



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Chicago Metropolitan Agency for Planning **Annotated Agenda** **Wednesday, October 9, 2013** **9:30 a.m.**

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

- 1.0 Call to Order** 9:30 a.m.
Mayor Gerald R. Bennett, Board Chair
- 2.0 Agenda Changes and Announcements**
Recognition of Susan Campbell and Heather Weed Niehoff for their service to the CMAP Board. Welcome new Board members Rita Athas and Lisa Laws.
- 3.0 Approval of Minutes—September 11, 2013**
ACTION REQUESTED: Approval
- 4.0 Executive Director's Report**
4.1 Local Technical Assistance (LTA) Program update
4.2 Northeastern Illinois Public Transit Task Force
4.3 Other Announcements
- 5.0 Committee Reports**
The chairs of both the Regional and Local Coordinating Committees will provide an update on the meetings held prior to the board meeting. Written summaries of the working committees and the Council of Mayors Executive Committee will also be provided.
ACTION REQUESTED: Informational
- 6.0 CMAP Board Vice Chair**
Following last month's naming of the Executive Committee, the City of Chicago has made two new appointments to the CMAP Board and created a vacancy in the position of Vice Chair.

ACTION REQUESTED: Appoint Rita Athas to fill the vacancy of Susan Campbell, as Vice Chair of the CMAP Board and Chair of the Local Coordinating Committee.

7.0 GO TO 2040 Implementation

This month marks the three-year anniversary of the adoption of the GO TO 2040 plan. Since its adoption, the agency and the region have embarked on implementing the plan's recommendations. Staff will highlight some of the accomplishments and the progress that was made in this third year of implementation.

ACTION REQUESTED: Discussion

8.0 Selection of Local Technical Assistance (LTA) Program Projects

Staff recommendations for new projects to be pursued through the Local Technical Assistance (LTA) were presented to the Local Coordinating Committee earlier in the morning. The Local Coordinating Committee is expected to recommend approval of those recommendations to the CMAP Board.

ACTION REQUESTED: Approval

9.0 Proposed Amendment to GO TO 2040 – Illiana Corridor

On April 10, 2013, CMAP received a formal request from the Illinois Department of Transportation (IDOT) to consider including the proposed Illiana Corridor -- a new tolled expressway project -- as a fiscally constrained major capital project in the GO TO 2040 comprehensive regional plan and also to accelerate its construction. The **staff analysis** was released for a 32-day **public comment** period for the proposed amendment that closed on September 3, 2013. The Board will discuss a **staff recommendation** regarding IDOT's request that GO TO 2040 be amended to include the proposed Illiana Corridor project as a fiscally constrained major capital project. The Transportation and Regional Coordinating Committees' recommendations will be forwarded to the Board. Public comment will be allowed prior to Board action. The amount of time available to speak will be at the chair's discretion. Members of the public who wish to speak will need to register prior to the start of the meeting.

ACTION REQUESTED: At the request of the Illinois Department of Transportation, amend the GO TO 2040 comprehensive regional plan to include the proposed Illiana Corridor as a fiscally constrained major capital project.

STAFF RECOMMENDATION: Do not amend GO TO 2040.

10.0 Approval of GO TO 2040/TIP Conformity Analysis and TIP Amendments

The public comment period for the semiannual GO TO 2040/TIP conformity analysis and TIP amendments closed September 3, 2013.

Two comments were received. The Transportation Committee will consider the GO TO 2040/TIP conformity analysis and TIP amendments

at its special meeting on October 4. The Regional Coordinating Committee will consider the matter prior to the Board meeting.
ACTION REQUESTED: Contingent upon previous action of proposed Plan Amendment.

**11.0 Congestion Mitigation and Air Quality (CMAQ) Improvement Program
FFY 2014-2018 Proposed Program**

The public comment period on the proposed FFY 2014-2018 CMAQ program has ended. The Transportation Committee has concurred with the staff responses to the comments received and recommends Regional Coordinating Committee and MPO Policy Committee approval of the proposed program. The proposed CMAQ program with an explanatory cover memo is attached. A link to the comments and responses is included in the cover memo. The Regional Coordinating Committee will consider recommending approval prior to the joint meeting.

ACTION REQUESTED: Approval of multi-year FFY 2014-2018 CMAQ Program

12.0 Federal Transportation Certification Review

USDOT is scheduled to conduct CMAP's quadrennial certification review the week of October 7 pending resolution of the federal government shutdown. Staff of FHWA and FTA will review regulatory compliance, identify best practices and develop strategies for improvements to the planning process. The meeting of the Board will allow the regulating agencies the opportunity to hear directly from the region's policy makers.
ACTION REQUESTED: Discussion and input to USDOT representatives

13.0 Other Business

14.0 Public Comment

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion. It should be noted that the exact time for the public comment period will immediately follow the last item on the agenda.

15.0 Next Meeting

The Board is scheduled to meet next on November 13, 2013.

16.0 Adjournment

Chicago Metropolitan Agency for Planning Board Members:

___ Gerald Bennett, Chair
___ Rita Athas
___ Frank Beal
___ Roger Claar
___ Elliott Hartstein
___ Al Larson
___ Lisa Laws

___ Andrew Madigan
___ Raul Raymundo
___ Rick Reinbold
___ William Rodeghier
___ Carolyn Schofield
___ Peter Silvestri
___ Rae Rupp Srch

___ Thomas Weisner
___ André Ashmore
___ Leanne Redden
___ Sean O'Shea



Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

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Chicago Metropolitan Agency for Planning (CMAA) DRAFT Board Meeting Minutes September 11, 2013

Offices of the Chicago Metropolitan Agency for Planning (CMAA)
Cook County Conference Room
Suite 800, 233 S. Wacker Drive, Chicago, Illinois

**Board Members
Present:**

Gerald Bennett, CMAA Board Chair-representing southwest Cook County, Frank Beal-representing the City of Chicago, Susan Campbell-representing the City of Chicago, Roger Claar-representing Will County, Elliott Hartstein-representing Lake County, Al Larson-representing northwest Cook County, Andrew Madigan-representing the City of Chicago, Marilyn Michelini-representing Kane and Kendall Counties, Heather Niehoff-representing the City of Chicago, Raul Raymundo-representing the City of Chicago, Rick Reinbold-representing South Suburban Cook County, Rae Rupp Srch-representing DuPage County, and non-voting members Sean O'Shea-representing the Governor's office and Leanne Redden-representing the MPO Policy Committee.

Staff Present:

Randy Blankenhorn, Jill Leary, Dolores Dowdle, Don Kopec, Bob Dean, Matt Maloney, Lindsay Hollander, Andrew Williams-Clark, Erin Aleman and Sherry Kane

Others Present:

Michael Gorman, Marilyn Michelini, Mike Albin-DMMC, Kristen Andersen-Metra, Reggie Arkell-FTA, Andrew Armstrong-Environmental Law & Policy Center, Jennifer Becker-Kane/Kendall Council of Mayors, Max Bosso-Village of Elwood, Len Cannata-WCMC, Bruce Camitchel-IDOT, Chalen Daigle-McHenry County Council of Mayors, John Donovan-FHWA, Danielle Gardner-Lane Construction, Jerry Heinrich-Midewin Alliance, Katie Kukielka-IDOT/AECOM, Ed Leonard-Parsons Brinckerhoff, Stacy Meyers-Openlands, Hugh O'Hara-Will County Governmental League, Nick Narducci-Village of Elwood, Mark Pitstick-RTA, Chris Schmidt-IDOT, Vicky Smith-SW Conference, Mike Sullivan-Kane/Kendall Council of Mayors, Tom VanDerWoude-SSMMA, Mike Walczak-NWMC, Tammy Wierczak-WCMC and Barbara Zubek-SW Conference.

1.0 Call to Order and Introductions

CMAP Board Chair, Mayor Gerald Bennett, called the meeting to order at 9:30 a.m., and asked Board members to introduce themselves.

2.0 Agenda Changes and Announcements

There were no agenda changes. Board Chair Mayor Bennett announced that former Village President Marilyn Michelini, representing Kane & Kendall Counties, who had served as a CMAP board member since the beginning of CMAP, would be leaving the Board. Bennett, on behalf of all the Board thanked her for the time and energy she gave to the agency and wished her well. Executive Director Randy Blankenhorn added that Michelini had also served the agency at the national level through her at-large membership to the NARC board. Mayor Bennett also recognized former Village President Michael Gorman, also leaving the board, thanked him for his contribution and announced that Gorman will head up CMAP's Regional Freight Leadership Task Force. Finally, Bennett announced that Mayor Tom Weisner of Aurora and Village President William Rodeghier, both of whom were traveling and unable to attend, would replace Michelini and Gorman.

3.0 Approval of Minutes

A motion to approve the minutes of the June 12, 2013 meeting of the CMAP Board as presented was made by Rae Rupp Srch and seconded by Susan Campbell. All in favor, the motion carried.

4.0 Executive Director's Report

Executive Director Randy Blankenhorn reported on the following topics. CMAP's annual report for the Fiscal Year 2012 was distributed before the meeting and copies will be forwarded to the Governor and General Assembly, as is required by state statute. Blankenhorn also pointed to CMAP's Freight Nexus report, linking the manufacturing and freight drill-down reports that had been published earlier in the year, thanked Village of Richton Park President Rick Reinbold for leadership in the Village's annexation of a portion of unincorporated Cook County, gave a brief recap of the state legislative update, reported that CMAP Board Member Raul Raymundo had been named to the Governor's newly established Northeastern Illinois Public Transit Task Force and announced the joint meeting of the CMAP Board with the MPO Policy Committee in October.

5.0 Procurements and Contract Approvals

The following procurements were presented for approval. A resolution authorizing an intergovernmental agreement with the Cook County Assessor's Office for assessment data and Energy Impact Illinois (EI2) Program, no-cost Grant Extension and Contract Revisions were presented for approval. A motion to adopt the resolution and approve the contract revisions, as presented, was made by Rae Rupp Srch, seconded by Mayor Al Larson, and with all in favor carried.

6.0 Committee Reports

Susan Campbell, chair of the Local Coordinating Committee reported the following from the meeting that occurred earlier in the morning. First, the Committee recognized a

number of new members. Several ongoing and completed LTA projects were summarized to give new members a sense of the range of projects that are included within the LTA program and the committee also discussion the new LTA applications that had been received. Finally, Campbell reported that the Fair Housing and Equity Assessment, a project that CMAP had worked on with the Chicago Area Fair Housing Alliance, required under the Sustainable Communities Regional Planning grant that funds the LTA program, was shared with the committee, discussed and will now be submitted to HUD.

7.0 Election of Officers

On behalf of the Nominating Committee, President Rick Reinbold reported that committee had met, discussed and recommended for re-appointment to the CMAP Board the following slate of officers:

Mayor Gerald Bennett	Chair
Susan Campbell	Vice Chair
Elliott Hartstein	Vice Chair
Rae Rupp Srch	At-Large Member
President Al Larson	At-Large Member
Raul Raymundo	At-Large Member

A motion by President Reinbold to approve the slate as was recommended by the Nominating Committee was seconded by Mayor Roger Claar and with all in favor, carried.

8.0 Examination of Local Economic Development Incentives in Northeastern Illinois

Included in the Board materials was an Executive Summary of the Local Economic Development Incentives in Northeastern Illinois from the August 2013 report, an outgrowth of the Regional Tax Policy Task Force that suggested CMAP examine the impact of sales tax rebates and other local incentives. CMAP staff, Lindsay Hollander, gave a presentation on the findings, indicating that incentives are very prevalent in the region, that incentive use often helped communities meet goals that align with livability goals in GO TO 2040, that incentives were used to compete for new development on undeveloped land that did not entail extraordinary development costs, that many communities targeted incentives based on future tax revenues rather than overall economic impact, that the use of proactive and collaborative planning in incentive use was mixed and that overall, the use of incentives was as prevalent as it was varied. Comments raised by board members included a question related to sales tax abatements at retail (offered by stores in TIF districts), the net effect of incentives—how they are used versus general outcomes (to be considered at tax policy level) and intergovernmental agreements to avoid bidding war in unincorporated areas (another topic to be considered at the policy level).

9.0 GO TO 2040 Update

With GO TO 2040 requiring an update in October 2014, CMAP staff, Andrew Williams-Clark, gave an overview of the update process reporting that staff anticipates necessary revenue and expenditures will be confirmed by January 2014, that funding will be

allocated by project category by March 2014, that staff expects major capital projects will be identified by November 2013, measures used to evaluate the list will be final by January 2014 and that both fiscally constrained and unconstrained major capital projects will be finalized in April 2014. Williams-Clark went on to say that the update will not involve rewriting the plan's text, rather would involve updating the implementation action tables that describe how GO TO 2040 is to be implemented. Further, staff expects the report on the selection of new indicators, when necessary, or confirmation of initial indicators will be final by November 2013 and the updated set to be completed by March 2014. Finally, the update, consisting primarily of updated indicators, updated implementation action tables, and an updated list of fiscally constrained major capital projects, Williams-Clark concluded, would be released for public comment in June 2014 and final approval of the update in October 2014.

10.0 Illiana Corridor Public Comments and Process

Following CMAP's Transportation Committee's release of the staff analysis of the proposed amendment to GO TO 2040 that would include the Illiana Corridor project, a 32-day public comment period that began on August 2, concluded on September 3, 2013. CMAP staff Erin Aleman gave a brief summary of the comments received, reporting that of the 965 comments, the majority of which were Illinois residents, businesses, organizations and governments (some also from Indiana), 169 supported the proposed amendment, while 796 expressed opposition. Aleman also reported that nearly 4000 signatures were included on two petitions from residents primarily in the project area. Staff broke out the comments by stakeholder type (business, civic orgs, government, individuals & residents, and labor unions) and provided a high-level summary of many of the comments, citing (in favor of) transportation improvement by reducing congestion and accommodating future growth and (opposed to) financial feasibility, projected economic benefits, and environmental harm. Executive Director Randy Blankenhorn reported that moving forward, presentations would be made at all working committees, and staff recommendations will be published September 27. The Transportation Committee will consider the proposal on October 4, and October 9 by the Regional Coordinating Committee, just prior to consideration by the CMAP Board and the MPO Policy Committee at their joint meeting on October 9. Some Board members commented on topics that included: the public private partnership, cost projections and FHWA analysis (incomplete, but forthcoming), wanting to be comfortable that the project is good for the entire region, the prospect of postponing the decision with the Regional Coordinating Committee meeting in advance of the Board on October 9, the October deadline is necessary to advance the project to the Tier 2 process, what are the consequences if there is a funding gap, how will the project be paid for, economic impact and job creation concerns.

11.0 Other Business

There was no other business before the CMAP Board.

12.0 Public Comment

Stacy Meyers, Openlands addressed the Board on the topic of Illiana stating that there are grave concerns that included: action should be taken, but doesn't think this is the right

action, cost cutting on other projects to see this one advanced, concerns about unsustainable sprawl, and water supply – see what comes of NEPA under MAP-21.

Nick Narducci, on behalf of the Village of Elwood, read aloud a letter drafted by the Mayor that contained statistical data related to the number of truck traffic through the small town of just over 2200 people and raised concerns associated with the veterans' cemetery and "human" impact of the project.

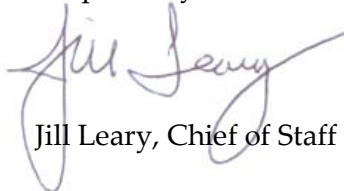
13.0 Next Meeting

The Board will meet jointly with the MPO Policy Committee on October 9, 2013.

14.0 Adjournment

At 10:58 a.m., a motion to adjourn by Mayor Al Larson was seconded by Rae Rupp Srch. All in favor, the motion carried.

Respectfully submitted,



Jill Leary, Chief of Staff

09-30-2013
/stk



Chicago Metropolitan Agency for Planning

Agenda Item No. 4.1

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MEMORANDUM

To: CMAP Board and Committees

From: CMAP Staff

Date: October 2, 2013

Re: Local Technical Assistance Program Update

The CMAP Board and committees receive regular updates on the projects being undertaken through the Local Technical Assistance (LTA) program, including those receiving staff assistance and grants. To date, 112 local projects have been initiated. Of these, 46 projects have been completed, 57 are fully underway, and 9 will get actively underway in the near future. Projects that appear in this document for the first time are noted and highlighted in italics.

Further detail on LTA project status can be found on the attached project status table.

ACTION REQUESTED: Discussion.

