safety (RR Xng)	10.055	1.117	11.172	11.638	1.293	12.931	11.638	1.293	12.931									
STP (Enhancement 10%)	28.763	7.191	35.954	28.928	7.232	36.160	28.928	7.232	36.160	28.101	7.025	35.126	28.101	7.025	35.126	140.503	42.151	210.755
High Priority Projects	119.110	0.000	119.110	119.110	0.000	119.110	119.110	0.000	119.110	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Recreational Trails	2.101	0.525	2.626	2.198	0.550	2.748	2.198	0.550	2.748	1.5	0.375	1.875	1.5	0.375	1.875	7.498	2.25	11.248
	1,008.385	179.537	1,187.922	1,040.155	185.8964	1,226.051	871.662	178.845	1,050.507	871.662	178.845	1,050.507	871.662	178.845	1,050.507	4,358.308	1,073.070	6,303.040
Match Resources / State Only (B) >>>		479.000	479.000		530.000	530.000		530.000	530.000		530.000	530.000		530.000	530.000		2,599.000	2,599.000
(Regionwide FHWA) (2)																		
STP Local	109.065	36.355	145.420	91.283	45.641	136.924	91.283	45.641	136.924	91.283	45.641	136.924	91.283	45.641	136.924	456.413	136.924	684.619
STP Counties	3.636	0.701	4.337	3.470	0.867	4.337	3.470	0.867	4.337	3.470	0.867	4.337	3.470	0.867	4.337	17.350	5.205	26.025
CMAQ (MPO Region)	89.958	22.490	112.448	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	91.568	22.892	114.461
High Priority Projects	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	202.659	59.545	262.205	94.753	47.376	236.881	94.753	47.376	236.881	94.753	23.888	118.440	94.753	23.888	118.440	565.331	165.021	825.105
Match Resources (Local) (3)		364.599	364.599		364.599	364.599		364.599	364.599		364.599	364.599		364.599	364.599		1,822.99	1,822.99
(Regionwide FTA) (C)																		
Sect. 5307/ 5340	229.900	57.475	287.375	244.600	61.150	305.750	253.900	63.475	317.375	263.500	65.875	329.375	273.500	68.375	341.875	1,265.400	316.350	1,581.750
Sect. 5307 (4)	(86.433)	(21.608)	(108.041)	(130.652)	(32.663)	(163.315)	(55.312)	(13.828)	(69.140)	(68.857)	(17.214)	(86.071)	(69.411)	(17.353)	(86.764)	(410.665)	(102.666)	(513.331)
Sect. 5309(m)(1)(A)	40.000	10.000	50.000	31.165	7.791	38.956	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	71.165	17.791	88.956
New Starts Sect. 5309(m)(1)(B) (5)	159.800	39.950	199.750	167.100	41.775	208.875	173.400	43.350	216.750	180.000	45.000	225.000	186.800	46.700	233.500	867.100	216.775	1,083.875
Sect. 5309(m)(1)(C)	4.816	1.204	6.020	5.189	1.297	6.486	5.250	1.313	6.563	5.250	1.313	6.563	5.250	1.313	6.563	25.755	6.439	32.194
Sect. 5339 (Alternatives Analysis)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	348.083	87.021	435.104	317.402	79.351	396.753	377.238	94.310	471.548	379.893	94.973	474.866	396.139	99.035	495.174	1,818.755	454.689	2,273.444
Match Resources / RTA (6)		100.353	100.353		100.353	100.353		100.353	100.353		100.353	100.353		100.353	100.353		501.765	501.765

Notes: A- FHWA SAFETEA-LU estimates per by FHWA, US DOT, Washington DC.
B- State matching resources for FY 2008 through 2012 are from the Proposed Highway Improvement Program; IDOT
C- FTA estimates are from the FY 2008 through 2012 Capital Programming Marks; RTA, Sept.14, 2007

- 1- Statewide figures are based upon SAFETEA-LU apportionments from FHWA to the states.
All forecasts assume SAFETEA-LU authorization levels. Fund estimates for FY 2010 through FY 2012 utilize the estimates for FY 2009. Regional amounts of IDOT statewide funds will vary based upon project readiness, and are subject to IDOT priorities and obligation ceilings.
- 2- Regional figures are based on statesides for local programming, designated program funds and apportionment estimates for FTA programs.
- 3- Local match resources for regionally funded programs are from state MFT distributions as set by state law for counties and municipalities.
- 4- Sect 5307 is reduced by the estimated amounts for debt service and other uses.
- 5- New Start funding for FY 2008 through FY 2012 are estimates for eligible projects and FFGAs.
- 6- RTA match sources are from regional / State taxes, operating funds and bonding authority.
- a- Statewide figures are subject to revision. Distributions due to Equity Bonus to major fund categories are estimated. The major categories include the Equity Bonus add on estimates.



