



Chicago Metropolitan Agency for Planning (CMAP) Board

Annotated Agenda

Wednesday, March 13, 2019

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

- 1.0 **Call to Order and Introductions** 9:30 a.m.
- 2.0 **Agenda Changes and Announcements**
- 3.0 **Approval of Minutes—February 13, 2019**
ACTION REQUESTED: Approval
- 4.0 **Executive Director's Report**
4.1 Local Technical Assistance (LTA) Update
4.2 Other Announcements
- 5.0 **Procurements and Contract Approvals**
Intergovernmental Agreement for Cook County Assessor Data-Tax
Year 2017
ACTION REQUESTED: Approval
- 6.0 **Committee Reports**
The chair of the Coordinating Committee will provide an update from
the meeting held prior to the board meeting. A written summary of the
working committees and the Council of Mayors Executive Committee
will be distributed.
ACTION REQUESTED: Information
- 7.0 **ON TO 2050: Regionally Significant Project Amendments**
7.1 **Roadway Improvements to Support the Update to the South
Lakefront Framework Plan**
CMAP staff will summarize public comment received on the
amendment and present an overview of the staff recommendation in
regard to whether to amend ON TO 2050 to include the Roadway
Improvements to Support the Update to the South Lakefront
Framework Plan, proposed to be developed by the City of Chicago.
ACTION REQUESTED: Approval of the staff recommendation

7.2 O'Hare Express System

CMAP staff will summarize public comment received on the amendment and present an overview of the staff recommendation in regard to whether to amend ON TO 2050 to include the O'Hare Express Service proposed to be developed by the Boring Company in partnership with the City of Chicago.

ACTION REQUESTED: Approval of the staff recommendation

8.0 Pavement Management Program Update

In 2018, CMAP began a pilot program to improve performance-based programming throughout the region with pavement management planning. Staff will provide an update on support IDOT State Planning and Research (SPR) funds has enabled CMAP to scale the program up to over 30 communities.

ACTION REQUESTED: Information

9.0 Legislative Update

Staff will update the Board on relevant legislative activities and the bills that we will be monitoring based on our **State Legislative Agenda**.

ACTION REQUESTED: Approval

10.0 Other Business

The Board will need to report the action considered in the Executive Session of February 13, 2019.

11.0 Next Meeting

The Board is scheduled to meet next on April 10, 2019.

12.0 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.

13.0 Adjournment

Chicago Metropolitan Agency for Planning Board Members:

___ Gerald Bennett, Chair	___ Andrew Madigan	___ Matthew Walsh
___ Rita Athas	___ John Noak	___ Terry Weppler
___ Frank Beal	___ Farzin Parang	___ Diane Williams
___ Matt Brolley	___ Rick Reinbold	___ Sean McCarthy
___ Franco Coladipietro	___ Carolyn Schofield	___ Leanne Redden
___ Al Larson	___ Anne Sheahan	___ Justine Sydello



Chicago Metropolitan Agency for Planning (CMAP)

DRAFT

Board Meeting Minutes

February 13, 2019

Offices of the Chicago Metropolitan Agency for Planning (CMAP)

Cook County Conference Room

Suite 800, 233 S. Wacker Drive, Chicago, Illinois

Board Members

Present:

Frank Beal-representing the City of Chicago, Matthew Brolley-representing Kane/Kendall Counties, Franco Coladipietro-representing DuPage County (via tele-conference), Al Larson-representing northwest Cook County, Andrew Madigan-representing the City of Chicago, John Noak-representing Will County (via tele-conference), Farzin Parang-representing the City of Chicago, Rick Reinbold-representing south suburban Cook County, Carolyn Schofield-representing McHenry County, Anne Sheahan-representing the City of Chicago, Matthew Walsh-representing west central Cook County, Terry Weppler-representing Lake County, Diane Williams-representing Cook County, and non-voting member, Leanne Redden-representing the MPO Policy Committee (via tele-conference)

Staff Present:

Joe Szabo, Jesse Elam, Angela Manning-Hardimon, Stephane Phifer, Anthony Cefali, and Sherry Kane

Others Present:

Garland and Heather Armstrong-Access Living, Daniel Burke-CDOT, Len Cannata-WCMC, Jack Cruikshank-WCGL, Cole Jackson-NWCMC, Emily Karry-Lake County Council, Mike Klemens-Lake County Council, Daniel Knickelbein-DMMC, Josh Klingenstein-NWMC, Kelsey Mulhausen-Southwest Conference, Dan Persky-DMMC, Ryan Peterson-Kane Kendall Council, Leslie Phemister-SSMMA, Nathan Roseberry-CDOT, Rebekah Scheinfeld-CDOT, David Seglin-CDOT, and Troy Simpson-Kane/Kendall Council

1.0 Call to Order and Introductions

CMAP Board Vice-Chair Carolyn Schofield called the meeting to order at approximately 9:35 a.m., and asked Board members to introduce themselves.

2.0 Agenda Changes and Announcements

The Board recognized Janel Forde-representing the City of Chicago for her work on the CMAP Board and wished her well in her new position in Springfield. Janel thanked the

board and gave a special call out to CDOT staff for their help keeping CMAP a priority. The Board also welcomed its newest member Anne Sheahan-representing the City of Chicago.

3.0 Approval of Minutes

A motion to approve the minutes of the CMAP Board meeting of January 9, 2019, as presented made by Frank Beal was seconded by Mayor Terry Weppeler, and with all in favor, carried.

4.0 Executive Director's Report

The Local Technical Assistance (LTA) program update was included in the packet, Executive Director Joe Szabo reported, and that our embedded staff program—a new initiative—is now underway. The Villages of Calumet Park and Sauk Village will each have a CMAP planner embedded on site beginning the first of March. Szabo also gave an update on CMAP's dues program (about 80% collected) and thanked those who had already paid, the CoG Directors' outreach currently underway, and reported that Chief of Staff Melissa Porter was in DC this week attending conference, meeting with staff from our congressional delegation, committees and US DOT, and briefing those groups on the plan and our federal framework and agenda.

5.0 Procurements and Contract Approvals

Deputy Executive Director for Finance and Administration Angela Manning-Hardimon presented the following procurements and contract approvals. Contract approval for Beach Park Northern Lakeshore Trail Connectivity Plan to A. Epstein and Sons, International, at a total cost not to exceed \$162,635.39. Approval of contract with Metropolitan Planning Council (MPC) to address water supply issues in Will County, for one year (with a one year option to renew) at a cost of \$25,000 per year. A contract cost increase for Liferay Website Development (from \$220,000 to \$300,000 annually), to cover increases in requests for development and maintenance of the website and the customer relationship management (CRM). The total five year contract (initial two year with an option for three one year extensions) would not exceed \$1,500,000.

A motion by Mayor Al Larson, seconded by Diane Williams to approve the contract awards as presented, and with all in favor, carried.

6.0 Committee Reports

Chair of the newly formed single Coordinating Committee, Frank Beal, reported that the committee had its inaugural meeting earlier in the morning. The coordinating committee consists of six members of the CMAP Board and the chairs of the five working committees. The intent, Beal continued, is to create an environment to review material at an earlier date than it is presented to the Board and to integrate the work of the working committees. This first meeting had the committee testing and defining its agenda, the goals of the committee, and substantively had a look at the local capacity building program underway.