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Projects Currently Underway

Project	CMAP lead	Timeline	Assistance type	Status and notes
Alsip zoning revisions	Jake Seid	Sept. 2013- Mar. 2014	Staff assistance	Resolution was approved by the Village Board on September 3. Project kick-off meeting is scheduled for October 9.
Antioch greenway plan (see website)	Jason Navota	Apr. 2012 – Nov. 2013	Staff assistance	Draft plan is currently being formatted for final Village and partner review. Approval process is anticipated to begin in October.
Bensenville comprehensive plan (see website)	Sam Shenbaga	Mar. 2013 - Feb. 2014	Staff assistance	Existing Conditions Report submitted to Village staff in early September. Staff OKed report and forwarded to Steering Committee. Existing conditions presentation to Steering Committee on September 23. Report also distributed to Pace, Metra, DuPage County. Visioning workshop scheduled for October 3 at Village Hall. Community outreach underway.
Berwyn parking study	Lindsay Bayley	Oct. 2013- Sept. 2014	Staff assistance	Project scoping underway.
Berwyn zoning revisions (see website)	Kristin Ihnchak	Jan. 2013 - Apr. 2014	Staff and consultant assistance	Project team has completed a recommendations memo, which was submitted to staff and the project's Steering Committee for review. The project team will meet with staff and the Steering Committee in October to respond to questions and establish drafting direction on major issues.
Big Rock comprehensive plan (see website)	Trevor Dick	Feb. 2013 - Jan. 2014	Staff assistance	The County and CMAP staff are working together on the draft plan. A draft plan is expected to be reviewed by Big Rock staff this fall.
Calumet City comprehensive plan	Jack Pflingston	June 2013- May 2014	Consultant assistance	First steering committee meeting held September 5. In addition to discussing project timeline and deliverables, Teska shared some preliminary results from the data collection effort and stakeholder interviews. Data collection continues as project proceeding toward an existing conditions draft.
Centers for New Horizons local food survey	Sef Okoth	Nov. 2012 – Oct. 2013	Staff assistance	Staff reviewed initial draft report, which was revised to incorporate comments received from senior staff. An updated report has been submitted for internal review.
Chicago "Green Healthy Neighborhoods" in Pilsen and Little Village	Evy Zwiebach	Oct. 2013- Mar. 2015	Staff assistance	Project scoping is ongoing; selection of contractors to assist with outreach is complete. Health Impact Assessment for the Fisk and Crawford sites, an associated but independent project, is underway.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Chicago Heights comprehensive plan (see website)	Kendra Smith	Apr. 2013-Mar. 2014	Staff assistance	Existing conditions analysis is underway, with a draft expected early October. Steering Committee Meeting and Community Visioning Session tentatively scheduled for the first and second weeks of November.
Chicago Housing Authority LeClaire Courts redevelopment	Sef Okoth	Aug. 2012-Oct. 2013	Consultant assistance	Consultant submitted a final draft of the LeClaire Courts Transportation Study report, which was reviewed by CMAP and the transit agencies and comments submitted to URS. CMAP and CHA met with consultants on September 27 to discuss and provide feedback on the draft report.
Chinatown neighborhood plan (see website)	Stephen Ostrander	Apr. 2013-Apr. 2014	Staff assistance	Draft existing conditions report underwent internal CMAP review. Worked with community partners to complete concluding components of main public engagement phase (ending on October 14), continued processing submitted community feedback surveys, and began overall analysis of public input. Met with representatives from CDOT and DHED to discuss LTA project and be briefed on recent and anticipated planning for Chinatown. Began developing design for upcoming community-wide event, expected in November, which will help define overall community priorities and identify potential strategies. Met with supervisors and students associated with architecture studio focused on Chinatown, sponsored/led by Skidmore, Owings & Merrill.
Cicero comprehensive plan	Jonathan Burch	Jan.-Dec. 2014	Consultant assistance	RTA initiated a transit station area study for the Town of Cicero. Project scoping placed on hold until January 2014 to build on the RTA study results.
Cook County consolidated plan	Jonathan Burch	Apr. 2013 - Mar. 2014	Staff assistance	Letters have been sent to each COG to determine project representatives. Staff has begun initial data gathering and analysis. A public kickoff event has been scheduled for the morning of October 24.
Cook County Forest Preserve District trail counts and policy report	Trevor Dick	Apr.-Nov. 2013	Staff assistance	The survey results have been incorporated in the CCFPD's Draft Trail Master Plan. CCFPD staff is currently reviewing the second part of the project, which are the local connection case studies.
Des Plaines neighborhood plan (see website)	Berenice Vallecillos	May 2013-Apr. 2014	Consultant assistance	The public kickoff meeting was held on September 26. Des Plaines staff is working with the Steering Committee to implement the outreach plan including distribution of the survey and smartphone application. The

Project	CMAP lead	Timeline	Assistance type	Status and notes
				project team is currently analyzing results from public engagement and beginning to work on the draft plan. A Recommendations Memorandum will be prepared and a meeting will be set up with CMAP staff to review the initial recommendations in November.
DuPage County Homes for a Changing Region project	Kendra Smith	Sept. 2013-Apr. 2014	Staff assistance	All four communities have passed resolutions supporting Homes for a Changing Region. Initial data analysis and steering committee meeting scheduled for October 9.
DuPage County unincorporated areas plan (see website)	Jack Pfingston	Oct. 2012-Oct. 2013	Consultant assistance	Open House held for Lake Street draft plan on September 18, with good attendance reported; Open House for Roosevelt Road draft plan held September 25. Steering committees for both corridors will meet in October to consider revised final drafts (with Open House input).
DuPage Water Commission water conservation project	Erin Aleman	Feb.-Nov. 2013	Staff and consultant assistance	MPC, CMAP, and the DuPage Water Commission met with the Village of Westmont to discuss what water conservation implementation activities would be most helpful for the Village. It is anticipated that the team will select and implement the program beginning in October.
Elgin Dundee Avenue corridor study	Samantha Robinson	TBD	Staff assistance and small grant	Due to staff changes at ULI and CMAP, as well as questions about ideal project timing, this project has been pushed back from its expected start in early 2013 to later in the year.
Elgin sidewalk gap and transit stop study	Lindsay Bayley	June 2012-Dec. 2013	Grant funds	Project on hold. No updates at this time.
Evanston bicycle plan	Jack Pfingston	June 2013-Mar. 2014	Grant funds	Data collection continues. First steering committee meeting took place September 26.
Ferson-Otter watershed plan implementation	Nora Beck	Feb.-Dec. 2013	Staff assistance	Met with steering committee to review draft report on September 13; revisions underway. Finalized report planned for October. Report envisioned to complement City's Comprehensive Plan update that is now underway.
Franklin Park industrial areas plan (see website)	Nicole Woods	Apr. 2013-Mar. 2014	Staff assistance	CMAP staff is currently completing the existing conditions report. In October, the report will undergo internal review and be sent to Franklin Park staff for their review.
Hinsdale parking study (see website)	Lindsay Bayley	Nov. 2012-Dec. 2013	Staff assistance	Draft Recommendations Memo sent to Village staff and steering committee members. Next steering committee meeting scheduled for October 17.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Hoffman Estates workforce development project	Annie Byrne	Feb.-Dec. 2013	Staff assistance	Communications and marketing plan being revised based on feedback from steering committee. Staff developing organizational structure sustainability plan.
IDNR, Office of Water Resources, permittee water loss evaluation project	Tim Loftus	Feb.-Dec. 2013	Staff assistance	Site visits with select permittees are underway and will continue in October. Survey data analysis is ongoing.
Kane County local food project	Jessica Simoncelli	Nov. 2012- Dec. 2013	Staff assistance	Project partners have drafted criteria for selecting public lands on which to conduct agricultural production in Kane County. Internal development of final draft of criteria and corresponding GIS analysis occurring, with help from Kane County staff. Consultation with farming experts to review the final criteria will occur in late October, and final products will be used by County in relation to their new local food production program.
Kane County transit plan implementation	Trevor Dick	July 2012- Dec. 2013	Staff assistance	Staff is currently working on the draft plan. The draft plan is expected to be provided to County staff in October/November for their review.
Kane County / Carpentersville Homes for a Changing Region project (see website)	Jonathan Burch	Feb.-Dec. 2013	Staff assistance	The project team received comments from municipalities on the draft recommendations and made edits accordingly. Meetings to present the recommendations have been scheduled for October and early November. The subregional essay is currently being drafted. Visualization work is being coordinated with the consultant.
Kane County / Geneva Homes for a Changing Region project (see website)	Drew Williams-Clark	July 2013- Feb. 2014	Staff assistance	Kane County staff have completed capacity analyses for all communities. The project steering committee met on October 3. Data and capacity analyses will be presented to boards and commissions in October for feedback. Public workshops have been scheduled for November. A MetroQuest website will be available for online input in November as well.
Kedzie Avenue (Garfield Park) corridor plan	Samantha Robinson	July 2013- June 2014	Consultant assistance	The Steering Committee met for the first time on September 18. Members shared their expectations for the plan and reviewed maps for land use, transportation and vacant lots and buildings. Consultant is drafting existing conditions report and market study. The Steering Committee will meet next on November 5.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Lake County Route 53/120 land use plan	Jason Navota	Nov. 2013- Dec. 2015	Staff and consultant assistance	Funding has been secured from Tollway and Lake County through UWP process. Consultant proposals are being reviewed. Municipalities within the IL53/120 corridor have been contacted and invited into the planning process. First BRAC meeting was held on September 17.
Lake County sustainability plan (see website)	Kristin Ihnchak	Mar. 2012 – Nov. 2013	Staff assistance	The project team is awaiting edits to the draft document from County staff.
Lan-Oak Park District master plan	Trevor Dick	Oct. 2013- June 2014	Staff assistance	The first Steering Committee kick-off meeting will be held October 2. CMAP staff met with CCDPH staff to discuss roles and deliverables. CMAP staff has also visited each of the District's 25 parks and documented existing conditions.
Lansing comprehensive plan (see website)	Sam Shenbaga	Oct. 2012- Dec. 2013	Consultant assistance	Consultant is creating a draft of the Vision, Goals, and Objectives to share with CMAP and Village staff by second week of October. Outreach to neighboring communities and NW Indiana underway.
Lincolnwood Devon Avenue corridor study	Liz Panella	June-Nov. 2013	Staff assistance and small contract	This project involved a Technical Assistance Panel (TAP) convened by ULI on September 10-11. CMAP and ULI staff will present the final report to the public in October.
Lynwood comprehensive plan (see website)	Samantha Robinson	Oct. 2012- Dec. 2013	Consultant assistance	Consultant is drafting the comprehensive plan. The Steering Committee is expected to meet at the end of October to discuss the draft plan.
Lyons comprehensive plan (see website)	Sef Okoth	July 2013- June 2014	Staff assistance	Staff presented on the project to the Village Board was on September 18. Steering Committee kick-off meeting was held on September 26. Existing conditions analysis is underway
Markham comprehensive plan	Erin Aleman	July 2013- June 2014	Staff assistance	Markham held its first steering committee meeting on August 28. The consultant is presently working on the existing conditions report. CMAP will continue to be available to review and comment on draft plan documents as needed.
Morton Grove industrial areas plan (see website)	Nicole Woods	Feb. 2012- Nov. 2013	Staff assistance	Morton Grove staff began to review the industrial areas plan in September and will continue their review into early October. CMAP staff will conduct final revisions in October and distribute plan to the steering committee this fall for further discussion.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Niles multimodal transportation plan	Jack Pfingston	Mar. 2013-Feb. 2014	Consultant assistance	Vision, Goals, and Objectives memorandum submitted and reviewed by CMAP staff. Public outreach conducted at the "Bike Niles" event September 14 (125 attended the event). Meeting with CMAP staff to review materials will take place October 10.
<i>North Aurora comprehensive plan</i>	<i>Jack Pfingston</i>	<i>Nov. 2013-Aug. 2014</i>	<i>Consultant assistance</i>	<i>Newly added to monthly report. Scoping underway, with RFP expected to be released in October.</i>
Northwest Municipal Conference Des Plaines River trail access plan (see website)	Lindsay Bayley	May 2013-Apr. 2014	Consultant assistance	Project website is up and running. Steering Committee meeting rode part of the trail to evaluate conditions and talk about initial findings. Web mapping tool is collecting data from stakeholders, key stakeholder interviews are scheduled for October. Media kit sent to municipal representatives on Steering Committee.
Northwest Water Planning Alliance drought preparedness / strategic planning	Tim Loftus	Feb.-Dec. 2013	Staff assistance	Strategic planning is ongoing with endorsement of plan goals, objectives, and strategies expected at the November Executive Committee meeting. An implementation matrix is currently under development and expected to be finalized in the fall.
Oak Lawn 95 th Street corridor study (see website)	Jake Seid	Jan. 2013-Jan. 2014	Consultant assistance	Consultant prepared draft Corridor Plan; prepared economic development methodology for development sites; prepared roadway right of way options; prepared 3D models for site plan concepts; coordinated Oak Lawn High School concepts with Village; attended "Fall on the Green" event (September 7) and documented community input; coordinated crash data between police department and Village engineers; monitored project website and Facebook page.
Olympia Fields zoning ordinance update	Drew Williams-Clark	Apr. 2013-Mar. 2014	Consultant assistance	CMAP has reviewed initial market analysis and alternatives diagrams. Presentations of these interim deliverables to the Village and Steering Committee are anticipated in October.
Openlands local food policy	Jason Navota	Feb.-Dec. 2013	Staff assistance	Discussion draft of a scope of work for the Regional Food System Study is complete and being used as framework for discussing project with funders, academics/researchers, and local "industry representatives" working in the food system space.
Oswego economic development plan	Trevor Dick	Mar. 2013-Jan. 2014	Staff assistance	Staff is currently working on the Draft Report with consultant assistance from Valerie Kretchmer Associates. This Draft Report is expected to be presented to the Advisory Committee in October/November.
Park Forest zoning	Kristin	June 2013-	Staff and	Stakeholder interviews were held at the end of August. The project team

Project	CMAP lead	Timeline	Assistance type	Status and notes
revisions	Ihnchak	Sept. 2014	consultant assistance	is reviewing existing conditions and scheduling a public meeting for October 29. The project team will develop a MetroQuest site to facilitate public outreach. An RFP to select a consulting firm to provide advice during the zoning update process was released in late September.
Prospect Heights comprehensive plan	Jack Pfingston	Aug. 2013- July 2014	Consultant assistance	SCB was selected as project consultant. Project initiation meeting held on September 19; timeline, data needs, and deliverables were discussed.
Regional immigrant integration toolkit	Ricardo Lopez	Jan.-Dec. 2013	Staff assistance	Steering Committee will meet on October 15 to review the Language Access and Housing chapters of Toolkit. Staff will refine chapters to incorporate input. Drafts of remainder five chapters are expected by December.
Richton Park comprehensive plan (see website)	Kendra Smith	Aug. 2012- Nov. 2013	Consultant assistance	Consultant finalizing working draft of vision, goals, and objectives for review by CMAP and village staff. Outlining of village wide plans and preliminary drafting of Comprehensive Plan will take place through October.
<i>Richton Park zoning revisions</i>	<i>TBD</i>	<i>Dec. 2013- Sept. 2014</i>	<i>Consultant assistance</i>	<i>Newly added to monthly report. Following the completion of the comprehensive plan, the consulting firm will update Richton Park's zoning ordinance to be consistent with the newly adopted plan.</i>
Rosemont comprehensive plan	Sam Shenbaga	June 2013- May 2014	Staff assistance	Community tour conducted in early September. Existing conditions analysis and data collection underway. Project meeting with Steering Committee scheduled for October 7.
Round Lake Heights comprehensive plan (see website)	Jonathan Burch	May 2012- Oct. 2013	Staff assistance	The Plan Commission and the Village Board will both be meeting on October 8 to consider adopting the plan.
Silver Creek watershed plan implementation	Nora Beck	Feb.-Dec. 2013	Staff assistance	Draft reports have been reviewed by steering committees and revisions are underway; workshop with elected officials and other community leaders from Crystal Lake, Prairie Grove, Oakwood Hills, and McHenry is scheduled for October 9.
South Elgin bicycle and pedestrian plan (see Facebook page)	John O'Neal	July 2013- June 2014	Consultant assistance	Consultant team conducted initial field visit and began GIS data collection. Project Facebook webpage created. First Steering Committee meeting took place September 17, focusing on 1) the development of a vision statement and 2) SWOT analysis of existing conditions in photographs from locations around Village, and discussion of how these conditions might hinder or accommodate walking and

Project	CMAP lead	Timeline	Assistance type	Status and notes
				cycling. Stakeholder interview and online survey questions were drafted and being reviewed by Village staff.
SSMMA interchange land use planning (see website)	Jessica Simoncelli	July 2012-Nov. 2013	Consultant and staff assistance	The steering committee met in September to discuss key redevelopment sites to inform plan recommendations. Consultants are meeting with municipal leaders and conducting targeted community engagement to get feedback on the selected redevelopment sites. A next steering committee to review the draft plan will be held in November.
<i>Summit comprehensive plan</i>	<i>Nora Beck</i>	<i>Dec. 2013-Nov. 2014</i>	<i>Staff assistance</i>	<i>Newly added to monthly report. Project scoping is underway.</i>
UIC multimodal transportation plan (see website)	Lindsay Bayley	June 2013-Sept. 2014	Staff assistance	Draft existing conditions report undergoing final revisions. Website is live. Over 50 students and staff completed surveys at the UIC Transportation Fair. MetroQuest website design under development, stakeholder interviews are scheduled for late September / early October.
Waukegan subarea plan (see website)	Stephen Ostrander	Oct. 2012-Dec. 2013	Staff assistance	CMAP staff finished draft of project's key recommendations memo, intended to guide recommendations in the upcoming commercial corridor plan. Draft was reviewed internally by CMAP staff, to be followed by City approval of memo and writing of plan.
Westchester comprehensive plan (see website)	Samantha Robinson	Nov. 2011-Nov. 2013	Staff assistance	Village staff is working to organize the Plan Commission for a public hearing this fall. Comprehensive Plan was sent to Plan Commission in September.
Wicker Park-Bucktown parking study (see website)	Lindsay Bayley	Jan. 2013-Mar. 2014	Staff assistance	Draft existing conditions report undergoing final revisions. Steering Committee meeting to discuss findings planned for early October.
Will County brownfield prioritization	Jake Seid	June 2013-Apr. 2014	Staff assistance	Completed outreach to Will County municipalities to facilitate identification of brownfield sites in incorporated areas. Completed mapping potential brownfield sites identified by the USEPA and IEPA. Began identifying potential renewable energy developers to facilitate site prioritization.
Worth planning prioritization report	Stephen Ostrander	Oct. 2013-May 2014	Staff assistance	Scope of work was officially approved by Village. CMAP staff met with Village to discuss timeline and identify wide variety of key stakeholders to be interviewed in October.

Completed Projects with Active Implementation*

* Some projects do not have active implementation steps, or are being implemented through a follow-up project listed above; these projects are not listed below. A full list of completed projects is available at www.cmap.illinois.gov/lta.

Project	CMAP lead	Completion date	Assistance type	Recent implementation progress (updated quarterly)
Addison comprehensive plan (see website)	Sam Shenbaga	Jan. 2013	Staff assistance	Follow-up Homes for a Changing Region project has been initiated.
Alsip comprehensive plan (see website)	Sam Shenbaga	Apr. 2013	Staff assistance	A follow-up project to update the zoning ordinance to be consistent with the comprehensive plan has begun. Also, the Cicero Avenue corridor study underway, as recommended in Comprehensive Plan, and CMAP is participating on the steering committee.
Berwyn comprehensive plan (see website)	Sam Shenbaga	Oct. 2012	Staff assistance	Year-long zoning ordinance revision project has been initiated.
Blue Island comprehensive plan (see website)	Sam Shenbaga	June 2012	Staff assistance	CMAP is assisting City staff in selecting candidate to help with Plan implementation. Mayor and City staff have been invited to participate in a one-day workshop on community investment in the Chicago metropolitan area, organized jointly by the CCT and CMAP. CMAP is serving in an advisory role in a waterfront planning project. CMAP attended a workshop on September 24 and shared its findings from the Comprehensive Plan.
Bronzeville Alliance Retail corridor study, phase 2 (see website)	Sef Okoth	July 2013	Staff assistance	CMAP staff discussed with the City, QCDC and the Bronzeville Alliance strategies for implementing the Plan recommendations. The Alliance will convene a meeting of neighborhood groups in October to discuss implementing the Plan.
Campton Hills comprehensive plan (see website)	Jason Navota	Aug. 2012	Staff assistance	Plan Commissioner training complete. Coordination meeting of water utilities and Village administration with CMAP water experts occurred in May 2013. Implementation plan under review by the Village in parallel with their internal prioritization process. CMAP has reviewed and provided feedback on Campton Hills' first subdivision proposal after adoption of comprehensive plan.
Carpentersville "Old Town" Area Action Plan (see website)	Trevor Dick	July 2012	Staff assistance	During the last quarter, the Village contracted with UpLand Design who created a landscape plan for Carpenter Park that included its extension to the River as recommended in the Old Town Plan. The Village has submitted this project to the IDNR for a potential OSLAD

