



# Chicago Metropolitan Agency for Planning

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## **Regional Coordinating Committee**

### **Annotated Agenda**

**Wednesday March 13, 2013**

**8:00 a.m.**

**Cook County Conference Room**

**233 S. Wacker Drive, Suite 800**

**Chicago, Illinois**

- 1.0 Call to Order** 8:00 a.m.
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes – January 9, 2013**  
ACTION REQUESTED: Approval
- 4.0 Proposed Amendment to GO TO 2040**  
The public comment period ended February 18, 2013 on the proposed amendment adding the Circle Interchange to the major capital project element of GO TO 2040 and making 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.  
ACTION REQUESTED: Recommend Approval to the CMAP Board
- 5.0 Metropolitan Planning Area Revision**
- 5.1 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. A memo detailing the proposed amendment and the results of the conformity analysis is available.
- 5.2 MPA Boundaries 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.

ACTION REQUESTED: Recommend Approval to the CMAP Board

#### **6.0 Freight Policy Issues**

Staff will update the committee on recent developments in freight policy at the federal and state levels, including developments since the passage of MAP-21. Staff will also describe recent efforts at CMAP, including the release last summer of the freight and logistics cluster drill-down report. Also, staff will describe current thinking on a potential task force to discuss the need for, as well as potential scope and financing of, a Regional Freight Authority.

ACTION REQUESTED: Discussion

#### **7.0 Green Infrastructure Network**

The Green Infrastructure Network is a set of GIS data and tools that identifies the most critical natural areas in northeastern Illinois. Staff will describe potential policy applications of the Green Infrastructure Network, including the development of transportation projects, acquisition of new conservation areas, the development of municipal plans, and other activities at CMAP such as facility planning area review.

ACTION REQUESTED: Discussion

#### **8.0 State Legislative Update**

Staff will update the committee on relevant legislative activities and the bills that we will be monitoring based on our [State Legislative Framework](#) and [Agenda](#).

ACTION REQUESTED: Discussion

#### **9.0 Other Business**

#### **10.0 Public Comment**

This is an opportunity for comments from members of the audience. The Chair will recognize non-committee members as appropriate. Non-committee members wishing to address the Committee should so signify by raising their hand in order to be recognized by the Chair. The Chair will have discretion to limit discussion.

#### **11.0 Next Meeting- June 12, 2013**

#### **12.0 Adjournment**

**Committee Members:**

\_\_\_ Elliott Hartstein, chair  
\_\_\_ Frank Beal  
\_\_\_ Pat Carey  
\_\_\_ Roger Claar  
\_\_\_ Sheri Cohen

\_\_\_ Jack Darin  
\_\_\_ Michael Gorman  
\_\_\_ Christine Kolb  
\_\_\_ Al Larson  
\_\_\_ Andrew Madigan

\_\_\_ Ed Paesel  
\_\_\_ Leanne Redden  
\_\_\_ Rae Rupp Srch



## Regional Coordinating Committee

### Minutes

Wednesday, March 13, 2013

**Cook County Conference Room**

**233 S. Wacker Drive, Suite 800**

**Chicago, Illinois**

#### **Committee Members**

##### **Present:**

Elliott Hartstein, Chair (CMAP Board) via tele-conference, Frank Beal (Metropolis Strategies-CMAP Board), Pat Carey (Cook County-Economic Development Cmte.), Sheri Cohen (Chicago Dept. Public Health-Human & Community Services Cmte.), Mike Sullivan (Kane/Kendall Council of Mayors-Environment and Natural Resources Cmte.), Michael Gorman (President, Village of Riverside-CMAP Board), Andrew Madigan (CMAP Board), Ed Paesel (South Suburban Mayors & Managers Assoc.-Land Use Cmte.), Leanne Redden (RTA-Transportation Cmte.), Rae Rupp Srch (DuPage County-CMAP Board)

##### **Others Present:**

Kristen Andersen-Metra, Bruce Carmitchel-IDOT, John Donovan-FHWA, Mark Pitstick-RTA, Tom Vander Woude-South Suburban Mayors & Managers

##### **Staff Present:**

Randy Blankenhorn, Matt Maloney, Jill Leary, Patricia Berry, Gordon Smith, Jesse Elam, Randy Deshazo and Sherry Kane

#### **1.0 Call to Order**

On behalf of the Chair, Michael Gorman called the meeting to order at 8:12 a.m., and asked committee members to introduce themselves.