7.0 ON TO 2050 Amendment Requests

7.1 O'Hare Express Service—CDOT Commissioner Rebekah Scheinfeld, accompanied by Deputy Commissioner Daniel Burke presented the proposed O'Hare Express System

reporting that the City of Chicago is seeking approval to include the project in the ON TO 2050 fiscally constrained plan. The proposed project would include a direct connect express transportation system from downtown Chicago and O'Hare International Airport. Commissioner reported that the project is proposed to be entirely privately financed and funded—no public funds would be utilized for the construction and operation of the project. Seeking amendment of the plan would allow the City to continue the NEPA process because of the impact to a federal facility (the Kennedy expressway) and are not requesting inclusion to be eligible for federal funds. Commissioner also covered underground alignment, anticipated trip time and capacity, and described the proposed project termini (at ORD and Block 37), project features and opportunity, projected demand by transportation mode, and environmental benefits. Commissioner explained how the project supports ON TO 2050's guiding principles related to Inclusive Growth, Resilience, and Prioritized Investment. The project is privately funded, Commissioner went on to say, and would not have a fiscal impact on other projects.

Comments from the Board included the following. Asked if the board would normally get a recommendation from the Transportation Committee to consider this type of action had staff reporting that it will have gone to the Transportation Committee twice (next on February 22), before being considered for approval in March. Staff was also asked to explain the connection to the NEPA process—a federal requirement that is somewhat of a technicality; in order to be considered in the plan, the process needs to be completed. While enthusiastically in support of the project being privately funded makes all the difference in the world. Also support integrity of the process for amending the plan—it should be rigorous—there are a lot of gaps, and seemingly too little work has been done. Can it be approved with an amendment i.e., within a year or after there's a contract with the city? Commissioner stated that important is to evaluate this project as described and proposed—as defined this project would not require public funding for construction, operation or maintenance, and that a number of considerations would take place (i.e., City Council—continuous public process) before final project agreement, and any changes would be subject to reconsideration. If zero funding were to ever change, and a request was made for public funding, would that change then come back to the Board for consideration? Perhaps some sort of conditional approval might be considered, while closely monitored and providing oversight. It's innovative and would not like to see the region miss out on an opportunity like this. Would a conditional approval, as proposed, ever be considered? Would need to check with legal. Corporate and industrial recruitment are by-product of this project, citing London's transportation system is frequently used as an example. Finally, gaps that exist this time should not be construed as precedence.

7.2 Roadway Improvements to Support the Update to the South Lakefront Framework Plan. Nathan Roseberry, CDOT Division of Highways reported that the Obama Presidential Center is proposed for Jackson Park, that the Chicago Park District recently updated their south lakefront framework which includes both Jackson Park and South Shore Park, and that CDOT is currently designing the transportation improvements to support both those efforts. Roseberry highlighted the combination of improvements proposed in and around Jackson Park to improve mobility and

safety and details requested for CMAP plan amendment. Roseberry reviewed proposed roadway closures, improvement overview, South Lake Shore Drive-South Hayes Drive-South Stony Island Avenue (both existing and proposed), and bike-ped and transit improvements. Roseberry summarized public involvement, and covered project justification (supporting ON TO 2050's guiding principles related to Inclusive Growth, Resilience, and Prioritized Investment) and project funding (estimated at \$179 million).

Asked whether school bus parking had been considered had Roseberry explaining loading/unloading and conversations with MSI about Cornell Drive parking. Were the road improvements designed anticipating a new golf course being discussed? Yes, improvements are meant to be forward-compatible with the South Lakefront Framework Plan.

8.0 Legislative Agendas and Update

CMAP staff Anthony Cefali reported that the draft State and Federal Legislative Framework, State Agenda, and Federal Agenda documents for 2019, which reflect the priorities of ON TO 2050, were presented in January.

8.1 New this year, a combined framework for federal and state legislation are presented in one document, Cefali continued, that reflects the three principles, five chapters, and fourteen goal areas of ON TO 2050 and draws attention to either federal or state policies. CMAP will use this framework document to guide and inform policymakers in Springfield and Washington, as well as administrative partners, including the Governor of Illinois and state and federal agencies.

Pursuant to a concern regarding automated speed enforcement language found on page 22 of the Framework document, language was added that stresses implementation should be transparent and accountable and protects the public's interest related to privacy and equity.

8.2 The 2019 State Legislative Agenda identifies five priorities:

- Ensure reliable access to planning funds
- Emphasizing performance-based decision making and accountability
- Ensure new capital funding is multimodal, sustainable, and adequate with an emphasis on state support for transit.
- Reform state tax policy and build local capacity, with an emphasis on supporting local governments through exploring shared and consolidated services.
- Adopt an integrated approach to managing water resources

8.3 The 2019 Federal Legislative Agenda identifies five priorities:

- Improve surface transportation with an emphasis on ensuring sustainable and adequate revenues, committing to transit, advancing performance-based funding policies, increasing the role for MPOs in programming transportation funds, and harnessing transportation technologies to improve the system and safety for all users
- Address climate change and protect water and natural resources
- Facilitate data-driven and transparent investment decisions

- Promote housing options, target assistance to disinvested areas, and coordinate planning
- Improve education and workforce development to reduce inequality

For this calendar year, staff is recommending these five state priorities and five federal priorities, as well as the combined framework be pursued as appropriate with the Governor, Illinois General Assembly, Congress, relevant state and federal agencies, and key partners. Staff is requesting Board approval of the material.

A motion by Andrew Madigan was seconded by Frank Beal, to approve the material as was presented. All in favor, the motion carried.

- 8.4 CMAP staff has begun tracking and analyzing bills filed by the 101st General Assembly. We will be bringing a list of bills for your consideration at the March meeting. Staff has made contacts with both capital appropriations committees—in the House and the Senate—and is monitoring all capital bill negotiations. Governor Pritzker will deliver a combined budget and State of the State address next Wednesday.

9.0 Other Business

There was no other business before the CMAP Board.

10.0 Next Meeting

The Board is scheduled to meet next on March 13, 2019.

11.0 Public Comment

Heather Armstrong, Access Living voiced concerns regarding a no left turn (on a one-way street) at Graceland Avenue and Lee Street near the Des Plaines Metra stop, and advocated for the one-way street to be converted to two-way traffic.

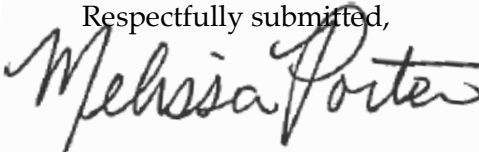
12.0 Executive Session

At approximately 10:35 a.m., a motion to adjourn to an Executive Session made by Andrew Madigan was seconded by Mayor John Noak, and with all in favor, carried.

Following the Executive Session, the board learned it had already adjourned the regular session and was not able to report the results of the Executive Session—it will need to do so at its next meeting.

13.0 Adjournment

At 10:40 a.m., a motion to adjourn by Mayor Al Larson, seconded by Frank Beal, and with all in favor, carried.

Respectfully submitted,

Melissa Porter, Chief of Staff

02-28-2019
/stk



MEMORANDUM

To: CMAP Board and Committees

From: CMAP Staff

Date: March 6, 2019

Re: Local Technical Assistance (LTA) 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 consultant assistance. To date, 222 local projects have been initiated. Of these, 189 projects have been completed, and the remainder are under development.