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Memorandum

To: file

From: Craig Heither

Subject: Final results for I-355 add-lanes project analysis

Date: December 31, 2007

The tables below summarize the analysis done for the 2030 RTP Update and FY 07-12 TIP, which included the following amendments:

- I-355 add-lanes (I-88 to 75th Street), TIP ID 12-08-0016.
- Prairie Parkway (IL 71 to US 34, in the 2020 analysis network), TIP ID 09-02-9033.
- Previously analyzed amendments: I-355 South Extension add-lanes (127th Street to I-80) and associated improvements TIP IDs 12-94-0016 and 12-07-0004.

For ozone, analysis horizon years 2010, 2020 and 2030 were evaluated using the current CATS conformity model and the approved regional MOBILE6.2.03 emission rates. The results fell below SIP emission budgets for each horizon year and were very similar to emission estimates from the current conformity analysis documentation for the 2030 RTP Update and FY 07-12 TIP.

Ozone Emissions Table

Year	Volatile Organic Compounds				Nitrogen Oxides		
	Emissions	Off Network Credits	SIP Budget	Initial 07-12 TIP	Emissions	SIP Budget	Initial 07-12 TIP
2010	91.93	Not Taken	127.42	91.93	205.54	280.40	205.33
2020	51.31	Not Taken	127.42	51.29	67.82	280.40	67.67
2030	52.00	Not Taken	127.42	51.98	48.21	280.40	48.17

The 2010, 2020 and 2030 highway networks were coded to include the changes listed above and the regional travel demand models were re-run using the new networks. The resultant VMT by speed and facility type for eight vehicle classes (including urban bus) was expanded to twenty-eight MOBILE vehicle types for multiplication by regional emission rates developed using the MOBILE model. The highway emission estimates are the sum of those calculations for each precursor and each horizon year. Reductions from the National Energy Policy Act Credit and Clean Fuel Fleet Program have not been claimed.

PM_{2.5} emissions were calculated based on the project changes listed previously, and the results are shown below. PM_{2.5} and NO_x emissions remain below the baseline year numbers. These results are for the northeastern Illinois portion of the non-attainment area only.

PM_{2.5} Emissions for Northeastern Illinois

Year	Direct PM _{2.5}		NO _x	
	revised	<i>Initial 07-12 TIP</i>	revised	<i>Initial 07-12 TIP</i>
2002	unchanged	3,070.78	unchanged	167,630.81
2010	1,605.96	1,634.99	78,574.50	78,495.92
2020	1,044.31	1,042.49	26,091.69	26,035.81
2030	1,030.32	1,029.25	18,870.23	18,853.12



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To: Working Committees

Date: January 2, 2008

From: Lee Deuben, Housing and Community Development Planner

Re: Regional Snapshot Report: Jobs-Housing Balance

As part of the development of the Regional Comprehensive Plan, a series of Regional Snapshot reports will be prepared on major issues that need to be addressed in the plan. The purpose of these reports is to establish linkages between CMAP's policy areas, gather background data, and initiate discussions on major regional issues early in the planning process.

CMAP is researching the location of jobs and housing within the region to support a Regional Snapshot report on jobs-housing balance. Through this research, CMAP is seeking to quantify the degree to which a mismatch between jobs and housing exists and determine policy recommendations that should be considered for inclusion in the Regional Comprehensive Plan to address the issue. Staff will provide a brief presentation on the methodology and initial findings of the research at the January 9 Planning Coordinating Committee meeting.

Our research explores why, from a regional planning perspective, the relative location of jobs and housing matters to the vitality of the region. The results of a jobs-housing imbalance affects all residents of the region but hardest hit are those in the moderate and low-income range, because households with lower incomes have less ability to choose housing location. Therefore, our research focuses on the spatial mismatch of jobs to affordable housing.

Analyzing U.S. Census data, CMAP forecasts, and the Census Transportation Planning Package (CTPP), the research identifies the current jobs-housing balance, the projected jobs-housing growth rate and the forecast jobs-housing ratio in 2030. Further, the research identifies current concentrations of affordable housing throughout the region, and the proximity of such to employment subcenters.

Future research will explore the characteristics of jobs throughout the region more deeply, particularly in respect to salary and educational attainment needed. Future work will also identify recommendations that should be considered in the Regional Comprehensive Plan related to the location of affordable housing, job centers, and transportation improvements.

ACTION REQUESTED: Discussion and comments.