#### **2.0 Agenda Changes and Announcements**

There were no agenda changes or announcements.

#### **3.0 Approval of Minutes – January 9, 2013**

A motion to approve the minutes of the January 9, 2013 meeting as presented made by Rae Rupp Srch was seconded by Ed Paesel. All in favor, the motion carried.

#### **4.0 Proposed Amendment to GO TO 2040**

CMAP staff Matt Maloney summarized the analyses, public comments received (during the period that ended February 18, 2013) and recommendations regarding two proposed amendments to GO TO 2040- the inclusion of the Circle Interchange and a technical change to the Prairie Parkway description. Staff reported that the Circle Interchange project includes mostly major reconstruction elements but it also adds highway capacity, and federal law thus requires that it cannot move forward unless included as a major capital project in GO TO 2040. Transportation Committee Chair Leanne Redden described that committee's discussion and subsequent recommendation for approval. While concerns had been raised about amending the two year old plan and associated funding, a motion by Rae Rupp Srch to recommend that the CMAP Board amend GO TO 2040 to include the Circle Interchange project was seconded by Ed Paesel. All in favor, the motion carried. Staff also reported that the FHWA had indicated the need for a technical change to the Prairie Parkway description in GO TO 2040 that would preserve consistency between the TIP and GO TO 2040. A motion by Leanne Redden was seconded by Rae Rupp Srch to recommend that the CMAP Board amend GO TO 2040 as had been presented. All in favor, the motion carried.

#### **5.0 GO TO 2040/TIP Conformity Analysis & TIP Amendment and Metropolitan Planning Area Revision**

CMAP staff Patricia Berry presented the Semi-annual GO TO 2040/TIP Conformity Analysis & TIP Amendment reporting that the GO TO 2040/TIP Conformity Analysis & TIP Amendments are considered twice annually because of dynamic and changing programming. Having already been reviewed by the Transportation Committee who recommended approval, Berry continued, a recommendation is sought by the Regional Coordinating Committee for approval ultimately from the CMAP Board and MPO Policy Committee. A motion by Leanne Redden was seconded by Rae Rupp Srch to recommend approval of the semi-annual GO TO 2040/TIP Conformity Analysis & TIP Amendments, as presented, to the CMAP Board and MPO Policy Committee. All in favor, the motion carried. Berry also reported on a recommendation to expand the MPA boundaries to include the townships of Sandwich and Somonauk (in DeKalb County) in the Kane/Kendall Council of Mayors resulting from federal regulations and an increase in population in the 2010 census. A motion by Mike Sullivan was seconded by Leanne Redden to recommend approval of the expansion of the MPA boundary to the CMAP Board and MPO Policy Committee. All in favor, the motion carried.

#### **6.0 Freight Policy Issues**

CMAP staff Randy Deshazo gave an update on recent developments in freight from MAP-21. Deshazo reported that MAP-21 established the need for a National Freight Policy and the designation of a primary freight network of up to 27,000 miles of highways and recommends that the states prepare their own freight plans, with participation of state freight advisory boards. MAP-21 also directed U.S. DOT to prepare a national freight plan, involving stakeholders from various regions and sectors of freight movement in a national freight advisory committee, Deshazo continued. Nominations for the federal freight advisory committee are now being accepted. CMAP expects to work with other larger major metros to develop a consensus on freight policy for the upcoming transportation

reauthorization bill, and as called for in GO TO 2040, CMAP will conduct a feasibility analysis of a regional freight authority. The region's highways and rail infrastructure are highly congested, and existing financial resources are limited. The freight industry lacks a unified voice in Springfield and in DC and CMAP will explore ways to provide a voice for freight needs, and develop new revenue to execute projects. CMAP will form a task force to advise staff and then the board with the process taking about a calendar year after the board considers the proposed taskforce membership in June. Staff is working identify potential taskforce members, Deshazo concluded.