Further detail on LTA project status can be found in the attached project status table. Projects that appear in this document for the first time, or that were recently completed, are noted and highlighted in italics.

ACTION REQUESTED: Information

Projects Currently Underway

No.	Project	CMAP lead	Timeline	Assistance type	Status and notes
415	Huntley zoning update	Patrick Day	May 2015- March 2019	Consultant assistance	Final draft is under review by Village staff.
506	Cook County (Maine-Northfield) unincorporated area plan (see website)	Jake Seid	July 2016- Apr. 2019	Staff assistance	CMAP is waiting to hear from Cook County planning staff to revise the priorities of the plan prior to its completion.
507	<i>Des Plaines comprehensive plan</i> (see website)	Heidy Persaud	Nov. 2016- Dec. 2018	Staff assistance	<i>The Des Plaines Comprehensive Plan was formally adopted on February 4th by the City Council. This project is complete.</i>
700	Algonquin-Cary subarea plan (see website)	Kate Evasic	Mar. 2018- Dec. 2019	Staff assistance	CMAP staff completed drafting the Existing Conditions Report, which is under review.
701	<i>Aurora Regional Active Mobility Program (RAMP)</i>	<i>Jane Grover/ John O'Neal</i>	<i>Sept. 2018 – Feb. 2020</i>	<i>Staff assistance</i>	<i>Project kickoff meeting will be held on March 25. Follow-up communication regarding the Steering Committee membership / partner list is underway. Interviews and research on potential coalition models is also underway. Project website text drafted and in internal (CMAP) review.</i>
702	Beach Park Northern Lakeshore Trail Connectivity Plan	John O'Neal	Dec. 2018- March. 2021	Consultant assistance	Contract with consultant approved by CMAP Board on Feb. 13, and transmitted to vendor for their signature.
703	Beecher comprehensive plan (see website).	Ricardo Lopez	Jan. 2018- June 2019	Consultant assistance	Consultant to present a draft Future Land Use map of Beecher at the February 28 Steering Committee Meeting for review and discussion.
704	Bridgeport/Canaryville priorities plan (see website).	Noah Boggess	Jan. 2018- Jan. 2019	Staff assistance	CMAP presented the final plan to the Advisory Committee on February 28 th . Public document going out in March. Homes for a Changing Regional project beginning February 28 th .
705	Calumet Park comprehensive plan	Patrick Day	Sept. 2018- Feb. 2020	Consultant Assistance	A kickoff meeting with Village staff occurred on January 24 and was attended by CMAP staff.
706	Carol Stream zoning, sign, and subdivision regulations	Jake Seid	May 2018- May 2021	Consultant assistance	Houseal Lavigne Associates has been preparing for and leading workshops with residential, commercial, and industrial area stakeholders in preparation for its recommendations memo.
707	Channahon comprehensive plan (see website)	Heidy Persaud	Mar. 2018- Sept. 2019	Consultant assistance	CMAP reviewed a draft of the key recommendations memo. A draft of the goals and objectives is being reviewed by the Steering Committee.
709	Chinatown Parking Study (see website)	Lindsay Bayley	Feb. 2018- Aug. 2019	Staff assistance	The Steering Committee met to review the ECR and discuss upcoming outreach events on February 14. Staff is preparing for a

No.	Project	CMAP lead	Timeline	Assistance type	Status and notes
					public workshop in early April, and will post the revised ECR on the website once changes have been completed.
710	Cook County South Suburban Economic Growth Initiative	Kelwin Harris	Dec. 2019- June 2019	Staff assistance	Implementation underway from recommendations from the Phase 1 SSEGI report. Activities include: helping Cook County, SSMMA and south suburban partners to create a development authority – an entity that would drive strategic, large scale, economic growth in the south suburbs and will have the powers of a development authority to develop land. Activities so far have been around helping to identify sites in the south suburbs that could be ready for development around the identified best-fit clusters of: TD&L, Metals, Food Packing and B2B.
711	DuPage County Corridor Study	Lindsay Bayley	Jan. 2018- June 2019	Consultant assistance	The ECR was sent to the steering committee and a meeting will be held on March 6 to discuss it and talk about next steps.
712	Far South CDC Existing Conditions and Market Analysis	Katanya Raby	Apr. 2018- Apr. 2019	Staff assistance	Stakeholder interviews completed. Summarizing comments, preparing draft of ECR.
713	Forest Preserve District of Cook County, Des Plaines River Trail, South Extension Planning Study (see website)	John O'Neal	May 2018- Oct. 2019	Staff assistance	ECR sent to steering committee for review, all comments were incorporated, and the final ECR is posted online. A draft MetroQuest survey is complete. Steering committee meeting to discuss ECR, MetroQuest survey, and talk about next steps (Rec Memo) is planned for late March.
715	Illinois International Port District planning priorities report (see website)	Elizabeth Scott	Apr. 2018- Apr. 2019	Staff assistance	Priorities report is undergoing external review. A RFP for phase 2 (master plan) closed February 9. Prospective firms will be interviewed March 18.
717	Justice I&M Canal Trail Extension Feasibility Study (see website)	John O'Neal	Jan. 2018- June 2019	Consultant assistance	Consultant is executing follow-up revisions. Refinements to design alternatives and preliminary cost estimates were presented at the January steering committee meeting.
719	Kane County / Mill Creek watershed-based plan (website)	Holly Hudson/ Kelsey Pudlock	Oct. 2017- Oct. 2019	Staff assistance	Consultant continued to setup the HSPF model. CMAP and Kane County staff gathered and provided the consultant with additional datasets to strengthen HSPF modeling efforts. CMAP also created a MetroQuest survey to support future stakeholder interviews, and began to revise the Watershed Resource Inventory.

No.	Project	CMAP lead	Timeline	Assistance type	Status and notes
720	Matteson streetscape improvement plan	Ricardo Lopez	Mar. 2019-Feb. 2020	Consultant assistance	Project kick-off meeting will be held in March 2019 with RATIO, Village Staff, and CMAP to discuss timeline and next steps.
721	Maywood Zoning Reference Guide	Maggie Jarr	Jan. 2018-Apr. 2019	Staff assistance	Village staff is reviewing the draft zoning reference guide.
722	Midlothian stormwater management capital plan (see website)	Kate Evasic	Apr. 2018-Apr. 2019	Consultant assistance	On February 14, CMAP staff met with the Village and key stakeholders to review preliminary concept plans. The consultant is developing the plan and concept plans based on feedback received by the steering committee and key stakeholders.
723	McHenry County Council of Governments Shared Services Study (see website)	Brian Daly	May 2018-June 2020	Staff assistance	An Advisory Committee meeting took place on February 4 th . CMAP staff is currently assessing local government services and assets and conducting outreach with County partners and Advisory Committee to encourage participation by government districts.
724	McKinley Park Development Council neighborhood plan (see website)	Ricardo Lopez	Feb. 2018-Dec. 2019	Staff assistance	CMAP staff continues drafting the existing conditions report, and expect to have a draft for partner review in March 2019.
725	Montgomery Zoning and Subdivision Ordinance (see website)	Jake Seid	Sep. 2018-Sep. 2021	Staff assistance	The project team held a Steering Committee meeting on February 7 and is preparing for a public open house on March 11. The Drafting Directions Memo was completed and sent to Village staff for review.
726	North Avenue corridor plan (see website)	Cindy Cambray	Jan. 2018-June 2019	Staff assistance	Mobility and revitalization recommendations for the corridor will be presented to the Steering Committee in March.
727	Northwest Municipal Conference multimodal transportation plan	Lindsay Bayley	Sept. 2018-Feb. 2020	Consultant assistance	Consultants have begun the process of collecting data, designing a website, and have formulated a project timeline. They are drafting a survey that will be sent out to the public (and posted on the website) to better understand current conditions, concerns, and priorities.
728	Chicago Belmont-Cragin Avenues for Growth (see website)	Heidy Persaud	Apr. 2018-Oct. 2019	Consultant assistance	The consultant held a public visioning meeting on February 5 and provided an edited ECR before months end.
730	Robbins stormwater, TOD, and industrial area plan	Kelwin Harris	Jan. 2018-June 2019	Staff assistance	Staff is currently reviewing a draft of the ECR. The TOD Market Study is complete and an Industrial Market Study is underway.
731	Sandwich planning priorities report	Jared Patton	Jan. 2018-Mar. 2019	Staff assistance	A near-final draft is ready for City review. CMAP staff has begun working on layout.