Project	CMAP lead	Completion date	Assistance type	Recent implementation progress (updated quarterly)
				grant. The Village has also put in \$2000 in their budget to install two pedestrian brick paver crosswalks on Main Street (as recommended). Work is scheduled to coincide with Maple Avenue reconstruction in 2014. A new “OTR Old Town Residential” zoning district was created for residential areas just outside of the Old Town study area and a new “OTM Old Town Mixed Use” district is planned to be created in 2014 (as recommended). The Village is currently working with ComEd to decide upon a screening solution for the substation within the Old Town area. And lastly, the Village has begun to meet with major land owners along the river to pursue property acquisitions or easements to create more public open space.
Chicago “Green Healthy Neighborhoods” plan for Englewood, Woodlawn, and Washington Park (see website)	Jason Navota	Mar. 2013	Staff assistance	CMAP-led draft land use policy chapters were conveyed to City of Chicago Department of Housing and Economic Development in February, and final public open house was held on March 27. Plan is currently being written and formatted by the City. Southeast Chicago Commission received CCT funding to begin plan implementation.
Elmwood Park comprehensive plan (see website)	Nicole Woods	Apr. 2013	Staff assistance	Village has begun implementing plan recommendations such as redeveloping Grand and Harlem Avenues, forming an economic development commission, and identifying concerns with the zoning ordinance. CMAP staff will lead a zoning review for Elmwood Park this winter.
Fairmont neighborhood plan (see website)	Trevor Dick	Apr. 2012	Staff assistance	A number of recommendations have been completed over the past quarter and some are underway including: 1) Will County staff has completed the historic documentation of Fairmont and is currently determining if any buildings in the community would qualify for Landmarks Illinois status; 2) The community garden was a tremendous success and they expect it to be even larger next spring with more gardeners and plots; and 3) The County and the Township are working together to address flooding concerns -- \$30,000 in Community Development Block Grant (CDBG) funding has been secured to conduct a study of the flooding area and provide recommendations for

Project	CMAP lead	Completion date	Assistance type	Recent implementation progress (updated quarterly)
				improvement and presently a RFQ with a Scope of Work is being drafted to hire an engineering firm to conduct the study.
Hanover Park corridor study (see website)	Stephen Ostrander	Dec. 2012	Staff assistance and small grant	The report for the ULI Chicago Technical Assistance Panel (studying the Irving Park Road corridor) was released in early December.
Homes for a Changing Region in northwest Cook (see website)	Jonathan Burch	Jan. 2013	Staff assistance	Staff approved a targeted senior needs study with Valerie Kretchmer Associates.
Joliet "Old Prison" redevelopment (see website)	Trevor Dick	May 2012	Staff assistance and small grant	Representatives from the Forest Preserve District of Will County, the City of Joliet, Openlands, and the Joliet Park District are continuing to work together to acquire the east side. Currently an environmental study is being conducted for the east side which will ultimately include potential clean-up costs.
Lakemoor comprehensive plan (see website)	Nora Beck	Feb. 2013	Staff assistance	Village has purchased 10 acres of shoreline property along Lily Lake, which will help implement the Comprehensive Plan's vision for an expanded shoreline trail. Village submitted an ITEP grant application to execute portions of bike trail network identified in Comprehensive Plan.
Liberty Prairie Conservancy local food system plan (see website)	Jessica Simoncelli	June 2013	Staff assistance	The Lake County Forest Preserve District Board unanimously passed a resolution approving the Principal Conclusions and Recommendations of the Liberty Prairie Reserve Master Plan on June 11. The Lake County Local Food Working group has met throughout the summer and early fall, with the goal of carrying forward the recommendations from the Lake County Sustainable Local Food Systems Report. Lake County Board is having a public hearing on October 17 to consider local food amendments to the Unified Development Ordinance. The project has garnered local press coverage including interest from the Daily Herald editorial board.
Niles environmental action plan (see website)	Kristin Ihnchak	Feb. 2013	Staff assistance	The LTA program is providing funding for a bicycle and pedestrian plan, which will help to implement many of the EAP's transportation-related recommendations. In addition, Niles is beginning a zoning ordinance revision; CMAP staff will provide feedback as needed on

Project	CMAP lead	Completion date	Assistance type	Recent implementation progress (updated quarterly)
				how to translate related EAP recommendations to effective regulations. CMAP staff will continue to forward relevant grant opportunities.
Norridge comprehensive plan (see website)	Trevor Dick	Oct. 2012	Staff assistance	The Village of Norridge continues to work towards implementation of the Comprehensive Plan. During the last quarter, the Village has received an OSLAD grant for acquisition of a new park site (as recommended in the Comp Plan). The HIP (Harlem-Irving Park) Plaza has expanded north (recommended in the Comp Plan) and new stores are opening this fall.
Norridge zoning revisions	Jake Seid	July 2013	Staff assistance	Village completed review of CMAP's recommendations memo and annotated ordinance. CMAP expects to assist staff and the ZBA with various sections of the Ordinance as they begin to make revisions based on CMAP's comments.
Northlake comprehensive plan (see website)	Trevor Dick	May 2013	Staff assistance	CMAP staff has discussed an implementation strategy with the Mayor. Since the plan was adopted, the City has entered into an easement agreement with ComEd to extend the Midland Trail North (as recommended). Construction of the bike trail is expected in 2015.
Park Forest sustainability plan (see website)	Kristin Ihnchak	May 2012	Staff assistance	The Chicago Community Trust's grant to Park Forest directly implements the recommendations of this project. A new LTA project to update the zoning ordinance was initiated in June. Staff will continue to forward potential grant opportunities to advance other plan priorities. Staff assisted in developing a charter award application for Illinois APA in the sustainability category, which Park Forest won. The Village will be recognized by Illinois APA on October 4.
Red Line livability project (see website)	Kendra Smith	Nov. 2012	Staff assistance	DCP, CMAP and CTA will utilize project materials during future Community Education and Visioning sessions as well as in interaction with elected officials. DCP recently received CCT funding for continued work on TOD/Red Line Extension work. Implementation work for the coming quarter will focus on community TOD outreach and presentations through CNU and Loyola University to interested stakeholders
Regional arts and culture toolkit (see website)	Stephen Ostrander	June 2013	Staff assistance	Toolkit has been released and discussions continue with key partners in the region to determine future outreach efforts to encourage and support municipalities interested in engaging in arts and culture

Project	CMAP lead	Completion date	Assistance type	Recent implementation progress (updated quarterly)
				planning as described in the toolkit.
Regional climate change adaptation toolkit (see website)	Jesse Elam	June 2013	Staff assistance	Toolkit has been released, and CMAP is presenting its findings to interested groups and seeking external funding to support working with interested local governments to apply the process described in the toolkit.
Riverside Central Business District plan (see website)	Nora Beck	Apr. 2013	Staff assistance	Village Commissions have submitted self-evaluations to Board to outline steps for streamlining review process. Village installed gateway signs at 1 st Avenue and Forest and is in discussion with Berwyn to add gateway signs at Harlem Avenue and Burlington; key recommendations of the CBD Plan.
SSMMA housing investment prioritization (see website)	Nicole Woods	June 2012	Staff assistance	The organization continues to use the tool to assess projects in various Southland communities. The housing investment tool was brought online this past summer and was selected as one of four winners in the Illinois Open Technology Challenge.

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MEMORANDUM

To: CMAP Board

From: Bob Dean, Deputy Executive Director for Local Planning

Date: October 2, 2013

Re: Local Technical Assistance (LTA) Project Selection

Attached to this memo is a document that describes staff recommendations for selection of Local Technical Assistance (LTA) projects. This document describes the rationale for the staff recommendations, lists the recommended projects, and provides basic information about project distribution across communities.

The Local Coordinating Committee will be asked to recommend approval of these projects on the morning of October 9, immediately before the CMAP Board meeting. The Transportation Committee recommended approval at their meeting on September 20.

ACTION REQUESTED: Approval of the Local Technical Assistance (LTA) program.



**Local Technical Assistance (LTA) Program:
Recommendations for Project Selection
September 13, 2013**

Following the adoption of GO TO 2040, CMAP established the Local Technical Assistance (LTA) program to direct resources to communities to pursue planning work that helps to implement GO TO 2040. During the most recent call for projects, which ended on June 26, CMAP received 67 applications for assistance. A list of all applications received is available in this [August 7 memo](#) to the CMAP Local Coordinating Committee.

The CMAP Board and MPO Policy Committee will be asked to approve the staff recommendations for the LTA program at their joint meeting on October 9. Prior to the Board and MPO Policy Committee meeting, the Local Coordinating Committee will be asked to recommend approval by these groups. The Transportation Committee will also be asked to recommend approval at their meeting on September 20.

The purpose of this memo is to present CMAP staff recommendations for the treatment of each application received. It is divided into three sections:

- Staff recommendations for projects to be undertaken through the LTA program.
- Basic statistics concerning the projects recommended for selection.
- Evaluation process.
- Full lists of projects that are recommended and not recommended.

LTA recommendations

In total, 32 new projects are recommended to be pursued through the LTA program. These projects were selected by applying CMAP's selection criteria: alignment of the project with the recommendations of GO TO 2040; local need for assistance; feasibility and ability to implement; collaboration with other groups, including neighboring governments and nongovernmental groups; input from relevant Counties and Councils of Government (COGs); and geographic balance.

Additionally, as CMAP has completed LTA projects, the implementation of completed projects has become an increasing priority. Several of the applications received helped to implement projects that had previously been undertaken through the LTA program, and many of these projects are recommended for selection.

This year, a few projects were recommended "conditionally" – while they are good projects and of interest to CMAP, the agency does not have existing funding sources that would allow us to

work on them. They are recommended for selection, but starting work on them depends on CMAP receiving additional funding that is suitable to support this type of work.

For organizational purposes, recommended projects are presented below in groups. First, projects that involve multijurisdictional collaboration, a priority for CMAP, are described. Second, projects that involve follow-ups to previous LTA projects are described. Finally, the remaining recommended projects are covered, grouped by project type.

Multijurisdictional projects

CMAP was clear in the application process that multijurisdictional projects would be prioritized during the selection process, and applicants responded by submitting many good proposals that crossed municipal boundaries. Two multijurisdictional groups submitted applications for “Homes for a Changing Region” housing studies, and both of these are recommended to be pursued. These include one in DuPage County, covering *Glendale Heights, Hanover Park, and West Chicago*, and one in Lake County, submitted in partnership with the Lake County Community Foundation, which covers *Hainesville, Round Lake, Round Lake Beach, Round Lake Heights, and Round Lake Park*.

Several recommended projects were submitted by existing multijurisdictional groups. Two projects were submitted by the *South Suburban Mayors and Managers Association* – one involving green manufacturing and workforce development, and one involving bicycle and pedestrian planning – and both are recommended. Another project submitted by the *West Suburban Chamber of Commerce and Industry* involving transit oriented development, cargo oriented development, and bicycle and pedestrian planning is recommended.

Several applicants also formed multijurisdictional coalitions around specific projects, and the following projects of this type are recommended to be selected. In Kendall County, *Montgomery, Oswego, and Yorkville* requested assistance with sub-regional coordination and shared services. In Cook and Will Counties, *Governors State University* led a coalition of groups in a sub-regional green infrastructure plan that also involved *Monee, Park Forest, University Park, and the Forest Preserve District of Will County*. And in Kane and McHenry Counties, a study of the Fox River corridor was submitted by *Algonquin, Carpentersville, the Forest Preserve District of Kane County, and the McHenry County Conservation District*.

A few multijurisdictional projects were not recommended. In these cases, projects are typically good concepts but may not be fully ready to begin – either additional time may be needed to gather consensus from participating jurisdictions, or other ongoing work in the affected communities should be completed before new projects are begun.

Projects implementing past LTA plans

As CMAP has begun completing significant numbers of LTA projects, implementing them has become an increasing priority. Many LTA plans resulted in recommendations for further work, such as zoning revisions to translate a comprehensive plan into development regulations, or

specific follow-up studies. The following recommended projects help to advance completed or ongoing plans.

Two applications from *Campton Hills* and *Westchester* requested CMAP to update zoning ordinances to implement recently adopted comprehensive plans. In *Joliet*, a corridor plan for Chicago Street in the community's downtown will help to facilitate bicycle and pedestrian connections, which supports a previous plan for the redevelopment of the prison and U.S. Steel site. A bicycle and pedestrian plan in *Park Forest* helps to advance the sustainability plan for this community. And in *Berwyn*, a capital improvement plan will help to align infrastructure investments with the community's comprehensive plan.

Other projects, grouped by type

Eight comprehensive plans are recommended to be part of this year's LTA program, in the communities of *Carol Stream*, *Crete*, *Franklin Park*, *Harvard*, *North Chicago*, *Pingree Grove*, *Winthrop Harbor*, and *Zion*. These communities were selected based on a combination of need, age of their existing comprehensive plans, and geographic balance.

In addition to the two zoning projects noted above, a zoning update in *South Elgin* is also recommended. This application was notable for the community's interest in form-based codes, which supports a toolkit on this subject recently released by CMAP.

Several projects that focus on transportation improvements are also recommended. Two projects in *Park Forest* and *SSMMA* have already been mentioned; in addition, projects focused on bicycle and pedestrian improvements are recommended in *Arlington Heights*, *Barrington Hills*, and *Crystal Lake*. A study submitted by the *Chicago Department of Transportation* focusing on parking is also recommended.

Several projects that involve comprehensive planning for an area smaller than an entire municipality are also recommended. A neighborhood plan for the West Pullman community area submitted by the *Chicago Department of Housing and Economic Development* is recommended. Nearby, *Riverdale* requested assistance with a corridor plan; CMAP learned through the scoping process that the community had recently received an Ike grant from the Department of Commerce and Economic Opportunity (DCEO) for a similar project and will be helping *Riverdale* to successfully use their Ike grant rather than conducting a separate project.

Finally, many good applications were received for projects that do not fit neatly into the above categories; some have already been mentioned, and the projects noted below are also recommended. *Cook County* requested assistance to prepare one document that functions as both a Comprehensive Economic Development Strategy (CEDS), which is a requirement of the federal Economic Development Administration (EDA), and link this with an ongoing project to update their Consolidated Plan, which is required by the Department of Housing and Urban Development (HUD); this project is recommended due to its ability to meet multiple federal requirements in a single document. *Kane County* submitted a request to work jointly with

CMAP to conduct a Health Impact Assessment (HIA), an emerging planning tool that links public health and physical planning. Finally, *Glenview* requested assistance with several linked projects related to sustainability and green infrastructure.

Conditional selection

A few projects noted above cover topics that are outside the funding resources that CMAP currently has available; these generally include projects that do not have strong links to transportation or land use planning. CMAP proposes to recommend selection of these projects on the condition that external funding be found to support them. In other words, CMAP would contact these applicants to inform them that their projects have been identified as priorities but work cannot begin until additional resources are secured; if these resources have not been secured within a year, the projects will be dropped from the program.

Projects that are within this category include the Glenview and Governors State University projects, which are heavily focused on natural resources with little relevance to transportation, as well as the SSMMA project involving green manufacturing and workforce development.

Projects that are not recommended

Projects were considered lower priority for LTA assistance for a number of reasons, described further below.

- Priority for assistance was given to communities that had lower incomes or were smaller in size, meaning that more prosperous or larger communities were less likely to receive assistance. Lower-need communities generally had to present an innovative project or one that aligned well with a specific CMAP priority in order to be recommended.
- Some applicants are currently undertaking planning projects which should be completed before next steps are taken. Montgomery and Oak Park, both of which are currently creating new comprehensive plans, requested projects that may be good follow-ups but should be resubmitted once the comprehensive plans are complete.
- Some projects were good concepts but would benefit from further development by the project sponsor. In particular, unsuccessful applicants within Chicago are encouraged to work more closely with City staff on project development. In other cases, additional multijurisdictional partners would give a project a greater chance of success.
- In general, applicants that submitted multiple projects had only one project recommended to be pursued. The additional projects will be suggested to be reconsidered as later phases. (In one exception to this, two projects sponsored by SSMMA have been recommended.)
- Some projects were simply not a good fit for the local technical assistance program, as they were focused on unconstrained major capital projects, did not demonstrate the full support of affected local governments, or did not demonstrate alignment with the recommendations of GO TO 2040.
- Finally, a number of projects beyond the list of 32 recommended in this memo are positive and viable projects, but were beyond available resources this year. CMAP will encourage communities who submitted projects that were just outside resource

constraints to resubmit in future years, in some cases with modifications that will improve their chances of selection.

A full list of applicants that are not recommended to receive assistance is included at the end of this document.

Statistics of recommended projects

In the following section, basic statistics are provided for the distribution of projects by geography and community need.

Geographic distribution

In the design of the local technical assistance program, an effort was made to identify projects to be pursued in many different parts of the region. In the following table, the distribution of higher priority projects by geography is summarized. Projects may be reported in multiple geographies, and these are noted below the table.

	Chicago	Cook total*	N and NW Cook	W Cook	SW Cook	S Cook	Collar total	DuPage	Kane	Kendall	Lake	McHenry	Will	Total
Selected applicants	2	15	4	4	0	6	20	4	7	1	4	4	4	32
Total applicants	7	27	6	10	1	9	40	7	10	4	10	7	6	67

* The Cook County total includes the CEDS, which is county-wide rather than directly affecting any of the County's sub-areas.

Recommended projects included in multiple geographies are:

- Algonquin river corridor (Kane and McHenry)
- Barrington Hills bicycle plan (NW Cook, Kane, and McHenry)
- Crete (S Cook and Will)
- Hanover Park, as part of Homes for a Changing Region (NW Cook and DuPage)
- Governors State University (S Cook and Will)
- Montgomery (Kane and Kendall)
- Oswego, Montgomery, and Yorkville (Kane and Kendall)
- Park Forest (S Cook and Will)

As the above table shows, projects were relatively well-distributed throughout the region, with a few exceptions. Southwest Cook County submitted only one project, and it was not a good fit for the LTA program, so no projects are being recommended in that geography. Kendall County has only one project recommended; the other projects from Kendall County are good concepts, and with some small modifications or further development can be good applications in a future year.

The most significant geographic imbalance involves the low number of projects in the City of Chicago. Both projects submitted by City departments are recommended, but the other five

applications, all submitted by nongovernmental organizations, were not sufficiently developed or did not have the full support of City staff. Over the coming year, CMAP intends to work closely with the City to encourage more good projects to be submitted during the next application cycle.

Community need

An important factor in the review process was the need of the community for assistance. The program is meant to prioritize projects in communities that have limited resources and would not have the ability to undertake the project without CMAP’s assistance. This is also consistent with the stated goal of HUD’s grant to focus on providing assistance to disadvantaged groups, including lower-income residents, residents of public housing, and minorities, among others.

Communities were divided into five categories based on these factors, ranging from “very high” to “low” need. Many communities in the “low” and “moderate” need category submitted excellent projects and could still certainly benefit from assistance, but priority was given to communities with lower median incomes and tax bases, as well as to smaller municipalities. The following table and chart summarize the distribution of recommended projects by community need.

	Very high need	High need	Moderately high need	Moderate need	Low need	Total
Selected applicants	5	6	7	7	7	32
Total applicants	7	14	14	16	16	67

Regionwide, approximately 22% of the region’s communities are classified as “very high” or “high” need communities; these communities are recommended to receive 34% of the projects in this year’s LTA program. This indicates that the LTA program is directing resources to higher-need communities, but also provides opportunities for lower-need communities to participate if they submit innovative or multijurisdictional applications.

Evaluation process

To evaluate each project, staff reviewed the applications and other background materials and also scheduled phone calls with each applicant to discuss their ideas. Questions for the applicants focused on consistency with GO TO 2040, internal and external support, and the project’s overall feasibility.