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Memorandum

To: Transportation Committee
From: Tom Murtha
Subject: Proposed Additions to National Highway System Intermodal Connectors
Date: January 9, 2008

CMAP is proposing to designate certain routes as intermodal connectors to the National Highway System (NHS), and proposes to include the proposed additions in a forthcoming update of the 2030 Regional Transportation Plan (RTP). These proposed designated intermodal connectors will connect the Burlington Northern Santa Fe Railway's *Logistics Park Chicago*, on the site of the former Joliet Arsenal, both to I-55 at a relocated Arsenal Road interchange and to I-80 via IL 53.

Staff requests that the Transportation Committee recommend MPO Policy Committee release of this staff recommendation in the form of a proposed RTP update for public comment at its March meeting. Staff will also bring this recommendation to the Intermodal Advisory Task Force. The additions to the National Highway System will need successive approval by IDOT and USDOT. Procedures adopted by USDOT call for proposed additions to be included in either the state or metropolitan plan or program.

CMAP has worked over a period of many years with our partner agencies to identify intermodal connectors to the NHS. The connectors were last updated in 1999. IDOT staff recently alerted us to the fact that intermodal connectors were not identified for Logistics Park Chicago. Thus, we are proposing to add the routes at this time. The primary advantage of NHS designation is eligibility for NHS funding, though that doesn't appear to be an issue for these facilities at this time.

The specific routes we are proposing to add include:

- BNSF Logistics Park Terminal to I-55 at relocated Arsenal Road interchange via Baseline Road, Arsenal Road, and Arsenal Road (extended).
- BNSF Logistics Park Terminal to I-80 at Illinois Route 53 interchange via Walter Strawn Drive and Illinois Route 53.

Additional background and supporting information is included on the attached sheets.

Staff plans to complete a more thorough review of the connector system in FY 2009.

Proposed Additions to National Highway System Intermodal Connectors

Location:

- BNSF Logistics Park, Elwood, Illinois

Terminal Statistics and Description:

- Lifts: 727,000 per year (source: BNSF 2006 Annual Report)
- TEUs: At Least 727,000 per year (Range 727,000 to 1,454,000)
- Truck Volumes: At Least 1000 per day (Range 1000 -1,500 each way/daily 7 day week)

Background:

BNSF Logistics Park-Chicago meets FHWA criteria as a major intermodal facility. In its *2006 Annual Report*, the Burlington Northern Santa Fe Railway reported 727,000 intermodal lift volumes for the year. This translates to at least 1,000 trucks per day. Annual volume was projected to exceed 1,000,000 lifts in 2007. There is additional activity related to the auto transloader facility on the west side of the property.

This 320 acre facility is located in Deer Run Industrial Park, and was built on the site of the former Joliet Arsenal in Elwood. The industrial park was developed by CenterPoint Properties under the oversight of the Joliet Arsenal Development Authority (JADA). The facility opened in October 2002, so it was not included in the 1999 Intermodal Connectors Version 3 Report.

Deer Run Industrial Park houses other freight operations, including DSC Logistics, Maersk Sealand, and major distribution centers for Wal-Mart and Georgia-Pacific.

Proposed Connector Route:

Current primary ingress and egress for the Logistics Park intermodal facility is as follows:

- Baseline Road to Arsenal Road to I-55,
- Walter Strawn Drive to IL 53 north to I-80.

There is an additional connecting route targeted for investment involving the relocation of the I-55/ Arsenal Road interchange approximately 2.0 miles south:

- Arsenal Road Extension/Frontage Road to new Interchange.

Potential connector for future study

- IL 53 south from Walter Strawn Drive to IL 53 south to New River/Wilmington-Peotone Rd. Some intermodal traffic continuing south on State routes.

Detail Connector Descriptions

Recommended Connectors:

Baseline Road: Entrance to Arsenal Road (1.6 miles) [#LP.1]

IL LP R 1a

Arsenal Road: Baseline Rd to Existing I-55 SB on Ramp (2.7 miles)

[#LP.2] IL LP R 1b

Arsenal Road Extension to Programmed Interchange Relocation (2.0 miles)

[#LP.3] IL LP R 1c

Walter Strawn Drive: Entrance to IL-53 (1.7 miles) [#LP.4] IL LP R 2a

IL 53: Walter Strawn Drive to I-80 WB off Ramp (8.6 miles)[#LP.5]

IL LP R 2b

Potential Connector for future review

IL 53 South Approach: : Walter Strawn Drive to New River Road (5.1 miles)[#LP.6] IL LP R 3

Bibliography:

National Highway System Site: <http://www.fhwa.dot.gov/hep10/nhs/>

Current Official NHS Intermodal Connector Listing for Illinois:

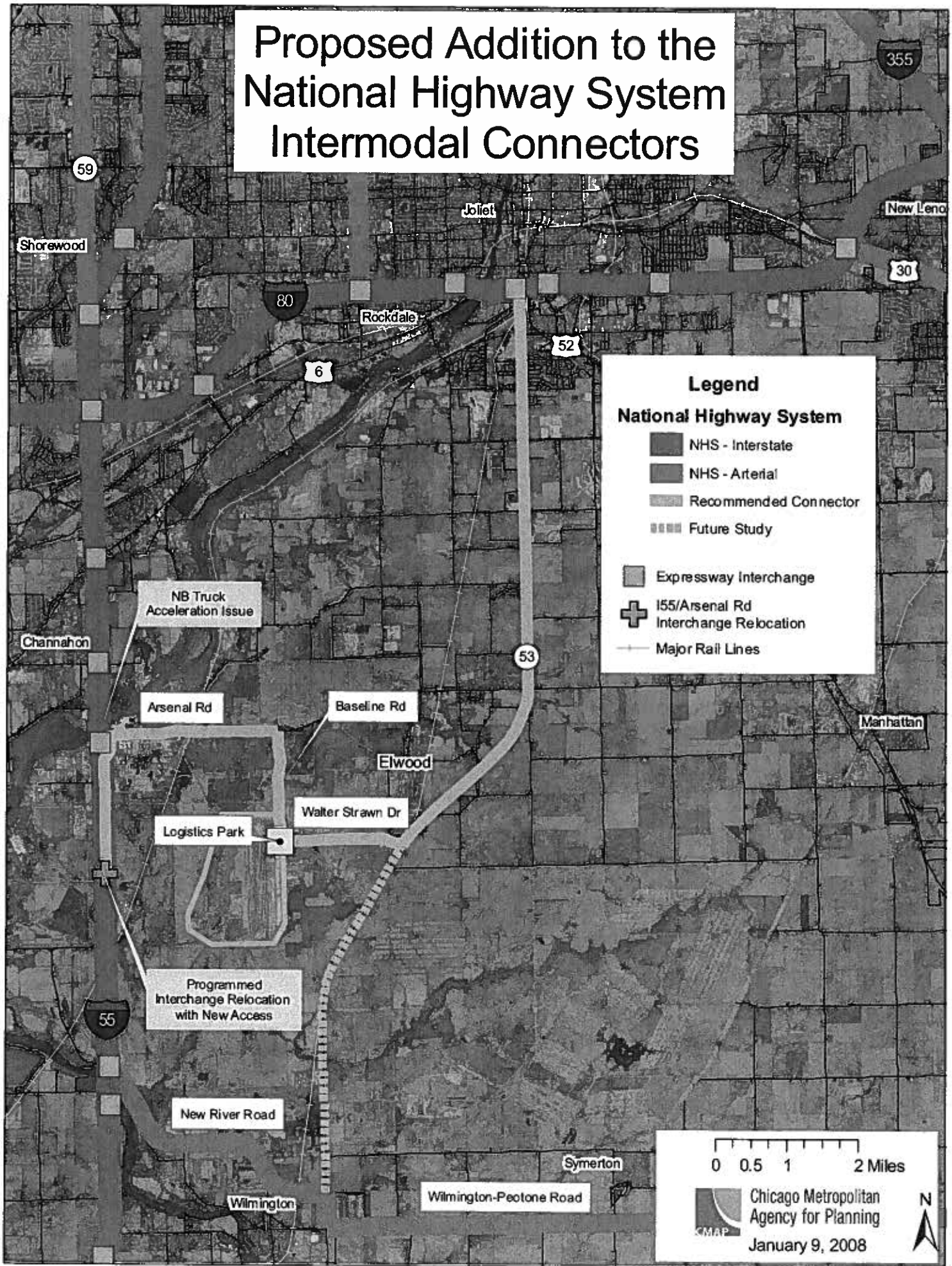
<http://www.fhwa.dot.gov/hep10/nhs/intermodalconnectors/illinois.html>

2030 Regional Transportation Plan Strategic Freight System Map, including freight connectors: http://www.sp2030.com/strategic_freight_map.pdf

CATS, Proposed Intermodal Connectors to the National Highway System for Northeastern Illinois, Version 3, June 1999 [includes an updated freight system]

CATS, Proposed Intermodal Connectors to the National Highway System for Northeastern Illinois, Version 2, March 1996 [includes freight and passenger connections].

Proposed Addition to the National Highway System Intermodal Connectors



Legend

National Highway System

- NHS - Interstate
- NHS - Arterial
- Recommended Connector
- Future Study
- Expressway Interchange
- 155/Aresenal Rd Interchange Relocation
- Major Rail Lines

0 0.5 1 2 Miles

Chicago Metropolitan Agency for Planning
January 9, 2008