No.	Project	CMAP lead	Timeline	Assistance type	Status and notes
732	Sauk Village comprehensive plan update (see website)	Stephen Ostrander	Mar. 2018-Sept. 2019	Consultant assistance	On February 11, the project's Advisory Committee unanimously recommended adoption to Sauk Village's Zoning Board of Appeals/Plan Commission, which will hold a public hearing on March 4.
733	South Suburban Mayors and Managers Association Pilot Embedded Staff Planner Program	Patrick Day	Mar. 2019-Mar. 2021	Staff assistance	In February, the Villages of Calumet Park and Sauk Village signed MOUs formalizing their partnerships with CMAP under the pilot program. CMAP staff will be placed in the Villages as Embedded Staff Planners beginning in March.
734	Summit zoning ordinance update	Jake Seid	Nov. 2018-Jan. 2020	Consultant assistance	Duncan Associates initial project work is focusing on stakeholder involvement.
735	Thornton planning priorities report (see website)	Kate Evasic	May 2018-Mar. 2019	Staff assistance	CMAP staff completed drafting the report, which is under review by the Village.

###

CHICAGO METROPOLITAN AGENCY FOR PLANNING

RESOLUTION NO. 2019-001

WHEREAS, the Chicago Metropolitan Agency for Planning (“CMAP”), pursuant to the Regional Planning Act, 70 ILCS 1707/1 *et seq.*, is granted all powers necessary to carry out its legislative purposes in order to plan for the most effective public and private investments in the northeastern Illinois region and to better integrate plans for land use and transportation; and

WHEREAS, CMAP is constantly evaluating and accessing the land use information/attributes in the region; and

WHEREAS, the Cook County Assessor’s Office has a geographic information (“GIS”) database that it is willing to make available to CMAP at no cost; and

WHEREAS, GIS data sharing with the Cook County Assessor’s Office will allow CMAP to access GIS data from the Assessor that will facilitate CMAP’s decision making process with respect to planning for the region; and

WHEREAS, cooperation between and among governmental agencies and entities through intergovernmental agreements is authorized and encouraged by Article VII, Section 10 of the Illinois Constitution of 1970 and by the “Intergovernmental Cooperation Act” (5 ILCS 220/1 *et seq.*); and

WHEREAS, CMAP and the Cook County Assessor have negotiated an Intergovernmental Agreement, dated March 13, 2019, in substantially the form attached to this Resolution as Exhibit A.

NOW, THEREFORE, BE IT RESOLVED by the Chicago Metropolitan Agency for Planning Board as follows:

The Executive Director is authorized to finalize an Intergovernmental Agreement between the Chicago Metropolitan Agency for Planning and the Cook County Assessor’s Office in substantially the form of the agreement attached to this Resolution, and the Chairman or Executive Director is authorized to execute said Intergovernmental Agreement.

Approved: _____ Date _____

Chair



March 13, 2019

Exhibit A: Statement of Official Purpose

As the official regional planning organization for northeastern Illinois, the Chicago Metropolitan Agency for Planning (CMAP) engages in numerous planning activities which require detailed information at the parcel level throughout the seven-county CMAP region.

CMAP is updating its GIS-based Land Use Inventory, which is the primary means with which we evaluate land use patterns and changes over time. This inventory requires highly detailed information at a localized level; current procedures for identifying land use involve parcel boundary data and associated Assessor information such as: **property address, class, taxpayer name** and **exempt agency name**. The Inventory is an ongoing effort, and CMAP will be requesting annual updates of these data as a means of identifying changes in land use in the future.

Thank you,

Joseph C. Szabo
Executive Director

NOT-FOR-PROFIT DATABASE SUBSCRIPTION AGREEMENT

This DATABASE SUBSCRIPTION AGREEMENT (this "Agreement") is entered into as of the 13 day of March, 2019, by and between CMAP (*name of organization*), by and through _____ (*signatory for organization*), (a Municipality and Non-Commercial User (the "User")) and THE COOK COUNTY ASSESSOR'S OFFICE (the "CCAO").

WITNESSETH:

WHEREAS, the CCAO has developed a database which contains data (the "Data") which it makes available on the internet and also makes available in compiled form (the "Database") for a fee, as permitted by law; and

WHEREAS, user is an not-for-profit institution which conducts research in the area of real estate; and

WHEREAS, the User has requested access to and license to use certain portions of the Database for the consideration and on the terms set forth below, and the CCAO has agreed to provide the Database subject to the terms and representations set forth below.

WHEREAS, the CCAO in the spirit of cooperation desires to make the Database available to the User, without charge to use in performing duties necessary to achieve its not-for-profit purpose; and

WHEREAS, the User acknowledges and agrees that access to the Database and/or Assessor Data is conditioned upon the agreement that access is provided as set forth in this Agreement solely for use in performing the not-for-profit functions of the User, and that any other use, alteration, sale, dissemination, lease or transfer of the Database and/or Assessor Data by the User, or by any employee or agent of same, without written consent of the CCAO is strictly prohibited, and shall be deemed to warrant immediate termination of this Agreement, as well as entitle the CCAO to pursue any other remedies to which it is entitled.

NOW, THEREFORE, in consideration of the mutual promises and covenants and the terms and conditions hereinafter set forth, and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties hereto agree as follows:

SECTION 1. INCORPORATION OF RECITALS.

The foregoing recitals are incorporated into and made a part of this Agreement as if fully set forth herein.

SECTION 2. STATEMENT OF NOT-FOR-PROFIT PURPOSES; RESTRICTIONS ON USE.

For purposes of this Agreement, the User represents and warrants as its not-for-profit purpose for access to the Database and Assessor Data as stated in *Exhibit A* and incorporated herein. The User agrees that access to the Database and/or Assessor Data is conditioned upon and provided as set forth in this Agreement solely for its use in performing its not-for-profit purposes (as described above). Any other use of the Database or Assessor Data, without express written consent of the CCAO, is strictly prohibited, including the display, sale, transfer, lease, dissemination or lease of the Database or Assessor Data in any location or manner in its current form, derivative or altered form, or otherwise. Any such prohibited use shall be deemed to be a breach which warrants immediate termination of this Agreement, as well as entitle the CCAO to pursue any other remedies to which it is entitled. This Section shall survive the termination of this Agreement.