## **7.0 Green Infrastructure Network**

CMAP Staff Jesse Elam gave a presentation on the potential policy applications of the Chicago Wilderness Green Infrastructure Vision, a GIS tool that identifies the most critical natural areas in northeastern Illinois and links them with open space corridors. One of the 12 priorities in GO TO 2040, Elam reported, was to expand and improve parks and open space using a green infrastructure approach. CMAP has worked with Chicago Wilderness, along with a national leader in green infrastructure planning (The Conservation Fund) to improve the technical aspects of green infrastructure mapping and is now exploring ways to consider regional green infrastructure in various programming and local planning activities. Elam noted that Delaware Valley and Southeast Wisconsin regional planning commissions had done somewhat similar work. Elam gave an overview of current recommendations that include land conservation, municipal planning, and transportation programming and project development. IDOT staff Bruce Carmitchel reported that this is of great interest and comments [from the department] would be forthcoming. Other comments included the possibility that green infrastructure mapping would affect land values. Ed Paesel reported on the SSMMA pilot within the Little Calumet watershed working with the Metropolitan Water Reclamation District. The state's Millennium Reserve initiative was also cited as a potential linkage with the Green Infrastructure Vision.

## **8.0 State Legislative Update**

CMAP Staff Gordon Smith presented the State Legislative Update and reported that of the over 6,000 bills that had been introduced in the first two months of the session, CMAP is particularly interested in HB 1549 associated with performance measures. The bill was moved to sub-committee and the Metropolitan Planning Council was working diligently to alleviate concerns. Smith also reported that SB 1594 associated with a CMAP and RTA merger had been delayed. Members raised concerns about CMAP's neutrality on two bills- HB2481 (Local Government Distributive Fund) and HB2460 (Codifying a 50/50 split in state highway funds.) Regarding HB 2481, it was reported that the Illinois Municipal League had taken the lead in opposing the bill and regarding HB 2460, it was reported that CMAP does not support arbitrary formulas. Rather, the agency's priority is moving toward performance-based funding.

## **9.0 Other Business**

There was no other business before the Regional Coordinating Committee.

## **10.0 Public Comment**

There were no comments from the public.

### 11.0 Next Meeting

The Regional Coordinating Committee meets next on June 12, 2013.

### 12.0 Adjournment

At 9:06 a.m., a motion to adjourn made by Rae Rupp Srch was seconded by Sheri Cohen. All in favor, the motion carried.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "J. Mark J.", is written over a light gray rectangular background.

04-15-2013

/stk

*Approved as presented by unanimous vote, June 12, 2013*

**MEMORANDUM**

**To:** Regional Coordinating Committee

**From:** CMAP Staff

**Date:** March 6, 2013

**Re:** Proposed Circle Interchange Amendment to GO TO 2040

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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.

Nine 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.

<b>GO TO 2040 Theme</b>	<b>Recommendation Area</b>	<b>Circle Interchange Proposal Impact</b>
<b>Livable Communities</b>	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
<b>Human Capital</b>	Improve Education and Workforce Development	Negligible impact
	Support Economic Innovation	Negligible impact
<b>Efficient Governance</b>	Reform State and Local Tax Policy	Negligible impact
	Improve Access to Information	Negligible impact
	Pursue Coordinated Investments	Indirect impact: Guiding Investment Decisions
<b>Regional Mobility</b>	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 21<sup>st</sup> 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](http://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 CMAP Board 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:** Recommend approval to the CMAP Board