Applications were also reviewed with a variety of groups between mid-July and late August. Each working committee discussed the LTA applications on each least one occasion, and several working committee members provided follow-up comments; the Local Coordinating Committee and the Citizens Advisory Committee also reviewed and discussed the applications. Special meetings were also held with transit agencies, county planning directors, staff from the

City of Chicago, and technical assistance providers. Councils of Government (COGs) and Councils of Mayors (COMs) were encouraged to submit comments via email, and several of them did. Comments and expressions of support from these groups were used in part to determine the recommendations for selection.

Project listing

Recommended:

Sponsor	Project
Algonquin (with Carpentersville)	river corridor study
Arlington Heights	bicycle-pedestrian plan
Barrington Hills	bicycle-pedestrian plan
Berwyn	capital improvement plan
Campton Hills	zoning
Carol Stream	comprehensive plan
Chicago Department of Transportation (CDOT)	downtown parking policy
Chicago Department of Housing and Economic Development (DHED)	West Pullman neighborhood plan
Cook County	Comprehensive Economic Development Strategy (CEDS)
Crete	comprehensive plan
Crystal Lake	transportation plan
DuPage County	sustainability plan
DuPage multijurisdictional housing group	Homes for a Changing Region
Franklin Park	comprehensive plan
Glenview**	natural resources plan
Governors State University**	green infrastructure plan
Harvard	comprehensive plan
Joliet	Chicago Street corridor plan
Kane County	Health Impact Assessment
Lake multijurisdictional housing group	Homes for a Changing Region
North Chicago	comprehensive plan
Oswego (with Montgomery and Yorkville)	shared services study
Park Forest	bicycle-pedestrian plan
Pingree Grove	comprehensive plan
Riverdale	land use plan
South Elgin	zoning
South Suburban Mayors and Managers Association (SSMMA)**	workforce study
South Suburban Mayors and Managers Association (SSMMA)	bicycle-pedestrian plan
Westchester	zoning
Winthrop Harbor	comprehensive plan
West Suburban Chamber of Commerce and Industry (WSCCI)	transit oriented development (TOD) and cargo oriented development (COD) plan
Zion	comprehensive plan

** Selection is conditional on finding suitable external funding to pursue these projects.

Not recommended:

Sponsor	Project
Algonquin	downtown redevelopment
Algonquin	unincorporated area plan
Braidwood	comprehensive plan
Broadview	corridor plan
Bronzeville Urban Development	brownfield site redevelopment
Brookfield	comprehensive plan
Chicago State University	presidential library
Developing Communities Project (DCP)	transit oriented development (TOD) plan
DuPage County	North Avenue corridor plan
Gilberts	comprehensive plan
Glen Ellyn	bicycle-pedestrian plan
Kendall County	financial assessment
LaGrange Park	Tax Increment Financing (TIF) analysis
Lake County Stormwater Management Commission	wetland restoration plan
McHenry County	Comprehensive Economic Development Strategy (CEDs)
Montgomery	subdivision ordinance
Montgomery	transit oriented development (TOD) zoning
Northbrook	bicycle-pedestrian plan
Northbrook Park District	wayfinding signage
Oak Park	bicycle-pedestrian plan
Oak Park	zoning
Old Mill Creek	sewer plan
Park Forest	market analysis
Prairie State College	environmental management plan
Round Lake Beach	bicycle-pedestrian plan
Southside Broadband Expansion Collaborative	community mapping
Thornton	comprehensive plan
Urban Innovation Center	transit oriented development (TOD) and cargo oriented development (COD) plan
Waukegan	bicycle-pedestrian connectivity
Waukegan	downtown and lakefront plan
Waukegan	lakefront connectivity
Wayne	zoning
West Central Municipal Conference (WCMC)	bicycle-pedestrian plan
Woodridge	youth community needs
Worth Township	roadway plan



MEMORANDUM

To: CMAP Board

From: CMAP Staff

Date: October 2, 2013

Re: Recommendation on Proposed Illiana Corridor

On April 10, 2013, CMAP received a formal request from the Illinois Department of Transportation (IDOT) to consider including the proposed Illiana Corridor -- a new tolled expressway -- as a fiscally constrained major capital project in the GO TO 2040 comprehensive regional plan and also to accelerate its construction. According to federal regulations, the IDOT Tier 2 Environmental Impact Statement (EIS) can only be completed if this proposed new highway facility is first approved as a GO TO 2040 major capital project.

In late July, CMAP staff released its [analysis](#) of the proposed facility, describing the project's status and evaluating it within the context of GO TO 2040 socioeconomic forecasts. That document also includes numerous links to IDOT and CMAP technical documentation. The Transportation Committee released it for public comment from August 2 to September 3. For the CMAP Board's September 11 meeting, public comments were summarized in a staff [memo](#), which includes categorized links to the comments themselves. Of the 965 public comments, 169 supported the proposed amendment and 796 opposed it. Those numbers do not include two petitions submitted in opposition, with more than 3,700 total signatures.

The CMAP Board and MPO Policy Committee will consider this amendment to the region's plan at their meetings on, respectively, October 9 and 17. CMAP's Transportation Committee (October 4) and the Regional Coordinating Committee (October 9) will also consider this plan amendment at their upcoming meetings. Because the Regional Coordinating Committee membership includes the co-chairs of CMAP's six working committees, CMAP staff has previously presented its analysis at the working committee meetings since July, which IDOT staff also attended to field questions.

GO TO 2040 Context

This document assesses whether the proposed Illiana Corridor is compatible with our region's policy-based goals as established in its GO TO 2040 comprehensive plan. Just under three years ago, the plan was approved unanimously by the CMAP Board and MPO Policy Committee after

extensive technical analysis, public outreach, and close deliberation between these and other committees, partners, and stakeholders.

The first of three recommendations in GO TO 2040's chapter on Regional Mobility is to "Invest Strategically in Transportation." This section of the plan guides the process to which our region has committed itself when considering proposed major transportation capital investments. It emphasizes maintenance and modernization of our existing system, performance-based funding, changes to public policy, and innovative strategies (including financing, pricing, and travel demand management) to improve mobility and increase transportation resources for metropolitan Chicago. The plan states that achieving a "world-class transportation system" requires improving, modernizing, and increasing service on existing assets, rather than building expensive new projects that may be difficult to finance, operate, and maintain over the long term.

GO TO 2040's Livable Communities chapter is also predicated on reinvestment in existing assets. It describes the problems created by several decades' development trends, most notably the outward expansion that has consumed vast amounts of land and requires considerable investments in water, wastewater, and transportation infrastructure. The Livable Communities chapter promotes development in existing communities that already have the infrastructure to support it.

Summary of the CMAP Staff Recommendation

The Illiana Corridor proposal is broadly incompatible with the overall goals and recommendations of GO TO 2040. Staff recommends that it not be added to the plan at this time.

While the GO TO 2040 plan acknowledges that some new transportation capacity is needed in northeastern Illinois, it strongly emphasizes that major capital projects require careful prioritization due to our region's widespread congestion problems, unsustainable historical growth patterns, and fiscal hardships plaguing the State of Illinois. Through the GO TO 2040 process, the region established a realistic set of high-priority transportation investments based on clear strategies for improving mobility, accessibility, and overall economic prosperity across the region. Inclusion of the Illiana Corridor on GO TO 2040's list of fiscally constrained projects would be inconsistent with the region's commitment to its own clearly established priorities.

For two reasons, the Illiana Corridor was not included as a priority project when GO TO 2040 was adopted. First, the plan noted that Illiana financing was uncertain. Second, the benefits and costs could not be estimated because IDOT had not chosen an alignment for the project's location prior to CMAP's adoption of the comprehensive regional plan.

Both these concerns are still quite real and must be addressed when considering whether the Illiana Corridor is now to be added as a GO TO 2040 priority project. Yet public information about the project's funding has not improved substantially since GO TO 2040's adoption, so its financing remains uncertain. And although a project alignment has now been selected, its

location in a rural area far from existing development would severely limit the facility's benefits.

This document emphasizes four specific issues that should be of particular concern to the CMAP Board and MPO Policy Committee as they consider whether to approve the proposed amendment as consistent with the GO TO 2040 plan:

- 1) **Financial Risk.** The proposed facility's estimated cost and potential financing structure expose the State of Illinois to extensive financial risk. The information provided to justify the project's financial viability has been incomplete and largely anecdotal.
- 2) **Contradictory Growth Assumptions.** To estimate performance of the facility, IDOT has used growth projections that are not consistent with GO TO 2040 forecasts, which are based on the need to direct investment toward existing communities. The IDOT forecasts essentially show what is likely to result if GO TO 2040 is not implemented, with negative impacts on livability, mobility, and natural resources.
- 3) **Unsubstantiated Economic Development Potential.** The proposed facility's ability to spur or support economic growth remains unclear because existing nearby development is minimal. The selected corridor alignment is not located near the existing residential and commercial centers to the north that are necessary for sustained job creation and economic development.
- 4) **Limited Benefits to Regional Mobility.** The proposed Illiana Corridor achieves negligible impacts on regional transportation performance, making it a lower priority than the planned GO TO 2040 investments that do address the region's congestion challenges.

The balance of this document will detail each of these four issues in turn.

Financial Risk

The proposed Illiana's estimated cost and potential financing structure expose the State of Illinois to considerable financial risk. In brief, the cost currently estimated by IDOT falls short of other comparable projects built recently both regionally and nationwide. Additionally, the information provided to justify the project's financial viability has been incomplete and largely anecdotal, with insufficient details available to reasonably include the project on the GO TO 2040 list of fiscally constrained projects. CMAP's planning-level analysis of the proposed facility's potential traffic volumes and hypothetical financing scenarios indicates the likely need for a significant public contribution -- from \$440 million to potentially over \$1 billion, depending on overall project cost and revenues -- to make the Illiana Corridor financially feasible for a public-private partnership (P3).

GO TO 2040 and Public-Private Partnerships

CMAP supports the appropriate use of P3s. GO TO 2040 recommended that broad authority be given to IDOT and the Tollway to enter into these agreements, but the plan also stated that these arrangements must be handled with a high degree of transparency and care. Among various P3 strategies, each has its pros and cons, and some can be extremely complicated and costly to enact. While the Illiana Corridor may benefit from the cost-saving aspects of P3s, the risk of projected traffic not materializing is significant. P3 bids will incorporate this risk by requiring public funds to fill revenue shortfalls.

National experience regarding P3s has been mixed. Toll road P3s predicated on growth in rural and exurban areas face particular difficulty in meeting traffic and revenue expectations. A number of new, exurban toll facilities in the U.S. have not generated the projected demand and therefore cannot meet debt service payments. Some of this struggle is related to the nation's slow recovery from the economic recession, but older projects have also experienced revenue difficulties that predate the recession.¹

Most fundamentally, there is no "free money." Private loans must be repaid, and private partners will require a reasonable rate of return for their investors.² To achieve these objectives, private partners will require a project of this type to generate a reasonable cash flow through tolling or public subsidy. Traffic levels must be projected conservatively many years into the future, and the financial underpinning of a project is based on these projections.

Project Cost

In the [July 2013 staff analysis](#) of the Illiana Corridor that was released for public comment, staff observed that the estimated cost of the proposed facility was low compared to other regional and national projects. This observation still stands. IDOT has published an estimated project cost of **\$1.25 billion**, of which the Illinois share would be **\$950 million**.³ According to the Tier 1 Record of Decision, the estimate includes costs for construction, utility relocations, right of way,⁴ mitigation, and engineering.⁵

IDOT has also recently provided revised cost estimates for three of the seven original interchanges and added two potential interchanges. Analysis of the alternatives recommended to be carried forward indicates a total cost increase of approximately \$70 million for these

¹ See related articles for the [San Joaquin Hills Toll Road](#), the [Dulles Greenway](#), the [Camino Colombia](#), and the [Southern Connector](#). Also, CMAP published a [policy update on toll road P3s](#) in March 2012.

² Analysis of other Toll P3 projects indicates that private toll operators expect to earn internal rates of return (IRR) as high as 11 to 12 percent before sharing profits with public entities. IRR is a private toll operator's expected return on their initial equity investment over the life of a project.

³ IDOT's presentation to the CMAP Transportation Committee on June 7, 2013, shows these cost estimates in terms of "year of expenditure" for the facility.

⁴ Land acquisition is currently included in the northeastern Illinois [FY 13-16 Transportation Improvement Program \(TIP\)](#) at \$10 million. A TIP change for an additional \$70 million in land acquisition has been submitted and will be considered for approval in October 2013.

⁵ Tier 1 Final Environmental Impact Statement, p. 4-18 (http://www.illianacorridor.org/pdfs/feis/section_04.pdf).

elements alone.⁶ Refinements to the Tier 1 design have also increased the local road crossings kept open from 19 to 26. Finally, the refined environmental impact analyses identified additional floodplain, wetland, park, residence, and farm impacts above those initially estimated in Tier 1. All of these items will add to the project cost.

CMAP's analysis showed that Illiana's per-lane mile cost in 2020 dollars would be \$8.1 million, compared to the recently constructed I-355 extension (\$18.9 million), the planned IL 53/IL 120 extension in Lake County (\$25.3 million), and other similar national projects (from \$12.9 million to \$37.1 million.) IDOT also provided CMAP with costs for two recent facilities in Illinois and Indiana. The Illinois facility is a recently let 6.5-mile section of the US 67 Corridor, and the Indiana example is the 26-mile "Section 3" of I-69 in Greene and Daviess counties. CMAP has reviewed both these projects, and neither provides a strong comparison to the Illiana. The referenced section of US 67 is only partially limited access, with one interchange and several at-grade intersections.⁷ Section 3 of I-69 in Indiana contains just 1.5 interchanges in 26 miles.⁸

Potential Private Financing Methods

IDOT and the Indiana Department of Transportation (INDOT) have begun to pursue a P3 for construction, operation, and maintenance of the Illiana Corridor. In public forums, IDOT officials have stated that two potential P3 models are under consideration. The first would be a more traditional full-concession model in which a private partner would design, construct, operate, and maintain the facility and be repaid through toll revenues. The second is an "availability payment" model, in which the public sector would pay a private concessionaire an agreed-upon sum (usually this is done via an annual outlay) over the period of a contract as compensation for design, construction, operations, and maintenance work.

Given the low projected traffic and the inherently higher risk associated with exurban toll facilities, P3 bidders will likely propose an availability payment model that puts taxpayers at risk to pay revenue shortfalls. Because the local road network is minimally congested, CMAP analysis indicates that tolls would divert approximately 40 percent of potential users from the facility. The presence of minimally congested alternative routes introduces significant risk into the tolling scenario and potentially increases risk to the public sector. In a P3 process, the methods and assumptions for estimating facility traffic, revenues, and costs must be transparent and conservative in order to best protect the public interest, particularly in an availability payment scenario.

Beyond these broad outlines of the desired P3 structures, CMAP has had access to little of the information necessary to fully analyze the facility's potential cost, financing plan, and resulting public costs. In its [August 2013 Illiana Fact Sheet](#), IDOT states that the Illiana "will generate sufficient toll revenue over the period to 2053 to repay the initial cost of the project AND the

⁶ CMAP analysis of [Appendix G](#) of the Tier 1 EIS and Appendix C of the Tier 2 [Alternatives to be Carried Forward Technical Memorandum](#).

⁷ CMAP review of the US 67 [letting](#) and [engineering plans](#).

⁸ More information on the I-69 project is available on the [project website](#), as is a map of [Section 3](#).

operation and maintenance costs of the facility for the term of the agreement.”⁹ IDOT has indicated that further information on the proposed P3 structure, tolling analyses, revised project cost estimates, operations and maintenance cost estimates, and financing analyses completed to date are not available at this time due to the confidentiality required for the P3 solicitation process. IDOT has noted that financial information will be provided to CMAP as it becomes publicly available.

Financial Analysis

In lieu of information from IDOT regarding the public cost of the Illiana under a P3 financing scenario, staff analyzed the potential revenue gap if the Illiana Corridor were built, financed, and operated by a private firm. What follows is a planning-level (not an investment-grade) analysis intended to provide more information and context to the discussion regarding potential public costs of the facility. CMAP staff analysis indicates a potential project gap (or required public subsidy) of between \$440 million and \$1.1 billion over the life of the facility across a range of private funding scenarios.

Similar to IDOT’s stated methodology, CMAP staff first determined what toll rates would maximize annual revenue on the facility based on how drivers value travel time savings.¹⁰ Both CMAP and IDOT analyses converged on approximately 20,000 to 25,000 vehicles per day under an optimized tolled scenario. An optimized scenario is the toll rate that maximizes revenue without diverting so many users from the facility that projected annual revenues fall. The CMAP optimized toll rate in 2018 is \$0.16 per mile for autos and \$0.36 per mile for trucks (in 2013 dollars). Toll rates are assumed to increase at an average of 2 percent per year to reflect inflation.

The analysis assumes utilization of a mix of private equity, private loans, and federal tools like private activity bonds (PAB) and TIFIA loans, both of which lower the cost of borrowing. It also accounts for initial construction costs, financing costs, and private sector return requirements. It assumes normal operations and maintenance costs, a range of typical interest rates, a mix of debt and equity similar to other recently-completed P3 toll projects, and a range of project costs and annual toll revenues.¹¹

⁹ See <http://www.illianacorridor.org/pdfs/illianakeyissuesfactsheet.pdf>.

¹⁰ For more on IDOT methodology, see page 18 of Tier 2 [Alternatives to be Carried Forward Technical Memorandum](#).

¹¹ The estimated Illinois portion of project costs was \$1.4 billion, \$1.1 billion, and \$950 million for the pessimistic, moderate, and optimistic scenarios. Tolling proceeds ranged from 80 percent to 120 percent of the forecasted optimized toll rates and revenues. Interest rates reflected average rates and spreads on similar toll PABs, current and three-year high TIFIA rates, and market interest rates. The optimistic scenario received the highest proportion of PAB and TIFIA funds, the moderate received 32 percent, and the pessimistic received 20 percent. Private equity ranged from 20 percent to 25 percent of project costs. Operations, maintenance, and capital improvement costs and schedules reflected those provided by IDOT for the update of the GO TO 2040 fiscal constraint and information specific to the Illiana in Tier 1 and Tier 2 documents.

Table 1. Project funding gap assuming private funding scenarios, 2018 dollars

	<i>Pessimistic Scenario</i>	<i>Moderate Scenario</i>	<i>Optimistic Scenario</i>
35-Year P3	-\$1,100 M	-\$710 M	-\$440 M

Source: Chicago Metropolitan Agency for Planning analysis. The estimated Illinois portion of project costs was \$1.4 billion, \$1.1 billion, and \$950 million for the pessimistic, moderate, and optimistic scenarios.

This analysis indicates that, over a 35-year timespan, the Illiana Corridor is unable to repay its initial debt, pay for annual operations and maintenance, finance required periodic capital maintenance expenditures, and meet private-sector return on investment requirements without public subsidy. The analysis above contemplates an up-front public contribution via a bond or grant, but this subsidy could also be made in the form of an annual availability payment. While optimistic scenarios include higher-than anticipated toll revenues, on-target construction and maintenance costs, and higher proportions of low-cost debt, some amount of public subsidy could still be required.