SECTION 3. SUBSCRIPTION AND LICENSE TO DATABASE.

Subject to the terms set forth in this Agreement, the CCAO hereby grants to the User a non-exclusive, non-transferable and limited license to use and access to the Database through one or more IP addresses designated by the CCAO. The User is authorized to download the Database, manipulate the data and use it internally. However, the CCAO is furnishing the Database with all rights reserved and the User acknowledges that the title, copyright and all other rights to the Database remain with the CCAO and/or Cook County.

Neither the User nor any Authorized User (as defined below) shall have any right, title or interest in the Database. Except as provided above, neither the User nor any Authorized User shall copy, reproduce, duplicate, publish, disclose, distribute, license, sub-license, relicense, use as the basis for a derivative database, assign, release, transfer, sell or otherwise make the Database available to any other organization or person in any form or manner whatsoever. The CCAO reserves the right to withdraw from the Database any item or part of an item for which it no longer retains ownership rights or which it has reasonable grounds to believe infringes copyright or is unlawful or otherwise objectionable or for which the CCAO reasonably believes that the User has failed to adequately protect the CCAO's or Cook County's title, copyright and other rights.

SECTION 4. NOT-FOR PROFIT USERS AND AUTHORIZED USERS.

Chicago Metropolitan Agency

for Planning _____ (name of organization), by and through

_____ (signatory for organization) is a Not-for-Profit User that wishes to access the Database.

Authorized Users include employees of the Not-For-Profit User who, in compliance with this agreement, have been issued passwords and sign on identification numbers.

This Not-For-Profit User may permit only Authorized Users to access the Database and the Data. For purposes of this Agreement, Authorized Users shall mean only

David Clark and Brittaney Harkness

and no other persons whatsoever. This Agreement permits access to the Database by the Not-For-Profit's Authorized Users only and shall not extend to any subsidiary or affiliated entity. Each Authorized User shall be responsible for maintaining the secrecy of usernames and passwords. Each Authorized User agrees to notify the CCAO if a username has been compromised.

SECTION 5. FEES.

The annual fee shall be waived for the User and its Authorized Users.

SECTION 6. SUBSCRIPTION PERIOD.

The subscription period, license and rights granted to the User by this Agreement shall be in effect for a period of twelve (12) months from the date of this Agreement. Notwithstanding the foregoing, this agreement may be terminated by the CCAO at any time and without prior notice. If the User breaches any provision of this Agreement, in addition to any other rights or remedies it may be entitled to, the CCAO may suspend access under this Agreement, without prior notice.

SECTION 7. DISCLAIMER OF WARRANTIES.

The Data is provided without any warranty or representation whatsoever, including any representation as to accuracy, timeliness, completeness, non-infringement, copyright or trademark rights or disclosure of confidential information. All burdens, including any burden for determining accuracy, completeness, timeliness, merchantability and fitness for or the appropriateness for use rests solely on the User. The CCAO and Cook County make no warranties, express or implied, with respect to the Database or any component thereof. There is no warranty to update any of the information provided hereunder. THE CCAO AND COOK COUNTY EXPRESSLY DISCLAIM ANY AND ALL REPRESENTATIONS OR WARRANTIES (EXPRESS OR IMPLIED, ORAL OR WRITTEN) RELATING TO DATABASE, INCLUDING BUT NOT LIMITED TO ANY AND ALL WARRANTIES (EXPRESS OR IMPLIED) OF QUALITY, PERFORMANCE, ACCURACY, COMPLETENESS, MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. The User acknowledges and accepts responsibility for all use of the Database or any component thereof and recognizes that the Data may contain inaccuracies and is dynamic and in a constant state of maintenance, correction and update which will result in changes during the term of this Agreement.

SECTION 8. RELEASE OF LIABILITY.

THE USER EXPRESSLY AGREES THAT NO MEMBER, OFFICIAL, EMPLOYEE, REPRESENTATIVE OR AGENT OF THE CCAO OR COOK COUNTY, OR THEIR RESPECTIVE SUCCESSORS, HEIRS OR ASSIGNS, SHALL BE LIABLE, WHETHER INDIVIDUALLY OR PERSONALLY OR OTHERWISE, TO THE USER OR ANY OTHER PERSON OR ENTITY, OR THEIR RESPECTIVE SUCCESSORS, HEIRS OR ASSIGNS, FOR ANY LOSS OR CLAIM, INCLUDING BUT NOT LIMITED TO ANY DIRECT, SPECIAL, INDIRECT, INCIDENTAL, EXEMPLARY OR CONSEQUENTIAL DAMAGES RESULTING FROM THE USER'S USE OF OR INABILITY TO ACCESS OR USE THE DATABASE OR ANY COMPONENT THEREOF OR ANY INACCURACY OF THE DATA.

SECTION 9. USER INDEMNIFICATION.

The User agrees to indemnify and hold the CCAO, the County and its Commissioners, officers, agents servants and employees and their respective heirs, successors and assigns, harmless from any and all claims, suits, losses, liabilities, costs and expenses, including attorneys' fees, which arise directly or indirectly out of or in connection with the User's use of the Database, or which result from any violation of the provisions of this Agreement. The provisions of this Section shall survive the termination of this Agreement.

SECTION 10. APPLICABLE LAW.

This Agreement shall be interpreted and construed in accordance with, and governed by, the laws of the State of Illinois, excluding any such laws that might direct the application of the laws of another jurisdiction. Venue shall be in a court of competent jurisdiction located within the County of Cook, Illinois. The CCAO and the User each acknowledge the existence of state and other applicable law which may impose responsibilities upon either or both of them regarding real estate taxation and other governmental functions. No part of this Agreement has the effect of or is intended to impact any applicable legal duty of either party under existing law, especially the Illinois Property Tax Code, 35 ILCS 200/1 et seq.

SECTION 11. MISCELLANEOUS.

(a) This Agreement constitutes the entire agreement between the parties and supersedes all prior agreements, understandings, negotiations and discussions, whether oral or written, in relation to the matters dealt with herein. —There are no representations, warranties, collateral agreements or conditions to this Agreement, except as expressly stated in this Agreement.

(b) The section headings are for reference and information purposes only, and shall not affect in any way the meaning or interpretation of this Agreement. References to singular shall include the plural and to plural shall include the singular. References to a person shall include a corporate or government body. Words such as "including" and similar expressions shall not be read as words of limitation.

(c) The CCAO and/or Cook County shall not be liable or deemed in default for any delays or failure in performance resulting directly or indirectly from any cause or circumstances beyond their reasonable control, including acts of God, war, embargoes, fire, flood, accidents, strikes, shortages of transportation facilities, telecommunications facilities or software programs. In the event of default by the CCAO and/or the County, damages shall be limited to the fees paid by the User hereunder.

(d) If any term or condition hereof is found by a court or administrative body to be invalid or unenforceable, the remaining terms and conditions hereof shall remain in full force to the maximum extent of the law.

(e) This Agreement shall not be assignable by the User, directly or indirectly, without the prior written consent of the CCAO.

* * * * *

IN WITNESS WHEREOF, the parties have executed this Agreement by their respective authorized representatives as of the date first written above.