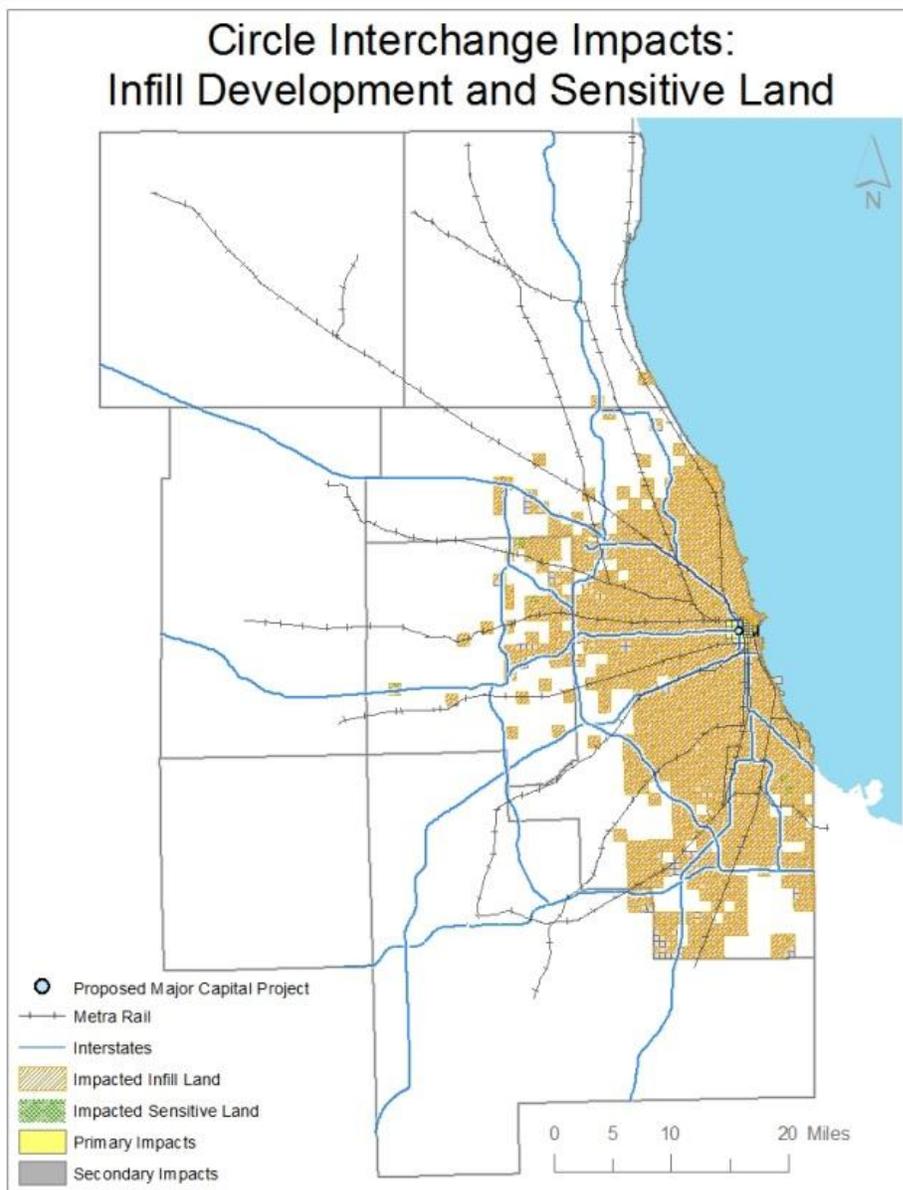
The technical analysis follows

# 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.

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## MEMORANDUM

**To:** Regional Coordinating Committee  
**From:** CMAP Staff  
**Date:** March 6, 2013  
**Re:** Proposed Amendment to GO TO 2040

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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:** Recommend approval to the CMAP Board

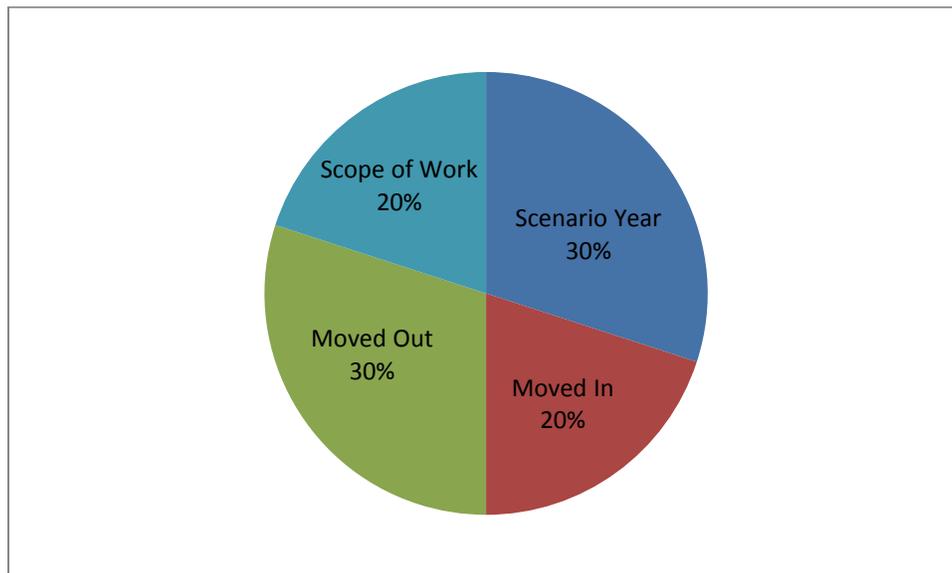
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**MEMORANDUM**

**To:** Regional Coordinating Committee  
**From:** CMAP Staff  
**Date:** March 6, 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](#) 143<sup>rd</sup> Street from Wolf Road to US 45, LaGrange Road,
- TIP ID [06-03-0005](#) 143<sup>rd</sup> 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, as two crossed analysis years.