To date, IDOT has not publicly released any of the specific information about costs, revenues, or the specific structure of any potential agreements to enable a finer grained analysis of how the Illiana Corridor will be financed or how the nature of the proposed P3 would protect the public interest. CMAP's high-level analysis indicates the potential for significant public costs, which must be better understood before the project can be added to the fiscally constrained list of major capital projects. To date, insufficient information has been made available to indicate whether projections are reasonable and to what extent public subsidy will be required.

Contradictory Growth Assumptions

The growth projections underlying IDOT expectations of the facility's future performance represent a wholesale departure from GO TO 2040's policy of directing investment toward existing communities and thus establish an entirely new and different planning policy from what the CMAP Board and MPO Policy Committee approved in GO TO 2040. The GO TO 2040 forecasts were developed to ensure that transportation projects support specific regional goals. To the contrary, IDOT's forecasts essentially show what is likely to happen if GO TO 2040 is not implemented. CMAP's staff [analysis](#) from July summarizes differences between the two forecasts.¹²

GO TO 2040 focuses most infrastructure investment in and near existing communities, while recommending that growth in undeveloped areas be carefully targeted. In so doing, the plan directs resources toward solving the problems we have now -- such as linking people and jobs

¹² See [CMAP's Forecast Principles](#), which provide direction for forecast developers, users, and policy makers in using and interpreting the GO TO 2040 preferred scenario data.

while reducing congestion -- and avoiding the new problems created by outward metropolitan expansion. Over the long run, this approach lessens the need to expand infrastructure at the edge of the region, protects natural resources, and limits fiscal impacts to local governments. Because of this focused investment, existing communities become more attractive places to live and work. National and regional research shows that compact development patterns can significantly reduce the cost of local roads and other infrastructure, with the cost savings accruing to local governments and developers.¹³

CMAP's forecasts are a direct outcome of implementing the policies recommended in GO TO 2040. By contrast, IDOT's forecasts are an extrapolation of past suburban growth patterns, without recognition of current constraints posed by changing demographic preferences with regard to housing and commute choices, increasing fuel prices, and decreasing growth trends for vehicle miles traveled (VMT). The differences between the forecasts are significant, with more than twice as much of the region's population growth occurring outside existing communities under the IDOT forecasts.

Table 2. Build and no-build population forecasts by county

<i>County</i>	<i>Base, 2010</i>	<i>CMAP No-Build, 2040</i>	<i>CMAP Build, 2040</i>	<i>IDOT No-Build, 2040</i>	<i>IDOT Build, 2040</i>
Cook	5,148,673	6,239,232	6,240,455	5,774,388	5,770,755
DuPage	910,884	1,160,418	1,160,484	1,022,251	1,021,742
Kane	511,885	804,325	804,472	953,533	949,746
Kendall	114,574	207,802	207,812	262,442	261,379
Lake	698,616	971,048	971,084	941,616	940,042
McHenry	307,454	527,773	527,841	692,208	690,522
Will	671,260	1,217,973	1,223,571	1,366,659	1,371,468
Total	8,363,344	11,128,570	11,135,719	11,013,097	11,005,653

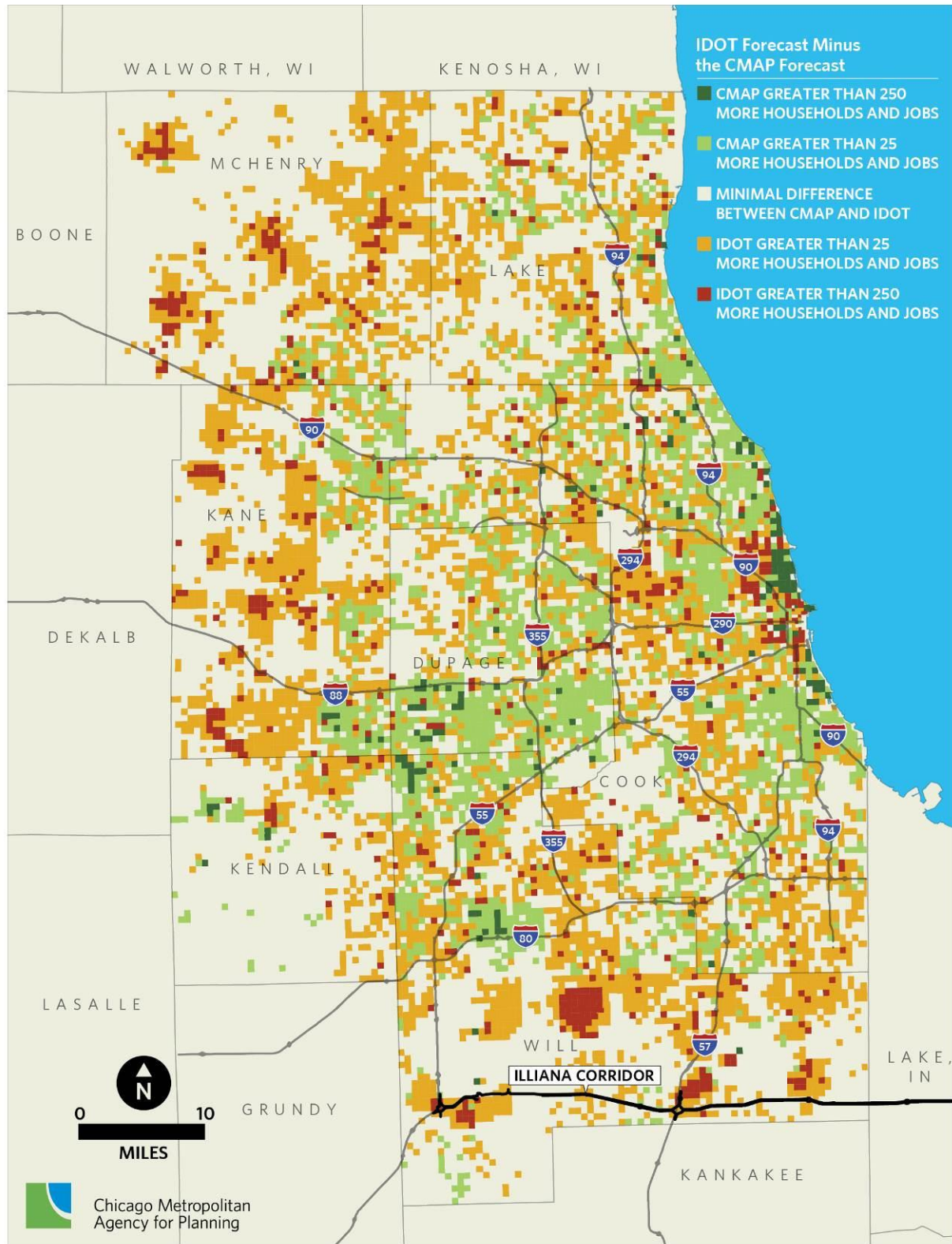
Source: Chicago Metropolitan Agency for Planning analysis.

To be clear, Table 2 shows that GO TO 2040 envisions considerable growth in Will County as a whole. In fact, it is projected to grow more on a percentage basis than any other county in the CMAP region between now and 2040. The difference is that in GO TO 2040 more of this growth occurs in and near existing communities in Will County rather than the rural southern part. As shown in the following map, less than a quarter of the population growth in Will County is projected to occur in the southern portion under GO TO 2040, whereas IDOT's forecasts have

¹³ For examples, see Mark Muro and Robert Puentes, "Investing in a Better Future: A Review of the Fiscal and Competitive Advantages of Smarter Growth Development Patterns," Brookings Institute Center on Urban and Metropolitan Policy, 2004.; Burchell et al., "Costs of Sprawl — Revisited," Transportation Research Board (National Academy Press, 1998) or Burchell et al., "Costs of Sprawl 2000," TCRP Report 39.

about half the growth occurring there. The Illiana is planned to serve a travel market that will be much smaller if the region is committed to the implementation of GO TO 2040.

Comparison of CMAP and IDOT Illiana build forecasts of households and jobs, 2040



Source: Chicago Metropolitan Agency for Planning analysis.

Focused investment in existing communities improves regional transportation system performance while also decreasing the environmental impact of regional growth. Table 3 summarizes the indicators already discussed in the [staff analysis](#). Overall automobile travel, as measured by VMT and vehicle hours traveled, would be lower with the development GO TO 2040 envisions than with the pattern of growth assumed by IDOT. The percentage of that travel under congested conditions would be lower as well, including truck traffic.

CMAP's analysis also suggests that the more compact GO TO 2040 growth pattern would have less effect on natural resources in the study area when compared to the IDOT forecasts' pattern. Under the IDOT forecasts, 70 percent more impervious surface would be added in the Illiana study area, and significantly affected watersheds would total nine more than in GO TO 2040. Similarly, potential impact on important regional natural resources identified by Chicago Wilderness in its Green Infrastructure Vision is almost double under the IDOT forecasts. Greenhouse gas emissions from the transportation sector and water use in the study area are also significantly higher than in GO TO 2040.

Table 3. Changes in regional indicators identified in GO TO 2040

Indicator	CMAP 2010 Base	CMAP No-Build	IDOT No-Build
Vehicle Miles Traveled (in thousands)	153,355	211,401	226,017
% Congested	5%	9%	14%
Vehicle Hours Traveled (in thousands)	4,528	6,632	7,252
% Congested	10%	20%	27%
Heavy Truck Vehicle Miles Traveled (in thousands)	24,040	37,547	40,284
% Congested	9%	12%	19%
Heavy Truck Vehicle Hours Traveled (in thousands)	222	425	440
% Congested	16%	29%	36%
Total Impervious Acres in Illiana Study Area	15,832	39,613	67,729
Number of Watersheds >10% Impervious	9	14	23
Households in Green Infrastructure Vision Area in Illiana Study Area	4,924	5,767	11,108
Water Use in Illiana Study Area (millions of gallons/day)	10.7	22.2	42
Annual CO₂ Emissions from Transportation Sector (million metric tons / year)	33.2	33.9	37.4

On these indicators, the impacts are mostly due to assumed regional growth in the no-build scenario, not to the Illiana, which is why only the no-build scenario is shown in Table 3. However, the expressway itself would also have environmental impacts. The Tier 1 EIS surveys these impacts at a high level, while the Tier 2 EIS will examine them in more detail.

The numerous impacts described by environmental groups in the public comment period are concerning. The proximity of the Midewin National Tallgrass Prairie creates the potential for

injury to wildlife and degradation of a unique landscape. Noise and traffic impacts are possible at the nearby Abraham Lincoln National Cemetery, and the conflicts between funerals and trucks on IL 53 are already an ongoing issue. Beyond this, environmental groups have noted the potential for impacts to several high-quality water resources, including the Kankakee River, Forked Creek, and others. A large proportion of the public comments CMAP received in opposition to amending GO TO 2040 to include the Illiana cited the potential for environmental damage.

To summarize, the Illiana does not support reinvestment within existing communities, and its traffic forecasts are predicated on growth patterns that contradict the GO TO 2040 forecasts. The proposed alignment for the Illiana is located 10 miles south of the urbanized area in a currently rural portion of Will County. IDOT forecasts significant development and congestion in southern Will County in 2040, but these forecasts represent a planning policy inconsistent with what the CMAP Board and MPO Policy Committee approved in GO TO 2040. If the region is committed to implementing GO TO 2040, then travel needs will be very different from what IDOT forecasts because the location and type of growth will be different. The Illiana is being planned for a future out of step with GO TO 2040.

Unsubstantiated Economic Development Potential

The proposed facility's potential to spur or support economic growth in this part of the region remains unclear given the minimal amount of adjacent development and the considerable distance between the selected corridor and the household and job centers to the north. The proposed Illiana alignment is located about 10 miles south of the bulk of the region's supporting businesses, labor pool, and transit networks that serve commuters. While GO TO 2040 anticipates considerable future employment growth in Will County, this growth is likely to be more intensive in the north rather than near this proposed corridor. The proposed Illiana Corridor would be a misplaced investment and a missed opportunity to catalyze and nurture the broad range of economic activities that are so vital to the region's future prosperity.

Future Employment

Regardless of where they occur, infrastructure projects are typically associated with short-term job creation, and IDOT predicts the Illiana Corridor will support 9,000 construction jobs.¹⁴ But beyond short-term employment, this project does not have the potential to spur or support the significant long-term economic development that results from congestion mitigation and access to new markets.

Will County has grown significantly over the last several decades. GO TO 2040 assumes a continuation of this trend with employment increasing nearly 140 percent and population increasing more than 80 percent between 2010 and 2040. As stated above, CMAP's projections show growth in the county's population centers far to the north of the facility rather than adjacent to the corridor. In terms of the proposed facility's direct impact on long-term jobs,

¹⁴ See IDOT Illiana Corridor proposed amendment at <http://cmap.is/1b6DkTx>.

CMAP estimates a modest net regional employment gain of 3,800 in northeastern Illinois for the year 2040, compared to a no-build forecast. Due to the location of the Illiana Corridor, approximately three-quarters of this gain would accrue to Will County. On the other hand, IDOT estimates a net job loss to the region of nearly 9,000 jobs, though it assumes a net job gain outside the region, in Kankakee and Grundy counties and northwestern Indiana.¹⁵

Regional Freight and Logistics Activity

Freight is a critical industry in metropolitan Chicago. The overall regional freight cluster (which includes customer and support industries) comprises 4 percent of the region's private sector employment, and over a quarter of all the region's jobs are in industries directly tied to freight.¹⁶ The CMAP [freight cluster drill-down report](#), released in June 2012, summarizes a number of challenges and opportunities faced by the cluster across the areas of infrastructure, innovation, and workforce. That report recommends targeted investments in infrastructure, workforce, and economic development to bolster this regional competitive advantage.

The growing intermodal base in Will County represents a relatively small component of this large and thriving regional industry cluster. The most recent available data show that metropolitan Chicago had an estimated 6.8 million intermodal lifts in 2011. The two intermodal facilities in Will County (BNSF's Logistics Park in Elwood and UP's Joliet Intermodal) contributed 1.2 million lifts, or 17.7 percent of all lifts in metropolitan Chicago.¹⁷ In other words, 82 percent of all lifts occurred outside of Will County, so while Will County is an important node, it is not the dominant portion of the freight system.¹⁸

The following map depicts freight cluster employment by zip code in the CMAP region. While northern and western Will County have a moderate concentration of freight employment, freight employment and facilities remain most concentrated in other areas of the region, particularly central Cook, south Cook, and the O'Hare area, including northeastern DuPage County.

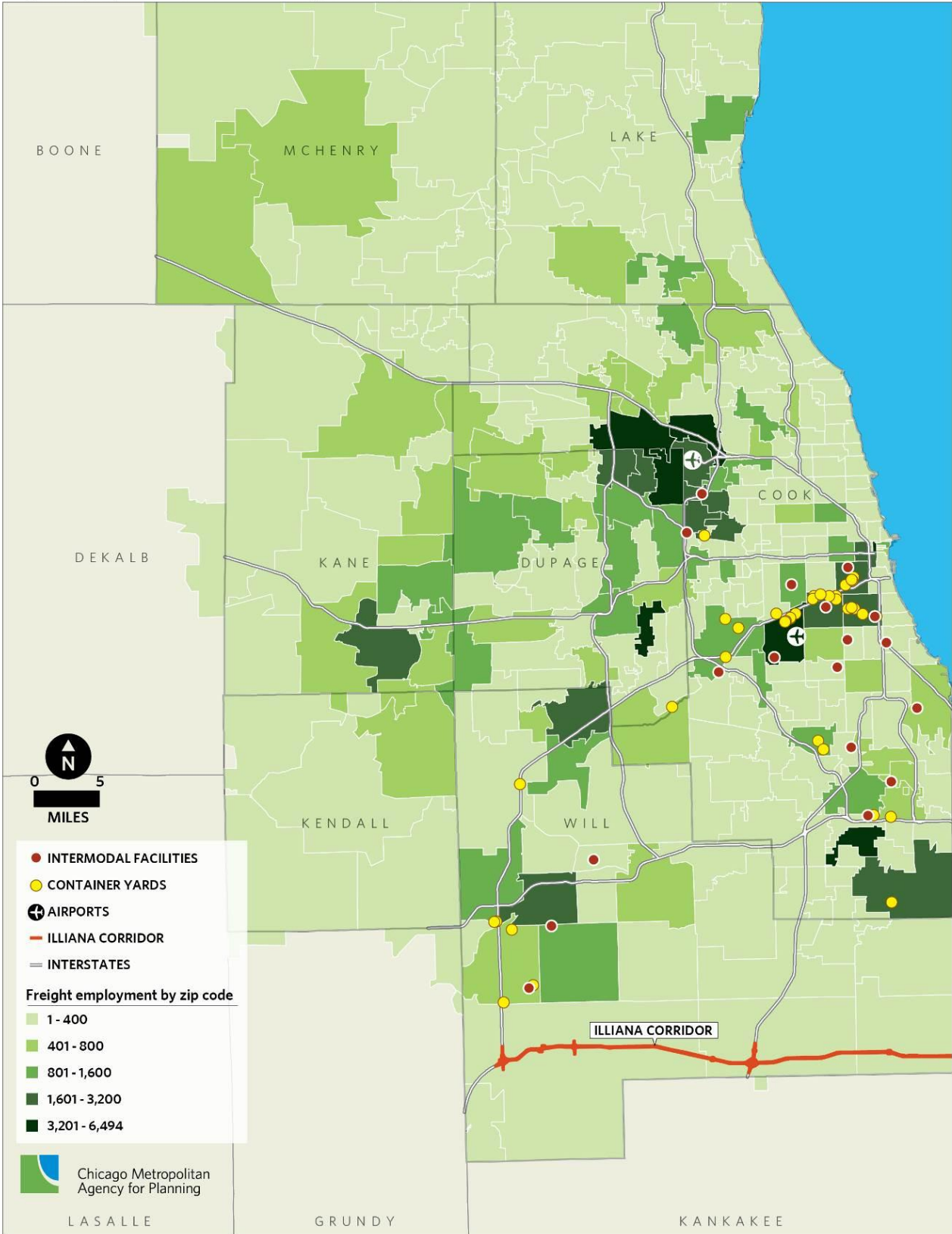
¹⁵ See the July 2013 [staff analysis](#) of the Illiana Corridor.

¹⁶ CMAP analysis of Economic Modeling Specialists, Inc. (EMSI) data.

¹⁷ The CN Joliet Intermodal, located north of Interstate 80, opened in 2013. CMAP does not have access to recent data about intermodal lifts from this facility.

¹⁸ Chicago Intermodal Facility Lift Counts and Regional TEU Estimate, Revised October 2012. Source: CMAP, Railroad Companies, Surface Transportation Board.

Major employment centers of the regional freight cluster, 2013



Source: Chicago Metropolitan Agency for Planning analysis.

As shown in the following map, much of the county's freight and logistics facilities -- including the existing Elwood Intermodal facility and the proposed Crete Intermodal facility -- are located more than five miles from the proposed Illiana Corridor. The location of the planned Ridgeport Logistics Park, while potentially benefiting from the Illiana, has already been chosen as directly adjacent to I-55. Intermodal facilities in the region are located an average 2.4 miles from expressway entrances, and both of the recently developed Joliet intermodal facilities benefit from existing access to I-80 and I-55.¹⁹ Overall, most existing and proposed intermodal facilities in Will County are located closer to existing expressway interchanges than they would be to the Illiana.