COOK COUNTY
ASSESSOR'S OFFICE

Chief Deputy Assessor
Cook County Assessor's Office

Title
Telephone Number
E-Mail

Title
Telephone Number
E-Mail

Title
Telephone Number
E-Mail



MEMORANDUM

To: CMAP Board and MPO Policy Committee

From: CMAP Staff

Date: March 6, 2019

Re: Proposed Amendment to ON TO 2050 – Roadway Improvements to Support the Update to the South Lakefront Framework Plan

The City of Chicago has requested to amend the ON TO 2050 comprehensive plan to add the proposed Roadway Improvements to Support the Update to the South Lakefront Framework Plan (the Jackson Park Project) to the list of fiscally constrained projects. The purpose of this memo is to present the staff's recommendation whether to amend the plan by adding this project. The full staff analysis of the Jackson Park Project was released for public comment from January 25-February 25, 2019. This memo draws from that analysis to assess support for ON TO 2050. A summary of public comment is provided.

Amendments to ON TO 2050 are expected to be occasional and to address projects with a significant change in funding or development status, warranting a new evaluation. Amendments undergo the same analysis and public discussion as projects identified in the plan development process. Selected projects should substantially implement ON TO 2050 by addressing current needs, improving travel over the long term, and having positive impacts on plan priorities. An amendment must also meet fiscal constraint requirements. This memo and other aspects of the amendment process are described in a November 9, 2018, memo to the CMAP Transportation Committee.¹

Project description

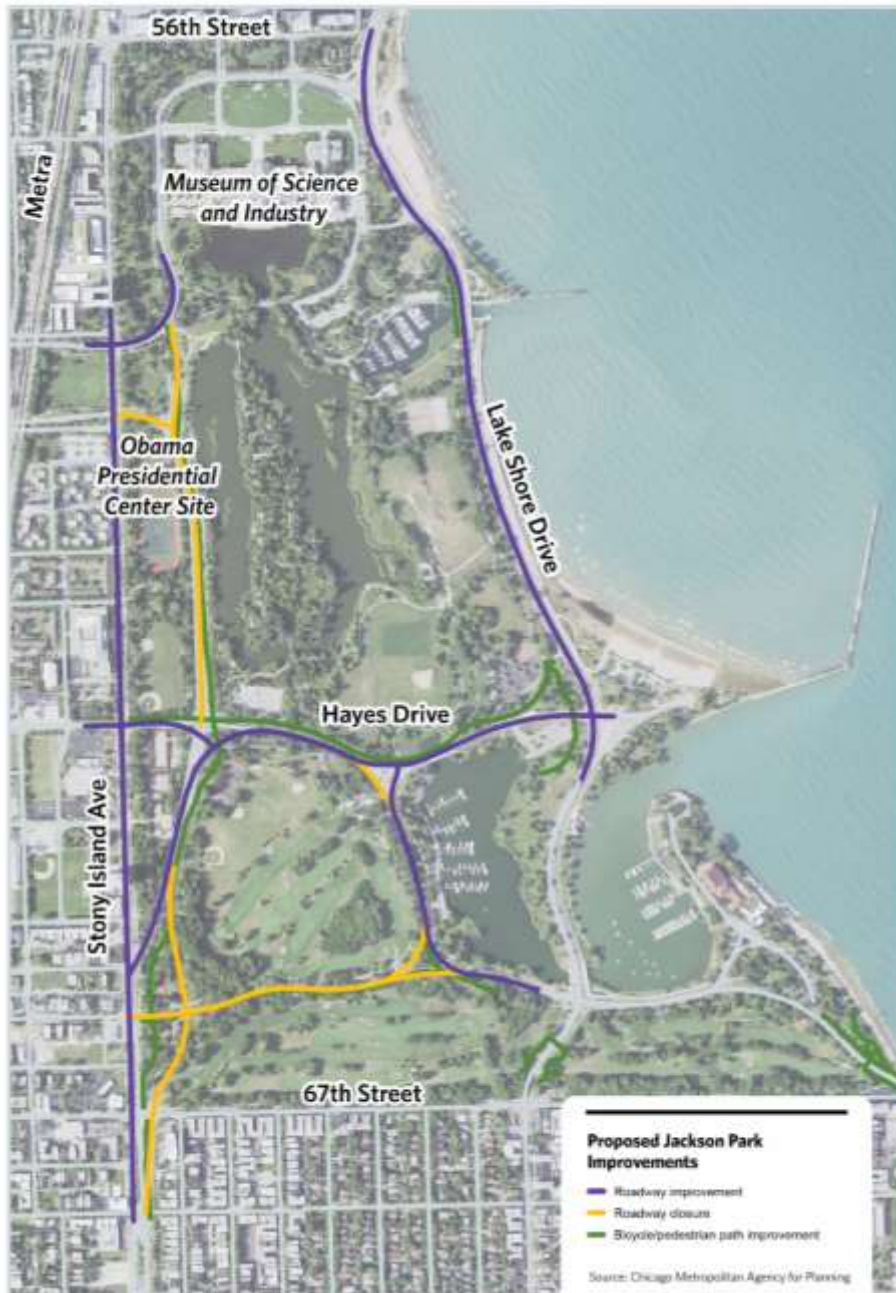
As proposed by the Chicago Department of Transportation (CDOT), the Jackson Park Project would involve closing certain roadway segments and improving others, including adding an additional southbound travel lane on South Lakeshore Drive from 57th Drive to Hayes Drive. Specifically, the project will remove sections of Cornell Drive, Midway Plaisance, and

¹ Chicago Metropolitan Agency for Planning, "ON TO 2050 Regionally Significant Projects: Proposed amendment process," November 2018,

https://www.cmap.illinois.gov/documents/10180/944935/CmteMemo_RSPAmendmentProcess.pdf.

Marquette Drive while adding capacity on Stony Island Avenue, Lake Shore Drive, and small remaining sections of Cornell and Midway. Overall, the City proposes to remove 6.7 lane miles of pavement, while adding a lesser 2.9 lane miles. The project's bicycle and pedestrian improvements include new and improved trails, pedestrian refuge islands and curb extensions, and five new underpasses. Transit improvements include bus stop relocation/consolidation, bus bulbs, and traffic signal modernization to allow for future implementation of interconnected signals or transit signal priority. Construction is anticipated to occur in three phases from 2019-21, with planned opening to traffic in 2021. See Figure 1 and visit www.cityofchicago.org/opc for more detail.

Figure 1. Proposed Jackson Park Improvements



The Chicago Park District recently updated its South Lakefront Framework Plan, part of which includes construction of the future Obama Presidential Center (OPC).² The Jackson Park Project would implement the update and support the OPC. In addition, CDOT has outlined two goals for the Jackson Park Project:

² Chicago Park District, "South Lakefront Framework Plan", April 2018, <https://www.southlakefrontplan.com/document/south-lakefront-framework-plan-report-042018>.

- 1) Reduce the effects of automobile traffic within Jackson Park by consolidating roadways and improving vehicular and bicycle/pedestrian circulation
- 2) Improve safety for bikes, pedestrians and automobiles following Complete Streets and Vision Zero guidance.