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

- TIP ID [07-99-0114](#) 191<sup>st</sup> 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<sub>2.5</sub> and NO<sub>x</sub> emissions, these estimates were compared to emissions estimates for 2002, the baseline year. Both the annual direct PM<sub>2.5</sub> and NO<sub>x</sub> emissions are below the baseline.

### Direct PM<sub>2.5</sub> and NO<sub>x</sub> Emissions in Tons per Year for PM<sub>2.5</sub> 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<sub>x</sub> 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:** Recommend approval to the CMAP Board

###



Chicago Metropolitan  
Agency for Planning

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Chicago, Illinois 60606  
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**MEMORANDUM**

**To:** Regional Coordinating Committee  
**From:** CMAP staff  
**Date:** March 6, 2013  
**Re:** Metropolitan Planning Area Expansion

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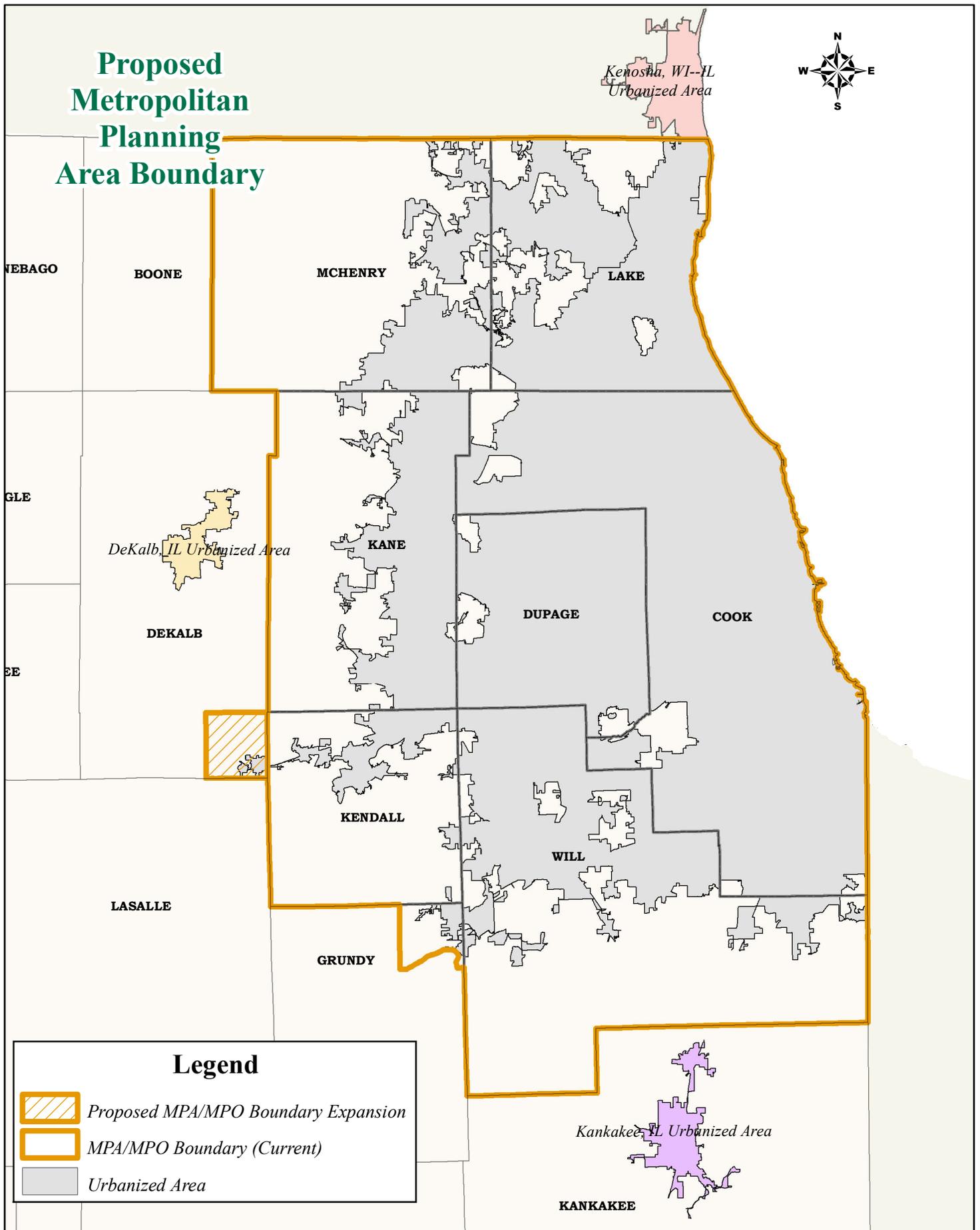
The Metropolitan Planning Area (MPA) Boundary is the boundary in which the federally regulated metropolitan transportation planning process must be carried out.