Proposed Illiana Corridor with existing and planned intermodal facilities



Source: Chicago Metropolitan Agency for Planning analysis.

¹⁹ CMAP staff used Intermodal Terminal Association of Chicago data on intermodal facility locations, the CMAP travel model network, and ESRI network analyst to calculate the distance on the road network from each active and planned intermodal facility to the closest expressway entrance.

Gross Regional Product

A new expressway is typically associated with higher economic output, driven in large part by the long-term gains in efficiency due to shorter travel times and better market access. Based on analysis using economic impact software, CMAP estimates the Illiana would increase gross regional product (GRP) by \$425 million in 2040, compared to a no-build scenario.²⁰ This number is largely driven by one main factor, improvements to market access, a common impact from the construction of brand new expressways. As the Regional Mobility section of this analysis will demonstrate, CMAP's analysis shows that the Illiana Corridor will have no significant impact on regional travel performance. For additional perspective, CMAP also ran these numbers for the two major new expressway projects already included in GO TO 2040: the Central Lake County Corridor (IL 53/IL 120) and the Elgin O'Hare Western Access project.²¹ The analysis indicates that the Illiana provides a smaller GRP impact (\$425 million) compared to these projects (\$1.2 billion and \$600 million respectively.)

Table 4. Impact on gross regional product (GRP) by Illiana Corridor, Elgin O'Hare Western Access, and Central Lake County Corridor, 2040

Facility	Additional GRP, 2040
Illiana Expressway	\$425 M
Elgin O'Hare Western Access	\$600 M
Central Lake County Corridor (IL 53/IL 120)	\$1,200 M

Limited Benefits to Regional Mobility

The proposed Illiana Corridor achieves negligible impacts on regional transportation performance, making it a lower priority than the planned GO TO 2040 investments that do address the region's congestion challenges. GO TO 2040's recommendation to implement performance-based project selection, as well as its emphasis on maintenance and modernization of the existing system, establish a high threshold for the construction of a new expressway. Furthermore, examination of recent congestion and reliability data on other regional expressways reinforces that the existing recommended improvements in GO TO 2040 should remain the region's highest priorities.

²⁰ Please see the July [staff analysis](#) of the Illiana Corridor for further detail.

²¹ During the run up to GO TO 2040, the Elgin O'Hare Western Access was analyzed as three separate projects (improvements to the existing Elgin O'Hare, the Elgin O'Hare east extension, and the western bypass/access). This analysis forecasts GRP for the entirety of the Elgin O'Hare Western Access, rather than its discrete subcomponents.

The Importance of Setting Regional Transportation Priorities

GO TO 2040 states that "the region needs to get more serious about setting priorities for how existing transportation resources are spent."²² To do so, the plan recommends that state and regional decision makers should use performance-driven criteria when making investment decisions. One year ago, the CMAP Board and MPO Policy Committee reaffirmed this policy direction through their [unanimous approval of a staff recommendation](#) to advance performance-based funding for transportation projects in Illinois. To date, there has been no movement toward the region's request that the State form a technical advisory group for implementing performance-based funding.

GO TO 2040 recommends a focus on maintaining the existing system first, and using most of the region's limited remaining resources to modernize the system. The plan also identifies a short list of major capital investments to expand the capacity of regionally significant transportation facilities, although GO TO 2040 emphasizes that these projects should be a lower priority than other activities. These major projects comprise only a small portion (less than 3 percent, totaling \$10.5 billion) of the plan's overall "fiscal constraint," which was developed by estimating available transportation revenues and expenditures over the next 30 years. Because the region has only limited dollars to spend on transportation, GO TO 2040 requires a commitment to the paramount importance of prioritizing the projects with the greatest benefits.

To ensure better system continuity, the only two GO TO 2040 major capital projects that are new expressways -- the Central Lake County Corridor (IL 53/IL 120 extension) and Elgin O'Hare Western Access -- are extensions of the existing system. The plan also recommends the implementation of managed lanes and/or multimodal corridors as innovative solutions for improving mobility on I-55, I-90, and I-290, the most heavily traveled expressways in the region. To move forward on this objective, CMAP staff recently initiated a [congestion pricing campaign](#) to educate the region about the benefits of providing new choices for motorists.

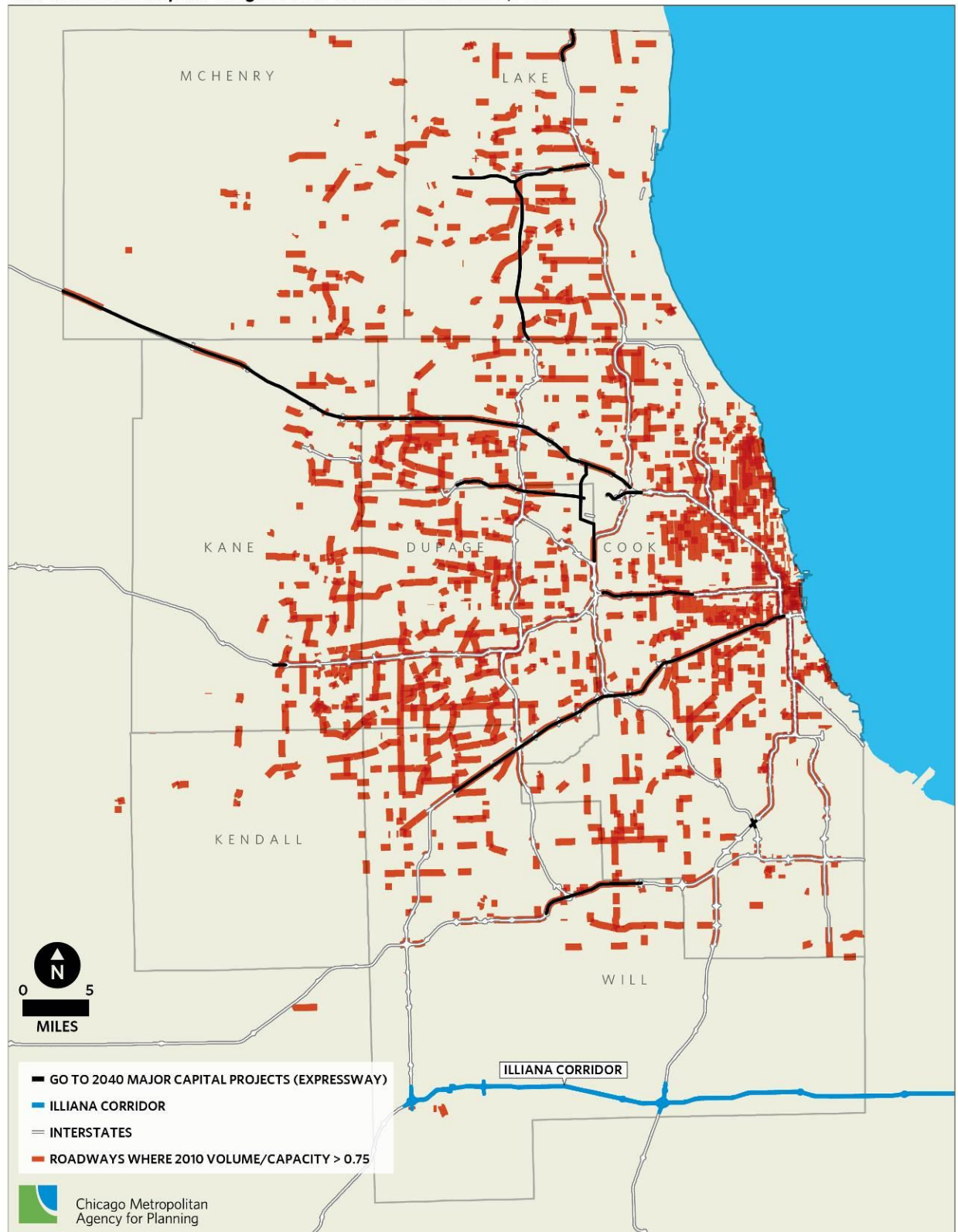
Negligible Benefits to Regional Congestion Challenges

Highway expansion projects are most appropriate where there is pervasive existing congestion, as occurs in developed parts of the region. The Illiana Tier 1 EIS states that the project's purpose and need is to "alleviate local system congestion and improve local system mobility."²³ As the following map makes evident, however, the Illiana is not being proposed in an area that suffers from heavy congestion. The red areas show where traffic volume is estimated to be at least 75 percent of capacity; major congested areas are well to the north of the corridor. The Illiana would not relieve significant existing congestion in Illinois. By contrast, drivers in central Lake County and the area west of O'Hare see heavy traffic, and both would experience relief from new highway projects proposed in GO TO 2040 (the Central Lake County Corridor and the Elgin O'Hare Western Access projects, respectively).

²² GO TO 2040, p.259.

²³ [Illiana Corridor Project Tier One EIS and Record of Decision](#), p. 1-8.

Current afternoon peak congestion in northeastern Illinois, 2010



Source: Chicago Metropolitan Agency for Planning analysis.

Besides serving a local travel market, a major stated purpose of the Illiana is to provide a bypass for congested facilities in the study area. IDOT and INDOT's documentation states that "the transportation benefit of the Illiana Corridor is based on improving mobility by serving the longer distance trips that previously used the Study Area arterial network and congested east-west facilities, such as the I-80 corridor."²⁴

However, the Illiana would not serve this function well. It would be located approximately 12 to 19 miles south of I-80, the road it is intended to bypass.²⁵ CMAP's analysis of regional congestion impacts indicate that, while I-80 may see some minor improvements from the addition of an untolled Illiana (as considered in the EIS), the benefits will be limited. The imposition of a toll on the Illiana is estimated to divert as much as 40 percent of the potential traffic from the facility, further limiting its potential to perform as a true bypass.²⁶ Furthermore, it should be pointed out that although I-80 experiences congested conditions and reliability issues, these problems are considerably less severe than on some of other major regional expressways recommended for improvements in GO TO 2040, including I-290 and I-55 as shown in Table 5. Other projects should have priority over a bypass of I-80.

Table 5. Average travel speed on major facilities

Facility	Road Segment	Length	Average Speed during Peaks	
			Typical Day	Bad Day
I-290	Canal Street to Wolf Road	14 miles	31 MPH	20 MPH
I-55	Lake Shore Drive to I-294	18 miles	39 MPH	25 MPH
I-80	I-294 to US 45	10 miles	51 MPH	42 MPH

Source: Chicago Metropolitan Agency for Planning. The above data from 2011 are calculated from regional intelligent transportation systems (ITS) sensor data that monitor travel conditions on the region's major expressways during the morning and afternoon peaks. Each facility enjoys free flow speeds of about 60 mph. "Bad days" show average speeds at the 95th percentile. Data for Kingery Expressway portion of I-80/I-94 are not available because of sensor issues.

²⁴ Alternatives to be Carried Forward, Technical Memorandum, Illiana Corridor Tier Two Environmental Impact Statement, p.83.

²⁵ Distances from the Illiana Expressway to I-80 are as follows: I-57 (19 miles), I-55 (12 miles), I-65 (17 miles), State line (18 miles).

²⁶ On p. 82 of the Tier Two Alternatives to be Carried Forward document, IDOT and INDOT base 2040 bi-directional average daily traffic numbers on a tolled Illiana facility carrying an assumed 40 percent of the traffic, or 60 percent less, than the traffic of a non-tolled Illiana facility.

Conclusion

IDOT's proposal is to add the Illiana Corridor -- a new tolled expressway project -- as a GO TO 2040 major capital project and also to accelerate its construction. Our region receives limited resources for transportation, and the probability that a public subsidy would be required in the early years of a P3 deal means this aggressive schedule would likely prioritize implementation of Illiana at the expense of the existing projects in the comprehensive regional plan. Given the Illiana's limited impact on regional transportation performance, CMAP staff does not believe this project merits designation as a regional priority.

As demonstrated in this document and accompanying analysis, the facility poses a considerable financial risk because its currently estimated cost falls short of other comparable recent projects both regionally and nationwide. Because available public financial information is incomplete and largely anecdotal, its viability remains uncertain. For this reason, it was not included in the original GO TO 2040 list of fiscally constrained projects, and because that financial uncertainty remains, the Illiana Corridor should not be added as an amendment to the plan.

This document also shows how the project is based on growth assumptions that contradict GO TO 2040 policies that direct investment toward existing communities. To approve the Illiana Corridor project would be a detour around regional planning policy that the CMAP Board and MPO Policy Committee approved in GO TO 2040.

The facility's long-term economic benefits are unsubstantiated. Existing nearby development is minimal, and the selected corridor is far from current residential and commercial centers to the north that are necessary for sustained job creation and economic development.

And finally, the Illiana Corridor proposal has negligible mobility benefits. In contrast with the major capital projects -- primarily extensions of existing facilities -- that were identified as high-priority investments to address regional congestion challenges when GO TO 2040 was adopted just under three years ago, the priority of pursuing the Illiana project should remain low.

At its core, GO TO 2040 emphasizes the importance of basing investment decisions on performance-driven criteria. This was reaffirmed one year ago when the CMAP Board and MPO Policy Committee unanimously approved a staff recommendation to advance performance-based funding for transportation projects in Illinois. Rather than step away from that conviction, our region must renew its commitment to prioritizing projects on the basis of their regional benefits. This fundamental policy is essential to implementing GO TO 2040 and therefore to achieving sustainable prosperity and quality of life for decades to come.

ACTION REQUESTED: At the request of the Illinois Department of Transportation, amend the GO TO 2040 comprehensive regional plan to include the proposed Illiana Corridor as a fiscally constrained major capital project.

STAFF RECOMMENDATION: Do not amend GO TO 2040.



Illinois Department of Transportation

Division of Highways / Region 1 / District 1
201 West Center Court / Schaumburg, Illinois / 60196-1096
Telephone 847/705-4000

ILLIANA CORRIDOR FISCAL CONSTRAINT DEMONSTRATION FOR INCLUSION IN THE FISCALLY CONSTRAINED CMAP GO TO 2040 COMPREHENSIVE REGIONAL PLAN

September 27, 2013

I. Introduction

The purpose of this document is to demonstrate how the Illiana Corridor Project meets the fiscal constraint requirements for amending the project into the fiscally constrained Chicago Metropolitan Agency for Planning (CMAP) GO TO 2040 Comprehensive Regional Plan. This is intended to fulfill IDOT's commitment to provide additional financial information that became available since the April 8, 2013 request for the inclusion of the Illiana Corridor Project as a fiscally constrained major capital project in the GO TO 2040 Plan.

The Illiana Corridor Project has been a great success thus far, representing a bi-state partnership between the Illinois Department of Transportation (IDOT) and the Indiana Department of Transportation (INDOT), as well as two Federal Highway Administration (FHWA) division offices, all of the bi-state region's environmental regulatory agencies, and numerous stakeholders across the 900-square mile study area. The planning work for the Illiana Corridor Project encompasses an unprecedented level of stakeholder participation, technical expertise, and agency oversight. As part of this coordination effort, INDOT has also issued a formal request to the Northwestern Indiana Regional Planning Commission (NIRPC) to include the Illiana Corridor as a fiscally constrained major capital project in the 2040 Comprehensive Regional Plan. INDOT will submit a document similar to this one to NIRPC to demonstrate that the Illiana Corridor meets fiscal constraint requirements.

The implementation of the Illiana Corridor Project will rely upon a public-private partnership (P3) which will allow access to private equity capital to finance the project. This will be particularly helpful since the Illiana Corridor will indirectly rely on a toll-based revenue stream, State contributions, and alternative delivery funding to support the full amount of the upfront capital investment. The P3 will accelerate the delivery of the Illiana Corridor by securing much of the upfront capital necessary to construct the project all at once, rather than in stages. The P3 will mean the difference between delivering the Illiana Corridor and having no project at all. The Illiana Corridor will also utilize a combination of conventional (federal, state and local) funding resources in addition to the innovative financing techniques included in the P3.

Following a brief background section and a summary of anticipated project costs, this document provides a synopsis of the potential sources of funding that the State of Illinois expects could be utilized in some combination to meet the currently anticipated funding needs for the Illiana Corridor. At this time, these potential funding sources and financing mechanisms are projected to be available in the amounts and at the times needed to complete construction of and operate and maintain the Project.

It should be emphasized that this document does not represent a formal financial plan for the Illiana Corridor Project. As the project's financial structure is still being analyzed and developed, it does not include the full range of potential funding and financing strategies that could be considered as part of the development of the project. In addition, a P3 procurement process has been initiated by IDOT in conjunction with INDOT. As such, detailed financial information needs to remain confidential in order to not jeopardize the P3 procurement process and to ensure competition and innovation among the potential bidders. The information provided in this document is intended to demonstrate that the Illiana Corridor meets the fiscal constraint requirements for the long range transportation plan, which includes the project cost estimate and the funding resources that can reasonably be expected for the project.

II. Background

The Illiana Corridor Project is a proposed 47-mile long east-west limited access highway between I-55 in Illinois and I-65 in Indiana located in Will County, Illinois and Lake County, Indiana. On June 9, 2010, the Governors of Illinois and Indiana signed a Memorandum of Understanding (MOU) for a mutual commitment to the project by both states. In April 2011, IDOT and INDOT initiated the Illiana Corridor Study as a tiered environmental impact statement (EIS). Approval of the single document Illiana Corridor Tier One Final EIS and Record of Decision (ROD) was received in January 2013. The preparation of the Tier Two EIS is currently underway, with approval of the Tier Two Final EIS/ROD expected in March 2014.

With the completion of the Tier One EIS and receipt of a ROD, sufficient justification is now available to include the project on the fiscally constrained project list in the CMAP GO TO 2040 Plan. The Illiana's preferred corridor and cost estimates have been developed. To proceed with identification of potential private funding sources, it is now necessary to include the Illiana Corridor in the GO TO 2040 Plan as a fiscally constrained major capital project so that IDOT can receive a Tier Two ROD, thereby allowing IDOT to continue the P3 procurement process by releasing the Request for Qualifications (RFQ), and ultimately the Request for Proposals (RFP).

Risk is a key component in pricing of a concessionaire's P3 bid. In order to minimize the potential risks and overall uncertainty regarding the project's approval, the Illiana project is required to be included in the long-range transportation plan to allow for the issuance of a federal ROD and to maintain the momentum of the P3 process. IDOT and INDOT are planning to release the RFQ this fall. In order for the States to reasonably release the RFQ and attract as many potential concessionaire teams as possible, it is essential that risk and uncertainty be

minimized. One of the benefits of the P3 process is the expediency in project delivery and the resulting cost savings that can occur from a shorter implementation timeframe. Further, adherence to the current Tier Two Record of Decision schedule and anticipated RFQs and RFPs from a greater array of bidders may ultimately result in lower project costs as current interest rates are expected to increase over time for various financing options, including TIFIA loans, should interest rates continue their current upward trend.

For these reasons, IDOT, in a letter from the Secretary dated April 8, 2013 requested amending the CMAP long range transportation plan to include the Illiana Corridor at the October 2013 meeting of the MPO Policy Committee, which is the designated metropolitan planning organization (MPO) for the northeast Illinois region.

III. Project Costs

A summary of the currently available project cost estimates for the Illiana Corridor are provided below.