Fiscal Constraint

To be amended into ON TO 2050, any costs created by project must be included in the plan's fiscal constraint, which is similar to a long term budget. This process compares the estimated revenue from existing and proposed funding sources with the estimated costs of constructing, maintaining, and operating the total transportation system. Constraint helps decision-makers set priorities and make trade-offs rather than including an extensive list of projects that may not be appropriate, affordable, or sustainable. In addition to outlining project-specific costs for new capacity, ON TO 2050 assigns costs for projects below the RSP threshold to three categories: operating and maintaining the existing system (in its current condition), improving system condition, and making system enhancements.³

The Jackson Park Project is anticipated to cost \$179 million in current year dollars, of which CDOT indicates \$35 million is related to new capacity. CDOT has indicated that it intends to use state Road Fund dollars for all project costs. The ON TO 2050 financial plan already accounts for reconstruction and maintenance costs, meaning that only the cost of new capacity must be constrained. The financial plan also already assumes the use of State Road Fund revenues for existing operations, maintenance, and new construction or reconstruction needs of projects approved in ON TO 2050. This necessitates identifying alternative revenues for the Jackson Park Project or reallocating revenues within the financial plan to account for the project costs attributable to new capacity, specifically construction of new lane miles.

The amount allocated to new capacity for the Project is small in the context of the financial plan, which constrains \$518 billion of investments through 2050 and allocates \$4.8 billion for new capacity related to RSPs. The Jackson Park Project does propose to add capacity, but it also results in a net reduction in lane miles with minimal negative impact on auto travel and small improvements in transit travel. The System Enhancement category of the financial plan is allocated \$17.6 billion and specifically allows for various smaller project types including smaller lane additions.⁴ This Project reconstructs the existing system and reconfigures capacity without adding net new lane miles, thus it is appropriate to reallocate the \$35 million in new capacity costs of the Jackson Park project to the RSP category from the System Enhancements category.

³ Chicago Metropolitan Agency for Planning, "ON TO 2050 Financial Plan for Transportation," 14. <https://www.cmap.illinois.gov/documents/10180/911391/FINAL+Financial+Plan+for+Transportation+Appendix.pdf/80791482-09e6-e7e3-fe51-fd32e653f35be>

⁴ Chicago Metropolitan Agency for Planning, "ON TO 2050 Financial Plan for Transportation," 14. <https://www.cmap.illinois.gov/documents/10180/911391/FINAL+Financial+Plan+for+Transportation+Appendix.pdf/80791482-09e6-e7e3-fe51-fd32e653f35be>

This would change the allocation in that category to \$17.5 billion and increase the allocation in the RSP category to \$4.9 billion.

Support for ON TO 2050

Principles

Three principles guide ON TO 2050:

The **Inclusive Growth** principle emphasizes that we must grow our economy through growing opportunity for all residents, particularly minority and low income residents. The Jackson Park Project supports several aspects of this principle. First, it proposes new public investment in a community with historical disinvestment of both public and private resources. Improvements to the transportation system in and around Jackson Park also benefit mobility for residents of adjacent areas – just over 50 percent of the users of this transportation network come from economically disconnected areas.⁵ Improvements to transit movements on Stony Island will speed access to downtown and job centers.

The **Resilience** principle emphasizes the need to prepare for change, both known and unknown. A major new anchor such as the OPC can bring major shifts in the neighborhood as well as change mobility for residents, businesses, and visitors. The Project seeks to prepare Jackson Park and the surrounding neighborhood for the influx of traffic due to this anticipated development. At the same time, the project addresses pre-existing mobility and safety needs. It also proposes bicycle and pedestrian improvements that can help the neighborhood and city adapt to growing demand for walking and biking, as well as multimodal options for both work and personal trips. Finally, improvements to stormwater management and treatment of runoff will address existing deficiencies and improve water quality.

The **Prioritized Investment** principle emphasizes the need to carefully target limited resources to maximize benefits. This project invests in an existing community and replaces and modernizes existing road and water infrastructure. It also provides improved multimodal travel options in a congested area, including bike, pedestrian, transit, and automotive travel. In particular, the roadway improvements are designed to move buses faster and make pedestrian access safer and more comfortable, while also aiding vehicle movement. This multimodal approach to roadway projects provides a strong example of prioritized investment.

Community recommendations

The Jackson Park Project supports several goals and recommendations of the Community Chapter of ON TO 2050. Among other issues, this chapter broadly illustrates how to improve

⁵ Chicago Metropolitan Agency for Planning, Local Strategy Map: Economically Disconnected and Disinvested Areas. <https://www.cmap.illinois.gov/2050/maps/eda>

quality of life, fiscal outcomes, and environmental sustainability by reinvesting in existing communities and pursuing targeted expansion.

The project has particular relevance and support for the plan's recommendation to reinvest in disinvested areas. ON TO 2050 emphasizes that the region cannot succeed without promoting catalytic new development in disinvested communities that have been left behind by public and private investment alike, promoting individual economic opportunity and improving quality of life. Reinvesting in the transportation infrastructure of Jackson Park to improve aging assets as well as provide modern transit, bicycle, and pedestrian assets meets this recommendation. ON TO 2050 also recommends that all plans and initiatives undertaken in disinvested areas proactively engage the local community to preserve character and affordability, as well as to ensure that all residents can take part in prosperity. In the Jackson Park Project, CDOT has proactively held numerous public meetings and implemented strategies to engage and respond to neighborhood residents, and should continue to do so in this and related projects.

Finally, the project's improvements recognize and promotes the benefits that promoting walkable communities – embodied here in implementation of complete streets and the City's Vision Zero principles – has on community and development outcomes. By improving pedestrian access, the Jackson Park Project improves links between neighborhood anchors, like Hyde Park Academy, and assets like Jackson Park and the Lakefront.

Environment recommendations

The stormwater management recommendations of ON TO 2050 highlight the opportunity that transportation improvements provide to address existing stormwater management and water quality deficiencies. Jackson Park features several natural areas, such as the lagoons, and much of the park is designated as a conservation area within ON TO 2050. Under its current configuration, Cornell Drive is a direct tributary to the lagoons, impairing water quality. The Jackson Park Project plans to reduce impervious surface in the park, as well as improve water quality by removing some sections of Cornell and directing "first flush" runoff to the sewer system rather than the park's lagoons. These represent moderate improvements to stormwater management and water quality within the park and implement ON TO 2050.

Mobility recommendations

The project's primary goals of reducing the effects of automobile traffic in Jackson Park, improving vehicular and bicycle/pedestrian circulation, and improving safety for all users support a number of goals and recommendations of the Mobility chapter of ON TO 2050. The plan calls for achieving a safe and reliable transportation system for the future, regardless of mode. It addresses numerous transportation system deficiencies that exist at present. It specifically points to the need for investment in safe bike and pedestrian pathways to desired destinations, as well as implementation of Complete Streets policies. The Jackson Park Project's grade-separated bicycle and pedestrian crossings will improve safety, as will intersection improvements to shorten crossing distances. In addition, the plan emphasizes the need for

multimodal improvements that adapt to changing travel demand. Despite roadway closures, overall vehicle mobility will be maintained. In addition, significant pavement needs on the National Highway System will be addressed, supporting the plan's targets for pavement condition.

The Project's investments in transit priority features will speed bus movement, supporting ON TO 2050's recommendation to make transit more competitive. The coordination between CDOT and CTA implements the recommendation to plan for transit on roadways and supports an increase in the number of roadway miles with transit preference, as called for in the plan. Notably, the project represents investment in an area heavily utilized by low income and minority residents, supporting equitable transit access and the inclusive growth principle of ON TO 2050.