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.

**ACTION REQUESTED:** Recommend approval to the CMAP Board

###

# Proposed Metropolitan Planning Area Boundary



## Legend

-  Proposed MPA/MPO Boundary Expansion
-  MPA/MPO Boundary (Current)
-  Urbanized Area



**MEMORANDUM**

**To:** Regional Coordinating Committee

**From:** CMAP Staff

**Date:** March 6, 2013

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

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A number of recent developments have occurred in freight policy since the passage of Moving Ahead for Progress in the 21<sup>st</sup> 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

<b>Start</b>	<b>End</b>	<b>Task</b>
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

###

**MEMORANDUM**

**To:** Regional Coordinating Committee

**From:** Jesse Elam, Senior Planner

**Date:** March 6, 2013

**Re:** Update on Recommended Policies to Encourage the Preservation of  
Regional Green Infrastructure in Northeastern Illinois

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Regional green infrastructure is a planned landscape of important natural areas, parks, and other open spaces linked by open space corridors.<sup>1</sup> The concept is an important part of GO TO 2040, which recommends protecting a significant amount of additional conservation land in the region using a green infrastructure approach. The GO TO 2040 plan notes that “coordinated investment in land protection will be necessary to achieve this [goal]. Forest preserve and conservation districts, the state, and private funders should all prioritize land preservation within the green infrastructure network. Municipalities and the state should harmonize policies to promote the preservation of green infrastructure.”<sup>2</sup>

CMAP is developing a policy paper to explore in more detail how this could be done. Its guiding idea is to follow an “all of the above” strategy – any agency or organization involved in conservation or urban development has a role to play in preserving green infrastructure. The basic ideas were previously presented to the Regional Coordinating Committee in June 2012, and have been discussed several times in the Environment and Natural Resources Committee. Over the past few months they have also been discussed informally with staff in a variety of agencies who might be involved in implementation.

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<sup>1</sup> “Green infrastructure” has actually emerged as a term to refer to two different but related planning concepts. As opposed to regional green infrastructure, which is the focus of this paper, site-scale green infrastructure is a suite of practices to handle stormwater that emphasize using vegetation, soils, and natural processes to mimic natural hydrology. These practices are also known as best management practices (BMPs) or low-impact development (LID) techniques.

<sup>2</sup> Expand and Improve Parks and Open Space section, p. 127, <http://www.cmap.illinois.gov/2040/open-space>.

The current draft can be found on the Environment and Natural Resources Committee webpage (<http://www.cmap.illinois.gov/environmental-and-natural-res/minutes>). CMAP expects to finalize the paper mid-year. A summary of the current recommendations is as follows:

- Municipal Comprehensive Plans and Other Local Planning
  - Include the regional green infrastructure network within comprehensive plans and adopt policies to protect it.
- Transportation Project Development
  - Review impacts on the regional green infrastructure network as part of normal project-level environmental documentation.
  - Compensate for regional green infrastructure that is negatively impacted by construction if doing so is not already required by law.
  - Consider the impacts on the green infrastructure network when evaluating potential transportation investments at the programming stage.
- Compensatory Wetland Mitigation
  - Encourage compensatory mitigation to take place within green infrastructure network.
- Recommendations for CMAP Programs
  - Use the green infrastructure dataset as the basis for open space planning in the Local Technical Assistance Program.
  - Use green infrastructure data to identify probable open space areas for demographic projections.
  - Evaluate impacts to the green infrastructure network as part of the Facility Planning Area amendment application.
- Land Conservation
  - Use presence within the green infrastructure network as a criterion for identifying conservation land to acquire directly or award grant funds to protect.
  - Revise land/cash donation ordinances to specify that parcels within the green infrastructure network are preferred for donation over other parcels.
- Other State Actions
  - Use regional green infrastructure data to update Illinois Wildlife Action Plan (expected 2015).