A. Project Development and Construction Costs

As part of the Illiana Corridor Project, IDOT and INDOT have developed a cost estimate based on quantity takeoff using concept plans and unit prices developed from recent bid prices in Illinois and Indiana. The cost estimate is periodically updated as the overall scope and project-specific design elements are better defined during Tier Two. As part of the ongoing Context Sensitive Solutions (CSS) process being utilized for the Illiana Corridor project, two additional interchanges (Wilton Center Road and IL-50) were added to the project, as well as 17 additional cross-road connections that were not assumed during Tier One. In addition, IDOT has expanded the scope of the Tier Two EIS to include the I-55 at Lorenzo Road Interchange Project to ensure that FHWA Logical Termini requirements are met, given its close proximity to the I-55/IL-129 Interchange where the Illiana Corridor connects with I-55.

In August of 2013, the FHWA conducted a major independent project cost review of the Illiana Corridor Project cost estimate. Their cost review included all aspects of the cost including construction, land acquisition, utility relocations, and engineering/construction oversight. The FHWA cost estimate also included past expenditures for the Phase 1 study that were not included in IDOT's Illiana Corridor Project cost estimate. Based on the latest Tier Two cost estimate, FHWA, IDOT, and INDOT anticipate the total cost to be approximately \$1.5 billion. Since this includes about \$60 million in previously programmed costs associated with the preliminary engineering and environmental studies (Phase 1), as well as about \$140 million in costs previously programmed for the I-55 at Lorenzo Road and IL-129 improvements project, the programming requirement for the Illiana Corridor Project is \$1.3 billion. The Illinois contribution to the project is expected to be approximately \$1 billion. This would include the construction cost, land acquisition, utility relocations, and engineering/construction oversight costs for the project.

Illiana Cost Estimate (YOE \$ millions)	
Preliminary Engineering and Environmental Studies*	\$60
I-55 at Lorenzo Road and IL-129 Project*	\$140
Illiana Tier Two Cost Estimate	\$1,300
Total Project Cost Estimate	\$1,500

*Currently included in the IDOT Multi-Year Program

Therefore, the IDOT cost estimate of approximately \$1 billion for Illinois' share of the Illiana Corridor has been substantiated through refined engineering and confirmed through an independent FHWA project cost review.

It should be noted that the current Tier Two cost estimate presented above will be continuously refined and is subject to change. This cost estimate does not include any potential cost savings that could result from innovative design and construction techniques and life cycle cost efficiencies that may be employed by a P3 concessionaire.

B. Operations and Maintenance Costs

In addition to the development and construction costs summarized above, the project must account for reasonably anticipated operations and maintenance costs. These costs include routine facility operations and maintenance costs, major maintenance requirements, and toll operations costs. These cost items were incorporated into IDOT and INDOT's financial study, and the results showed that operations and maintenance costs would be covered by reasonably available resources.

IV. Funding and Financing Approach

In accordance with the Moving Ahead for Progress in the 21st Century (MAP-21) FHWA guidance on public private partnerships as it relates to fiscal constraints, revenue forecasts that support a Statewide Transportation Improvement Program (STIP), metropolitan transportation plan, or a metropolitan Transportation Improvement Program (TIP) may take into account new funding sources and levels of funding not currently in place, but which are "reasonably expected to be available." The MAP-21 FHWA guidance further indicates that both public and private sources of funding are to be reflected in the financial information and financial plans that support the STIP, metropolitan transportation plan, and TIP. This includes P3s, and like any other transportation project, the funding sources associated with financing a particular P3 project, such as the Illiana Corridor, generally are to be "reasonably expected to be available."

A P3 project may be "reasonable" if there are clear expressions of support by the Governor and/or other appropriate local/regional decision makers and a strategy exists for securing necessary approvals within the time period for implementing the project. On June 9, 2010, the Governor of Illinois signed legislation authorizing IDOT to "enter into one or more public private agreements with one or more contractors to develop, finance, construct, manage, or operate the Illiana Corridor on behalf of the state." This constitutes clear expressions of support by the

Governor and decision makers and the current Illiana Corridor schedule and NEPA process marks a strategy for securing necessary approvals within the time period for implementing the project. The Illiana Corridor Act (Public Act 096-0913) and the Indiana Senate Enrolled Act No. 382 allow a collaborative planning effort for a new interstate highway between I-55 in Illinois and I-65 in Indiana. Both states can now enter into P3s with one or more private entities to develop, finance, construct, manage, and/or operate the Illiana Corridor.

IDOT and INDOT have initiated a P3 procurement process. On May 29, 2013, a “Request for Information Regarding an Innovative Project Delivery Approach for the Illiana Corridor Project Cooperatively Between the Illinois Department of Transportation and Indiana Department of Transportation” was issued. The purpose of the RFI was to provide an opportunity to receive industry feedback prior to and at the Illiana P3 Industry Forum and associated one-on-one meetings with industry participants on June 24 and 25, 2013. Governors Pat Quinn of Illinois and Mike Pence of Indiana gave the keynote addresses at the Illiana P3 Industry Forum and stressed the importance of this project to both states. A total of 15 potential proposers expressed interest in the project. The current P3 procurement schedule includes the release of a RFQ in fall 2013, the release of a RFP in winter 2013/2014, and commercial close in fall 2014. It should also be noted that the use of P3s is strongly supported in the CMAP GO TO 2040 Plan.

IDOT and INDOT have evaluated a wide range of potential funding and financing strategies for implementing the Illiana Corridor Project. The states anticipate that a P3, in the form of a design-build-finance-operate-maintain (DBFOM) contract will be used, where responsibilities for designing, building, financing, operating, and maintaining are bundled together and transferred to private sector partners. There are a wide variety of DBFOM agreements, especially in the degree to which financial responsibilities and risks are actually transferred to the private sector. All DBFOM projects are partly financed by concessionaire debt, which can be partially or fully backed by new revenue streams generated by the project. Toll revenues from the Illiana Corridor will be used to pay availability payments to the concessionaire. The use of tolls is consistent with the CMAP GO TO 2040 Plan user pays goal. Toll revenues are often supplemented by public sector subsidies in the form of upfront construction payments, right-of-way acquisition, or through payments made to the concessionaire during the operating period based on availability and overall performance of the facility (availability payments).

A. Alternative Funding and Financing Sources

Based on the established project implementation timeframe (open to traffic in 2018), and given the limited availability of public funds within IDOT’s multi-year programs, alternative funding sources will need to be pursued in financing the Illiana Corridor Project. Alternative funding sources may include, but are not necessarily limited to:

- Private financing through a P3, with toll revenues providing one of the sources of funds for IDOT payments to the private partner
- Public-sponsored tolling (via authorities that now exist under both Indiana law and Illinois law)

- Potential development-related private financial participation
- Other dedicated state and local funding sources, such as transportation-related fees or other revenue measures

In addition to these alternative funding sources, the financing approaches to be considered in conjunction with P3s include:

- Federally-supported borrowing such as via the Transportation Infrastructure Finance and Innovation Act ("TIFIA") program
- Private activity bonds ("PABs") as part of a public-private partnership approach
- Equity investment by investors.

These and any other appropriate financing approaches will be considered to meet the cash flow demands of the Illiana Corridor, and the ability to generate cost savings and/or expedited project delivery.

In recognition of these financial conditions, Illinois and Indiana signed a MOU in June 2010 concerning their mutual objective to investigate all options available to finance the Illiana Corridor as a P3. Both states also previously passed enabling legislation to allow for P3 agreements between Illinois and Indiana and one or more private entities to design, build, finance, operate, and maintain the Illiana Corridor. A well-structured P3 agreement can reduce demands on constrained public budgets, help ensure timely project delivery, as well as result in lower life-cycle costs of the project in the long run in case a long-term concession agreement is considered. The inclusion of funding for preliminary engineering in their current respective programs, the MOU, and the P3 legislation demonstrate the intent of the states' to use tolling as a delivery mechanism and to provide some portion of financing for the Illiana Corridor. An additional consideration is the importance of demonstrating financial commitment in order for the MPOs to adopt the Illiana Corridor into their fiscally constrained plans.

Net Project Revenues from Tolling. IDOT and INDOT estimated toll rates for the Illiana Corridor Project based on revenue maximization; the actual toll rates may vary depending on toll policy; commercial delivery approach; and concessionaire's terms, conditions, and proposals. Conservative assumptions for traffic retention of 30% to 60% under a tolled traffic scenario were used. Significant additional analytical effort is underway and will continue to be carried out by the states and appropriate advisors, to develop further both the potential tolling scenarios and associated revenue estimates. Key assumptions, for the limited purpose of this narrow demonstration exercise, include:

- Tolled facilities and timing — The current estimate is based only on a single scenario: tolling the Illiana Corridor once it is open to traffic, anticipated to be in 2018. Other scenarios are currently under consideration as well. The scenario presented is a reasonably available funding approach for the limited purpose of the required fiscal constraint demonstration and is based on currently available information.
- Allocation of operations and maintenance costs — For the purpose of this demonstration, it is assumed that operations and maintenance costs, along with debt service, are included in

the concessionaire's availability payments. These operations and maintenance cost estimates, including both toll fixed operations and routine facility operations and maintenance, are based on an analysis of existing Illinois and Indiana public and private toll road operations and best practice lifecycle cost assumptions.

Availability payments are assumed to include payment for the P3 concessionaire's initial capital costs, financing costs, equity return, operations and maintenance costs, and long-term capital replacement costs for the project throughout the projected P3 concession term. While project toll revenues during the initial period of the Illiana are projected to be less than the annual availability payments, eventually projected toll revenue is forecasted to be greater than the annual availability payments. It is projected that the Illinois portion of total toll revenue will be in the range of \$2.4 billion to \$3.8 billion (year-of-expenditure/outturn/nominal) over the life of the P3 term assumed to be 2018-2053 (based upon high and low value of time sensitivities applied to the base traffic and revenue forecast and Moody's Chicago region CPI forecast). **Over the life of the P3 term, on a year-of-expenditure basis, it is projected that in aggregate, the Illinois net toll revenue will exceed the availability payment costs.**

Additional State and Locally-Generated Revenues. The financing approaches to be considered include using a P3 structure to access the following: (i) federally-supported borrowing such as via the Transportation Infrastructure Finance and Innovation Act ("TIFIA") program, (ii) private activity bonds ("PABs"), and (iii) equity investment. These and any other appropriate financing approaches will be considered in the context of each state's overall transportation programs, the cash flow demands of the Project relative to these programs, and the ability to generate cost savings and/or expedited Project delivery.

Indiana has a successful history of using a range of alternative funding sources and financing techniques for the development of their transportation infrastructure. Indiana maintained the 157-mile Indiana Toll Road connecting the Chicago Skyway with the Ohio Turnpike for 50 years, periodically using the proceeds of toll-revenue bonds for necessary expansion and maintenance projects. In 2006, Indiana completed a successful public private partnership transaction with a private concessionaire involving the Indiana Toll Road. Illinois is poised to equal Indiana's strong record in wielding alternative funding sources and financing techniques to deliver future transportation infrastructure.

B. Conventional State and Federal Sources

Implementation of the Illiana Corridor may also utilize a combination of traditional (federal, state and local intergovernmental grants) and alternative and innovative financing techniques that will be fully evaluated as part of the project financial plan to be developed for the selected alternative. With the stated implementation timeframe for the Illiana project, the Governors of both states have indicated their state's commitment to investigating any and all options to deliver the Illiana Corridor in the most rapid and cost-effective manner possible.

Both Illinois and Indiana have historically used federal-aid resources for project implementation that are matched by state funds. Illinois and Indiana have also secured federal discretionary funding from the Highway Trust Fund and General Appropriations for major transportation projects. Both states will continue to identify and, as appropriate, pursue potential additional federal discretionary funds for the Illiana Corridor. This may include funds made available under future U.S. Department of Transportation's TIGER (Transportation Investment Generating Economic Recovery) discretionary grant programs and additional federal transportation discretionary funds made available through reauthorization of the federal surface transportation program and other Congressional acts. These resources are not anticipated to be sufficient to meet the approximately \$1 billion implementation cost for the Illinois portion of the project.

With the stated implementation timeframe for the Illiana project, the Governors of both states have indicated their state's commitment to investigating any and all options to deliver the Illiana project in the most rapid and cost-effective manner possible. In Illinois, the proposed IDOT multi-year program (Fiscal Year 2014-2019 Multi-Modal Transportation Improvement Program) includes \$9.53 billion in federal, state and local funds that are designated for state and local highway improvements over six years. The funding in the IDOT multi-year program for the Illiana project is limited to \$92.3 million for preliminary engineering, land acquisition, and P3 advisory services. In Indiana, the anticipated INDOT multi-year program, Fiscal Year 2014-2017 Statewide Transportation Improvement Program (STIP), based on the current adoption timeline, includes \$6.77 billion in federal, state, and local funds to be designated for state and local highway improvements over four years. The anticipated funding in the INDOT multi-year program for the Illiana project includes \$44.4 million for preliminary engineering, right-of-way, and construction. Implementation of the INDOT multi-year program, including funding for the Illiana project, requires amendment of the Transportation Improvement Program (TIP) by NIRPC, which is anticipated to occur during October – December 2013, and then subsequent amendment of the STIP by INDOT which would follow during January – March 2014.

On this basis, both states have evaluated their multi-year programs and determined that traditional funding alone is inadequate for project implementation. Therefore, a combination of traditional and innovative funding and financing strategies, including tolling, will be required, with further analysis to be performed as part of the financial plan to be developed for the project. As such, project delivery with only federal, state, and local funding is an unreasonable alternative, and the use of tolling to finance a portion of the project cost is seen as the only viable method of project delivery, with the level of toll revenues depending on a number of factors including traffic volumes and tolling policy.

Based on the current financial analysis and funding assumptions outlined herein, IDOT estimates that anywhere from \$250 million to \$300 million in Illinois state funds will be required to be invested during the construction of the Illiana (assumed to be 2015-2017) for land acquisition, utility relocations, and engineering. The Department may also invest up to \$200 million in milestone payments in 2018 and 2019. Once the project is completed and toll

revenues are being collected, IDOT estimates that during the assumed operating period of 2018-2053 the net toll revenues collected will exceed the total project costs.

V. Summary of Potential Funding Sources and Financing Options

Working together, IDOT and INDOT have prepared the above financial demonstration setting forth a range of funding levels that are "committed," "available," or "reasonably expected to be available" for the Illiana Corridor. Taken together, these funding categories — and reasonable estimates for each — demonstrate (a) that sufficient resources can be reasonably expected to be available to meet the project's estimated funding needs, and in timeframes that are consistent with the currently staged project implementation timeline and key open-to-traffic milestones, and (b) that all long range transportation plan-related fiscal constraint requirements are met.

Sufficient funds are "available" and "committed" to the Illiana Corridor by the two state sponsors to meet the currently anticipated project costs for State Fiscal Years ("SFYs") 2014 and 2015. For Illinois, this commitment is in the form of their multi-year highway program that includes \$70 million for land acquisition for the Illiana Corridor, and about \$60 million allocated toward the planning study, P3 advisors, and surveys. As with most P3 projects, the State will also be advancing the utility relocations and construction oversight contracts. The State is also considering a milestone payment of approximately 10-20% of the project cost.

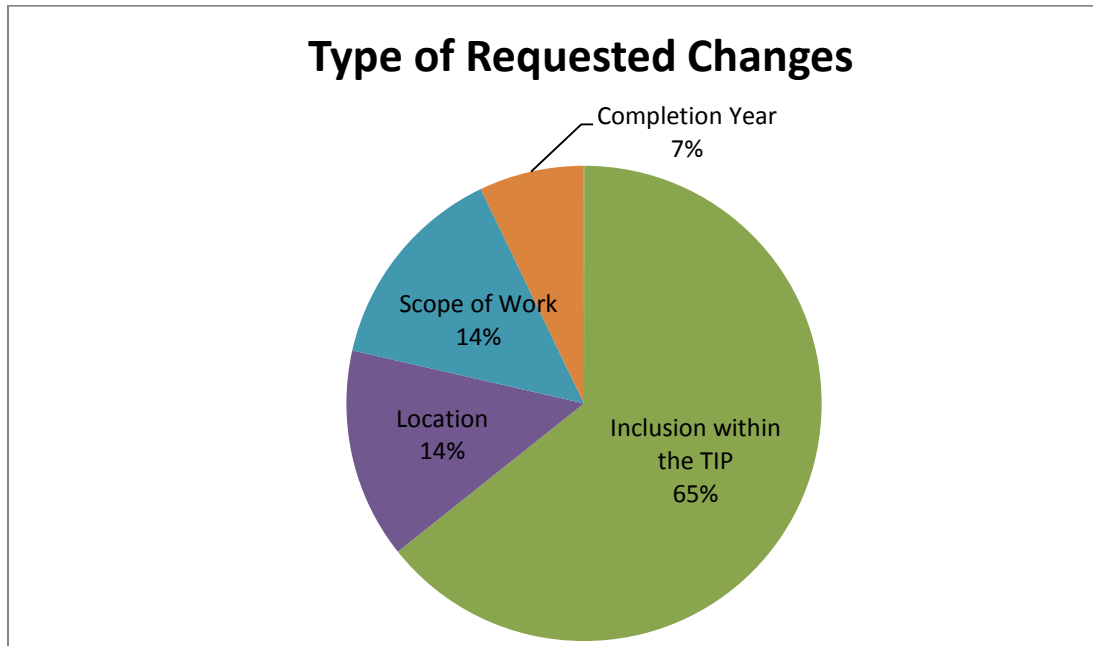
This document describes the reasonably available funding sources and techniques that could be used in some combination to fully fund the project. For purposes of estimating levels of funding that might reasonably be expected to be available, this demonstration is premised on an assembly of reasonable representative estimates for each potential funding source on a year-of-expenditure basis. Taken together, this analysis demonstrates that the Illiana Corridor could be fully funded through a combination of funding sources.



MEMORANDUM

To: CMAP Board
From: CMAP Staff
Date: October 2, 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. Of the numerous changes requested, fourteen (14) projects require air quality conformity analysis. Below is a summary of the types of requested changes.



If the TIP amendments are approved, nine new non-exempt projects will be included in the TIP. These projects are included in the conformity analysis because funding for phases beyond preliminary engineering has been identified in the TIP. These projects are moving closer to construction. Preliminary engineering is exempt from conformity analysis. The nine new projects are:

- TIP ID [01-13-0015](#) Cermak Green Line Station,
- TIP ID [08-95-0024](#) IL 83 Kingery Highway from 31st to south of I-55 Stevenson Expressway
- TIP ID [10-02-0013](#) US 45 Milwaukee Avenue from IL 60 Townline Road to IL 22,
- TIP ID [11-06-0018](#) IL 47 from Charles Road to US 14,
- TIP ID [11-07-0014](#) IL 47 Eastwood Drive from US 14 to Reed Road,
- TIP ID [12-07-0005](#) Weber Road from 119th Street to 135th Street,
- TIP ID [12-10-0008](#) 143rd Street from State Street / Lemont Road to Bell Road,
- TIP ID [12-12-0033](#) Weber Road from 135th Street to Airport Road / Lockport Road.
- TIP ID [12-02-9024](#) Illiana Corridor Project from I-55 to I-65

Scope changes have been requested for two existing projects. 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 new commuter parking lots and road lane widening to standard (e.g., 10 feet to 12 feet).
- Exempt work types do not require an air quality conformity analysis. Examples of exempt work types are road resurfacing and bus rehabilitation.