The regional green infrastructure network itself was identified through a collaboration with Chicago Wilderness between 2011 and 2012. In that project, a national leader in green infrastructure planning (The Conservation Fund) was retained to develop a GIS dataset identifying critical green infrastructure using a transparent, criteria-based approach. The dataset and accompanying final report are available at <http://www.cmap.illinois.gov/green-infrastructure>.

**ACTION REQUESTED:** Discussion

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**MEMORANDUM**

**To:** Regional Coordinating Committee

**From:** CMAP Staff

**Date:** March 6, 2013

**Re:** State Legislative Update

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The 98<sup>th</sup> 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:** Discussion

## March 2013 Legislative Summary

Subject	Bill	Summary	Status	Agency Position
<b>PURSUE COORDINATED INVESTMENTS</b>				
Township Dissolution	<a href="#">HB1491</a>	<a href="#">Dwight Kay</a> (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 <b>House</b> Assigned to Counties & Townships Committee	
Local Government Dissolution	<a href="#">HB2481</a>	<a href="#">Dennis Reboletti</a> (R-Addison) Gives county boards the power to dissolve local units of government.	02/20/2013 <b>House</b> Referred to Rules Committee	
Local Government Dissolution	<a href="#">HB3251</a>	<a href="#">Jack D. Franks</a> (D-Woodstock) Allows dissolution of local governmental units by voter referendum.	02/26/2013 <b>House</b> Referred to Rules Committee	
Township Dissolution	<a href="#">SB1585</a>	<a href="#">Daniel Biss</a> (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 <b>Senate</b> Assigned to Executive	
<b>INVEST STRATEGICALLY IN TRANSPORTATION</b>				
Funding	<a href="#">HB1295</a>	<a href="#">Al Riley</a> (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 <b>House</b> 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	<a href="#">HB1549</a>	<a href="#">Elaine Nekritz</a> (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 <b>House</b> Assigned to Transportation: Regulation, Roads & Bridges Committee	<b>Support</b>
Motor Fuel Tax	<a href="#">HB2433</a>	<a href="#">David Harris</a> (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 <b>House</b> Assigned to Revenue & Finance Committee	<b>Oppose</b>

Subject	Bill	Summary	Status	Agency Position
55/45 Split	<a href="#">HB2460</a>	<a href="#">Luis Arroyo</a> (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 <b>House</b> Referred to Rules Committee	<b>Oppose</b>
Design-Build	<a href="#">HB3132</a>	<a href="#">Jack D. Franks</a> (D-Woodstock) Provides that the Design-Build Procurement Act also applies to the Department of Transportation.	02/26/2013 <b>House</b> Referred to Rules Committee	
Road Fund/ No Transfers	<a href="#">SB29</a>	<a href="#">Pamela J. Althoff</a> (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 <b>Senate</b> Assigned to Appropriations II	
Design-Build	<a href="#">SB1647</a>	<a href="#">Kwame Raoul</a> (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 <b>Senate</b> Assigned to Transportation	

Subject	Bill	Summary	Status	Agency Position
Motor Fuel Tax	<a href="#">SB2140</a>	<a href="#">Pamela J. Althoff</a> (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 <b>Senate</b> Referred to Assignments	
Elgin-O'Hare	<a href="#">HJR9</a>	<a href="#">Robert Rita</a> (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 <b>House</b> Referred to Rules Committee	<b>Support</b>
<b>INCREASE COMMITMENT TO PUBLIC TRANSIT</b>				
RTA Board	<a href="#">HB140</a>	<a href="#">Jack D. Franks</a> (D-Woodstock) Eliminates compensation and pension benefits for RTA board members.	03/01/2013 <b>House</b> Placed on Calendar 2nd Reading - Short Debate	
RTA Working Cash Notes	<a href="#">HB1389</a>	<a href="#">Arthur Turner</a> (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 <b>House</b> Placed on Calendar 2nd Reading - Short Debate	
RTA Fare Increases	<a href="#">HB2453</a>	<a href="#">Al Riley</a> (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 <b>House</b> Referred to Rules Committee	

Subject	Bill	Summary	Status	Agency Position
RTA Tax Collection	<a href="#">HB3158</a>	<a href="#">Al Riley</a> (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 <b>House</b> Referred to Rules Committee	
RTA-CMAP Merger	<a href="#">SB1594</a>	<a href="#">Terry Link</a> (D-Gurnee) Merges CMAP and the RTA.	02/28/2013 <b>Senate</b> Re-assigned to Executive	
RTA Veto Power	<a href="#">SB2387</a>	<a href="#">Karen McConnaughay</a> (R-South Elgin) Gives the RTA Board chairman veto powers over the service board budgets.	02/15/2013 <b>Senate</b> Referred to Assignments	
<b>ACHIEVE GREATER LIVABILITY THROUGH LAND USE AND HOUSING</b>				
Green Energy SSA	<a href="#">HB67</a>	<a href="#">Lou Lang</a> (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 <b>House</b> Assigned to Revenue & Finance Committee	
Affordable Housing	<a href="#">HB2255</a> and <a href="#">SB1244</a>	Rep. <a href="#">JoAnn D. Osmond</a> (R-Gurnee) Sen. <a href="#">Terry Link</a> (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 <b>House</b> Assigned to Housing Committee and 02/28/2013 <b>Senate</b> Postponed - Local Government	<b>Support</b>

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	<a href="#">HB2572</a>	<a href="#">Thaddeus Jones</a> (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 <b>House</b> Referred to Rules Committee	
Brownfields Redevelopment	<a href="#">HB2940</a>	<a href="#">William Davis</a> (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 <b>House</b> Referred to Rules Committee	
Property Rehabilitation	<a href="#">SB1432</a>	<a href="#">Jacqueline Y. Collins</a> (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 <b>Senate</b> Postponed - Revenue	
<b>MANAGE AND CONSERVE WATER AND ENERGY</b>				
Water and Sewer Utilities	<a href="#">HB1379</a>	<a href="#">Brandon W. Phelps</a> (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 <b>House</b> Placed on Calendar 2nd Reading - Short Debate	
Stormwater Management	<a href="#">HB1522</a>	<a href="#">Mike Fortner</a> (R-West Chicago) Allows DuPage and Peoria counties to impose user fees for stormwater management.	02/28/2013 <b>House</b> Placed on Calendar 2nd Reading - Short Debate	<b>Support</b>
Fracking Regulations	<a href="#">HB2615</a>	<a href="#">John E. Bradley</a> (D-Marion) Sets forth rules for hydraulic fracking and puts the DNR in charge of fracking permitting and operations.	02/21/2013 <b>House</b> Referred to Rules Committee	

Subject	Bill	Summary	Status	Agency Position
MWRD	<a href="#">HB2735</a>	<a href="#">Dennis M. Reboletti</a> (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 <b>House</b> Referred to Rules Committee	
MWRD	<a href="#">SB1691</a>	<a href="#">Matt Murphy</a> (R-Palatine) Expands the corporate limits of the MWRD.	02/27/2013 <b>Senate</b> Assigned to Local Government	
<b>EXPAND AND IMPROVE PARKS AND OPEN SPACE</b>				
Preservation	<a href="#">HB1037</a>	<a href="#">Michael W. Tryon</a> (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 <b>House</b> Assigned to Counties & Townships Committee	
Land Grants	<a href="#">SB1341</a>	<a href="#">Kimberly A. Lightford</a> (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 <b>Senate</b> Placed on Calendar Order of 2nd Reading	<b>Support</b>
Millennium Reserve	<a href="#">EO1303</a>	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 <b>Senate</b> Filed with the Secretary of State	

Subject	Bill	Summary	Status	Agency Position
<b>IMPROVE ACCESS TO INFORMATION</b>				
Public Hearing	<a href="#">HB3199</a>	<a href="#">Al Riley</a> (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 <b>House</b> Referred to Rules Committee	

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