The two projects for which scope changes have been requested are:

- TIP ID [03-96-0021](#) Elgin-O'Hare East Extension, Add Lanes & Western O'Hare Bypass. The sponsor has requested addition of new non-exempt work types including new and expanding interchanges, corridor improvements and intersection improvements. Additionally, a request to extend the limits from Rohlwing Rd. to Gary Rd. was received; this project was previously represented as three separate projects in the TIP.
- TIP ID [07-09-0087](#) Wood Street from Little Calumet River to US 6/159th Street. The sponsor has requested a new work type for adding lanes.

Sponsors requested location changes for two existing TIP projects. These changes require a conformity amendment. Those two projects are:

- TIP ID [03-96-0004](#) I-90 Jane Addams Memorial Tollway from Plaza #9 Elgin to I-294 Tri-State Tollway. The sponsor requested the limits be extended to IL 43/Harlem Avenue.
- TIP ID [10-07-0001](#) IL 60 IL 83 from IL 176 to EJ&E railroad. The sponsor requested the limits be extended to Townline Road.

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 analysis years are 2015, 2025, 2030 and 2040. If a change in completion year moves across an analysis year, the project must be included in a new conformity analysis. Sponsors indicated that several projects have updated completion years, only one of those crossed an analysis year.

The sponsor's requested completion year change moves the following project from the 2030 analysis year to the 2025 analysis year:

- TIP ID [12-10-9001](#) I-55 Managed Lanes from I-355 to I-90 I-94.

GO TO 2040 Major Capital Projects

Four GO TO 2040 Major Capital Projects are included in this report due to significant changes to location, implementation time frame and/or revised scopes. Those projects are:

- TIP ID [12-02-9024](#) Illiana Corridor Project from I-55 to I-65. The sponsor has requested moving funding beyond preliminary engineering into the TIP.
- TIP ID [03-96-0021](#) Elgin-O'Hare East Extension, Add Lanes & Western O'Hare Bypass. The sponsor has requested addition of new non-exempt work types including new and expanded interchanges, corridor improvements and intersection improvements. Additionally, a request to extend the limits from Rohlwing Rd. to Gary Rd. was received.
- TIP ID [03-96-0004](#) I-90 Jane Addams Memorial Tollway from Plaza #9 Elgin. The sponsor has requested that the project limits be extended to IL 43/Harlem Avenue.
- TIP ID [12-10-9001](#) I-55 Managed Lanes from I-355 to I-90 I-94 the sponsor has requested moving the completion year from 2030 to 2016.

Each TIP ID includes a hyperlink to the TIP database for further project information. Changes are included in the attached report.

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 US Environmental Protection Agency's MOVES model. The model generated on-road emission estimates for each precursor or direct pollutant in each scenario year.

Two emissions tables are presented below, one for use in the conformity determination if the Illiana Corridor Project is amended into GO TO 2040 and one for use in the conformity determination if GO TO 2040 is not amended. The emissions inventories in TABLE 1 include the Illiana Corridor Project; the inventories in TABLE 2 do not. The appropriate table will be used depending on the decision of the CMAP Board and MPO Policy Committee regarding the GO TO 2040 Plan Amendment.

For both ozone precursors, the resulting emissions inventories estimates fell below the applicable maintenance SIP budgets.

As a result of discussions at Tier II Consultation, SIP budgets for annual direct PM2.5 and NOx emissions submitted by the Illinois Environmental Protection Agency to the US Environmental

Protection Agency in 2011 will be used for the conformity determination. For both analyses, the annual direct PM2.5 and NOx emissions inventories are below the applicable budgets.

TABLE 1
Illiana Corridor Project Included

Direct PM2.5 and NOx Emissions in Tons per Year for PM2.5 Conformity

Year	Fine Particulate Matter		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2015	2,447.01	5,100.00	52,119.69	127,951.00
2025	1,644.16	2,377.00	29,510.58	44,224.00
2030	1,591.23	2,377.00	27,965.94	44,224.00
2040	1,683.35	2,377.00	29,276.86	44,224.00

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

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

Year	Volatile Organic Compounds		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2015	59.19	117.23	137.21	373.52
2025	44.39	48.13	75.27	125.27
2030	44.05	48.13	70.99	125.27
2040	47.08	48.13	74.06	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

Results updated 8/15/2013

TABLE 2
Illiana Corridor Project Not Included

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

Year	Fine Particulate Matter		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2015	2,447.01	5,100.00	52,119.69	127,951.00
2025	1,644.96	2,377.00	29,521.04	44,224.00
2030	1,589.46	2,377.00	27,977.57	44,224.00
2040	1,645.61	2,377.00	29,223.99	44,224.00

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

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

Year	Volatile Organic Compounds		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2015	59.19	117.23	137.21	373.52
2025	44.35	48.13	75.21	125.27
2030	43.94	48.13	70.94	125.27
2040	46.86	48.13	73.83	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

Results updated 8/15/2013

ACTION REQUESTED: Contingent upon previous action of proposed Plan Amendment.

###



MEMORANDUM

To: CMAP Board

From: CMAP Staff

Date: October 2, 2013

Re: Federal Fiscal Year (FFY) 2014-2018 Congestion Mitigation and Air Quality Improvement (CMAQ) Multi-Year Proposed Program

The CMAQ program provides federal funds to air quality non-attainment areas for transportation projects that mitigate congestion or improve air quality. Northeastern Illinois has been and continues to be an air quality non-attainment area, so the region has received and programmed \$1.7 billion dollars in CMAQ funds since the program began in 1992.

CMAP is completing a call for projects for the CMAQ Program. During this year's cycle, CMAP staff evaluated 121 applications requesting over \$896 million in federal funds. The proposed program commits \$286 million between 2014 and 2018 for 51 projects. There were already projects programmed in those years from prior funding cycles and when combined with this year's cycle the region has a five year program totaling \$582 million in federal funds.

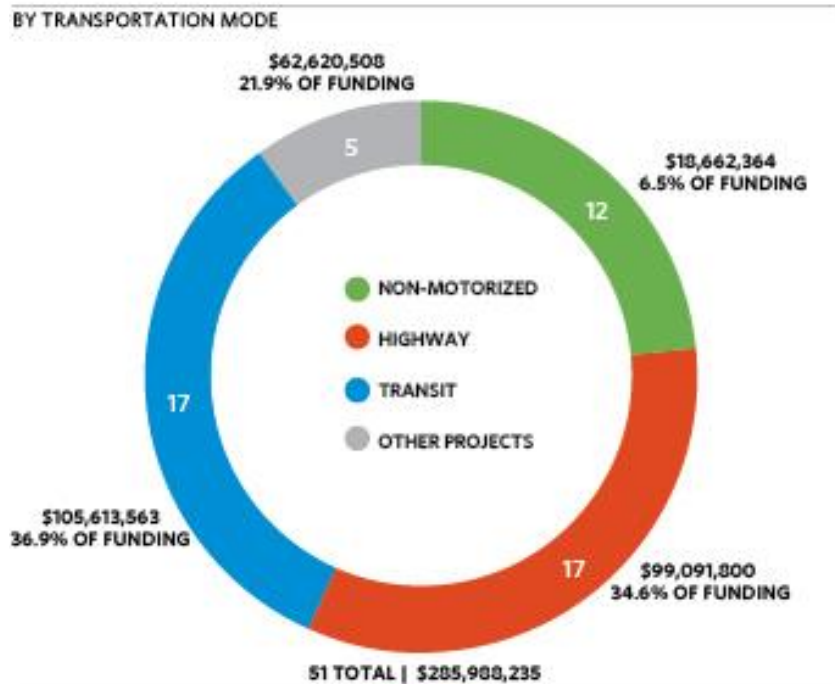
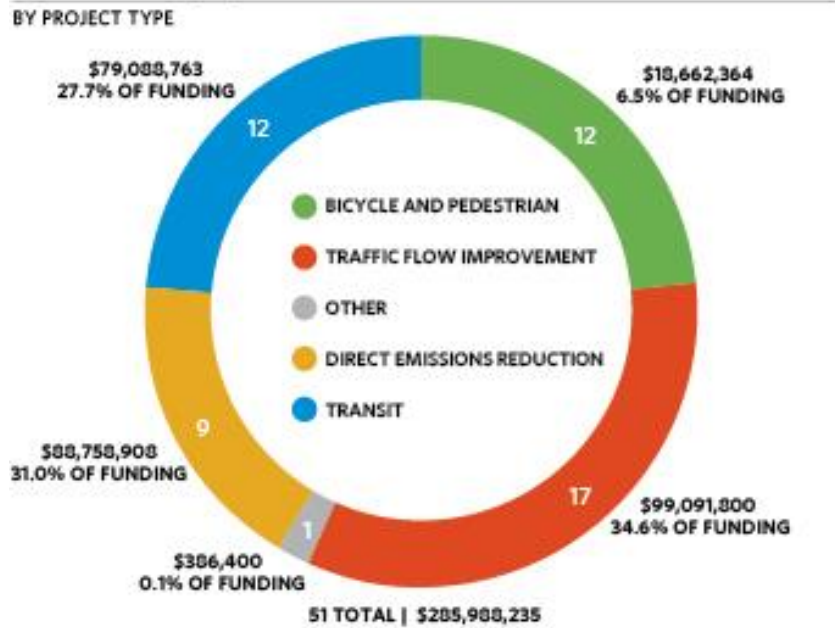
New for this programming cycle, CMAP required that proposals must have substantially completed preliminary (phase I) engineering to be considered for funding. This has resulted in more accurate cost estimates, and will lead to timelier project completion.

Once again the recommendations of the four Program Focus Groups were used in developing the FFY 2014-2018 proposed program. The focus groups were established in 2011 by the [GO TO 2040 Focused Programming Approach for the CMAQ Program](#). They reviewed project proposals for their ability to help implement action areas from [GO TO 2040](#). The CMAQ Project Selection Committee considered the focus groups' recommendations along with emissions and congestion reduction rankings when developing a list of projects for the proposed program.

The proposed program was released for a public review and comment period from August 2nd to the 26th, 2013. The Transportation Committee has concurred in the staff responses to the public comments (see [Summary of Comments Received and Staff Response](#)) and recommends the attached proposed additions to the FFY 2014-2018 CMAQ Program for your consideration.

Sponsors of funded projects will attend a mandatory initiation meeting following federal approval of the program. This meeting will explain CMAP's CMAQ program management policies and the process for implementing CMAQ projects, with the aim of ensuring timely project completion.

**Summary of CMAQ multi-year program, FY 2014-2018,
by number of projects**



Source: Chicago Metropolitan Agency for Planning

ACTION REQUESTED: Approval



Chicago Metropolitan Agency for Planning

CMAQ Multi-Year Program for Northeastern Illinois - FY 2014-2018

Proposed Program Recommended by Transportation Committee September 20, 2013

CMAQ ID	Sponsor	Description	GO TO 2040 Program Focus Groups Recommends	\$/Kilogram VOC Eliminated	Daily VOC Eliminated (Kilograms)	Proposed CMAQ Funding
Bicycle Encouragement						
BP01143972	CDOT	Chicago Bike Sharing Program - Expansion and Infill	BPTF	\$10,138	0.34	\$3,000,000
Bicycle Facilities						
BP10144009	Highland Park	Robert McClory Bike Path from Roger Williams Av to Roger Williams Av	BPTF	\$323	0.04	\$87,400
BP07144029	Park Forest	Bicycle Lanes and Way-Finding Signs on Lakewood Blv, Indianwood Blv, Orchard Dr and Blackhawk Dr	BPTF	\$570	0.03	\$108,040
BP04144020	Oak Park	Chicago Av at Lombard Av HAWK Signal	BPTF	\$575	0.03	\$146,000
BP02144001	Evanston	Dodge Av Protected Bike Lane from Church St to Howard St	BPTF	\$931	0.08	\$480,000
BP02143943	Skokie	Main St from Lincoln Av to McCormick Blv	BPTF	\$942	0.06	\$456,000
BP02144040	Skokie	Church St Bike Lane from Linder Av to McCormick Blv	BPTF	\$1,052	0.06	\$472,000
BP01143894	CDOT	Streets for Cycling Chicago - 2016-2017 Series	BPTF	\$1,072	1.94	\$8,000,000
BP02144010	Skokie	Gross Point Rd from Old Orchard Rd to Golf Rd	BPTF	\$2,586	0.03	\$478,000
BP08143961	FPD of DuPage County	West Branch Regional Trail-Winfield Mounds to West DuPage Woods	BPTF	\$3,118	0.09	\$2,050,924
BP06143947	Blue Island	Cal-Sag Trail East-East Blue Island Segment	BPTF	\$3,740	0.09	\$1,521,000
BP06143949	Blue Island	Cal-Sag Trail East-West Blue Island Segment	BPTF	\$3,784	0.10	\$1,863,000
Bottleneck Elimination						
BE03143991	Cook County DOTD	Touhy Av and UPRR	RTOC	\$2,132	1.48	\$23,289,000
Commuter Parking						
CP09143969	Aurora	Station Blv Extension to IL 59 Commuter Parking Lot		\$122	1.70	\$1,606,000
Direct Emissions Reduction						
DR13143945	Metra	Purchase Components to Repower F40PH/F40PHM Locomotives	DER	\$38	79.53	\$8,800,000
DR13143938	Metra	Repower F40PHM Locomotives on BNSF Service	DER	\$95	14.47	\$4,000,000
DR13143934	Metra	Install engine/generator set for hotel power	DER	\$220	6.24	\$4,000,000
DR13143925	IEPA	Chicago Area Green Fleet Grant Program	DER	\$296	18.50	\$3,000,000
DR13143957	IEPA	Indiana Harbor Belt Railroad Locomotive Fuel Conversion	DER	\$137	118.68	\$34,258,108
DR07143954	Park Forest	Install CNG Facilities in Park Forest and Homewood; Purchase CNG Refuse Haulers	DER	\$1,969	0.73	\$4,176,000
DR13144027	Pace	Diesel Emission reduction - Regional Pace System	DER	\$5,291	0.07	\$1,612,800
DR01143928	CDOT	Chicago Area Alternative Fuel Deployment Project, Phase 3	DER	\$3,817	27.47	\$20,800,000
TI01143930	CTA	Purchase and Install up to 32 Hybrid Engines on 60' Articulate Buses	DER	\$258,737	0.01	\$8,112,000
Intersection Improvement						
II09143888	Aurora	Eola Rd from 83rd St/Montgomery Rd to 87th St	RTOC	\$1,825	0.64	\$4,080,000
II03143988	Cook County DOTD	Elmhurst Rd and Touhy Av/IL 72	RTOC	\$3,105	1.18	\$11,450,000

CMAQ ID	Sponsor	Description	GO TO 2040 Program Focus Groups Recommends	\$/Kilogram VOC Eliminated	Daily VOC Eliminated (Kilograms)	Proposed CMAQ Funding
II11143929	McHenry County DOT	Randall Rd at Algonquin Rd Intersection Improvement and Signal Interconnect	RTOC	\$4,007	1.21	\$10,583,000
II08143884	Burr Ridge	Madison St at 79th St	RTOC	\$4,046	0.13	\$1,964,500
II09144032	Kane County DOT	Longmeadow Pkwy at Randall Rd	RTOC	\$4,247	0.05	\$767,600
II03143900	IDOT	IL 58/Golf Rd at Wolf Rd/State St/Broadway St (Cumberland Circle)	RTOC	\$4,463	0.18	\$2,880,000
II08143970	DuPage County DOT	Elgin-O'Hare/Thorndale Av and I-290 Interchange	RTOC	\$4,591	5.81	\$34,000,000
II10143922	IDOT	IL 120 at Hainesville Rd	RTOC	\$27,488	0.004	\$384,000
Other						
OT09144036	Kane County DOT	CAD Integration to Various PSAPs in Kane County	RTOC	\$772	0.41	\$386,400
Signal Interconnect						
SI08143992	Naperville	Washington St Corridor Centralized Traffic Management System; Washington St from Warrenville Rd to Royce Rd	RTOC	\$181	1.18	\$127,000
SI08143989	Naperville	Washington St from Warrenville Rd to Royce Rd Adaptive Signal Control	RTOC	\$245	1.18	\$102,000
SI09144037	Kane County DOT	Randall Rd Adaptive Signal Control from Huntley Rd to Big Timber Rd	RTOC	\$316	0.71	\$830,700
SI10143942	Lake County DOT	Cedar Lake Rd from Rollins Rd to Hart Rd	RTOC	\$1,120	0.19	\$800,000
SI10143985	Lake County DOT	IL 137/Sheridan Rd from IL 173/21st St to Grand Av	RTOC	\$1,398	0.57	\$2,955,000
SI10143982	Lake County DOT	IL 83 from IL 173 to Millstone Dr	RTOC	\$1,848	0.40	\$1,498,000
SI10143979	Lake County DOT	IL 120/Belvidere Rd from IL 134/Main St to US 45	RTOC	\$1,883	0.26	\$1,837,000
SI10143981	Lake County DOT	IL 43/Waukegan Rd from Casimir Pulaski Dr to Norman Dr South	RTOC	\$5,703	0.07	\$1,544,000
Transit Facility Improvement						
TI13144028	Pace	Pedestrian Infrastructure Improvements along Pace Bus Routes 350, 352, 364, 572, 529, 381, 395, 877, 888	TFG	\$1,138	1.03	\$2,400,000
TI04143927	Maywood	Maywood Train Station Facility		\$2,729	0.08	\$1,222,000
TI09144035	Kane County DOT	Randall Rd Transit Infrastructure Improvements	TFG	\$2,834	0.05	\$1,335,300
TI01143897	CDOT	Union Station Transportation Center	TFG	\$3,422	0.68	\$15,788,000
TI01143899	CDOT	Washington/Wabash Station on Loop Elevated to replace Randolph/Wabash and Madison/Wabash	TFG	\$6,809	0.80	\$39,273,000
TI13143933	RTA	Regionwide Transit Access Improvements	BPTF, TFG	\$7,514	0.03	\$1,928,510
TI01143892	CDOT	State/Lake Reconstruction - CTA Loop Elevated	TFG	\$8,418	0.68	\$4,000,000
Transit Service and Equipment						
TI13143924	Pace	Regional Rideshare Program		\$355	5.89	\$800,000
TI13143911	Pace	Regional Bus on Shoulders, I-55 from Kedzie to Lake Shore Dr	TFG	\$377	1.22	\$935,920
TI10143935	Lake County DOT	Lake Cook/Braeside Shuttle Bug Service	TFG	\$557	0.93	\$212,000
TI13143921	Pace	Milwaukee Av Arterial Rapid Transit Project	TFG	\$15,129	1.59	\$9,588,033
CMAQ Proposed Program Totals:			51 total projects		298.91	\$285,988,235

GO TO 2040 Program Focus Groups

RTOC = Regional Transportation Operations Coalition
 DER = Direct Emissions Reduction Focus Group
 TFG = Transit Focus Group
 BPTF = Bicycle and Pedestrian Task Force