Staff Recommendation

As outlined above, the Jackson Park Project strongly supports the three principles of the ON TO 2050 plan, and implements a number of its recommendations. Staff recommend that the Board and MPO amend the ON TO 2050 comprehensive regional plan to include the proposed Jackson Park Project as a fiscally constrained Regionally Significant Project, and amend the Financial Plan to allocate \$35 million from System Enhancements to Regionally Significant Projects.

ACTION REQUESTED: Approval of the staff recommendation

Appendix I: ON TO 2050 text amendments

Within the fiscally constrained Regionally Significant Projects, arterials, the following project and description is recommended to be added:

Project	RSP ID	Capital cost (billions)	North/West Limits	South/East Limits	Rationale
Roadway Improvements to Support the Update to the South Lakefront Framework Plan	A2	\$0.2	E 56th / Stony Island	E 68 th St / S Lakeshore Dr	Improves safety and mobility while allowing for development of Obama Presidential Center.

Appendix II: Staff Analysis for Public Comment



Chicago Metropolitan
Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606
312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: CMAP Board and MPO Policy Committee

From: CMAP Staff

Date: January 25, 2019

Re: Proposed Amendment to ON TO 2050 – Roadway Improvements
to Support the Update to the South Lakefront Framework Plan

The City of Chicago has requested to amend the ON TO 2050 comprehensive plan to add the proposed Roadway Improvements to Support the Update to the South Lakefront Framework Plan (the Jackson Park Project) to the list of fiscally constrained projects. This memo represents the initial staff analysis, to be provided for public comment to CMAP on the proposed amendment, from January 25 to February 25, 2019. This memo and other aspects of the amendment process are described in a November 9, 2018, memo to the CMAP Transportation Committee.¹

Amendments to ON TO 2050 are expected to be occasional and to address projects with a significant change in funding or development status, warranting a new evaluation. Amendments undergo the same analysis and public discussion as projects identified in the plan development process. Selected projects should substantially implement ON TO 2050 by addressing current needs, improving travel over the long term, and having positive impacts on plan priorities, such as investing in existing communities, enhancing environmental quality, and improving quality of life. An amendment must also meet fiscal constraint requirements, described further below.

PROJECT DESCRIPTION

The Chicago Department of Transportation is designing transportation improvements in and around Jackson Park. The Chicago Park District recently updated its South Lakefront Framework Plan, part of which includes construction of the future Obama Presidential Center (OPC).² The Jackson Park Project is intended to support these efforts by creating new and upgraded facilities, improving safety and mobility, improving pedestrian and bicycle

¹ Chicago Metropolitan Agency for Planning, "ON TO 2050 Regionally Significant Projects: Proposed amendment process," November 2018,

https://www.cmap.illinois.gov/documents/10180/944935/CmteMemo_RSPAmendmentProcess.pdf.

² Chicago Park District, "South Lakefront Framework Plan", April 2018,

<https://www.southlakefrontplan.com/document/south-lakefront-framework-plan-report-042018>.

connectivity, and increasing green space. In another related improvement, Metra will expand its reconstruction of the 59th Street Metra Electric station to accommodate additional traffic and reopen a long-closed entrance on 60th Street.

Figure 1. Proposed Jackson Park Improvements



The project would involve closing certain roadway segments and improving others, including adding an additional southbound travel lane on South Lakeshore Drive from 57th Drive to Hayes Drive. Specifically, the project will remove sections of Cornell Drive, Midway Plaisance, and Marquette Drive while adding capacity on Stony Island Avenue, Lake Shore Drive, and

small remaining sections of Cornell and Midway. Overall, the City proposes to remove 6.7 lane miles of pavement, while adding a lesser 2.9 lane miles. The project's bicycle and pedestrian improvements include new and improved trails, pedestrian refuge islands and curb extensions, and five new underpasses. Transit improvements include bus stop relocation/consolidation, bus bulbs, and traffic signal modernization to allow for future implementation of interconnected signals or transit signal priority. Construction is anticipated to occur in three phases from 2019-21, with planned opening to traffic in 2021. See Figure 1 and visit www.cityofchicago.org/opc for more detail.

Because the project costs more than \$100 million and changes capacity on the National Highway System (NHS), it meets the threshold for evaluation³ as a Regionally Significant Project (RSP) and requires an amendment to ON TO 2050 for inclusion on fiscally constrained list of priority projects.

Project history

The 2018 South Lakefront Framework Plan recommends the transportation improvements included in the Project. The 2018 plan's predecessor was the 1999 South Lakefront Framework Plan⁴. The 2018 plan updates the 1999 plan and provides recommendations for new developments, such as the Obama Presidential Center and merger and redesign of two golf courses. The 1999 plan promoted pedestrian and bicycle circulation, and it contemplated traffic calming and closure of certain road segments. The 2018 plan preserves pedestrian pathways designated in the 1999 plan. The 1999 plan specifically contemplated the closure of Cornell Drive northbound and Marquette from Stony Island to Richards. The 2018 update included these recommendations and new recommendations to close Cornell (63rd to 59th) and Midway Plaisance eastbound (Stony Island to Cornell) based on the new planning process.

The Jackson Park project is linked to the Obama Presidential Center, which was recently approved by City Council.⁵ The Obama Center, the Jackson Park Project, and the golf course merger and redesign have generated significant discussion in the community. While many look forward to potential infrastructure improvements as well as economic development and regrowth due to these investments, others have stated concerns about potential change in community character and loss of affordable housing.⁶

³ Chicago Metropolitan Agency for Planning, "ON TO 2050 Mobility Chapter: Build regionally significant projects," <https://www.cmap.illinois.gov/2050/mobility/regionally-significant-projects>.

⁴ Chicago Park District, "South Lakefront Framework Plan, Phase 2", 1999, <https://www.southlakefrontplan.com/document/1999-south-lakefront-framework-plan>.

⁵ City of Chicago City Council, "Ordinance SO2018-7136", October 31, 2018, <https://chicago.legistar.com/LegislationDetail.aspx?ID=3681626&GUID=5B28F102-DEE2-4DB2-B35F-4E41DE4DCD78&Options=&Search=>.

⁶ John Greenfield, "Obama: Closing 6-Lane Road by Presidential Library Will Create a More Vibrant Public Space", Streetsblog Chicago, May 4, 2017, <https://chi.streetsblog.org/2017/05/04/obama-closing-6-lane-road-by-presidential-library-will-create-a-more-vibrant-public-space/>

Carlos Ballesteros, "Groups ask aldermen to protect residents from being displaced by Obama Center," Chicago Sun-Times, November 12, 2018, <https://chicago.suntimes.com/news/obama-center-library-chicago-protest-community-displacement-gentrification-university-chicago/>.

Project status

The Project is currently undergoing National Environmental Policy Act (NEPA) and National Historic Preservation Act review.⁷ The City Council approved the use agreement for the Obama Presidential Center project on October 31, 2018, and the City Council's Committee on Transportation and Public Way approved certain roadway closures associated with the Jackson Park Project on October 25, 2018.⁸

Project costs and revenues

Capital costs

The Project is anticipated to cost \$179 million in current year dollars. Five million has already been expended on planning and engineering, with \$174 million remaining for capital costs. CDOT has indicated that approximately \$35 million of this cost is attributable to new capacity, through an additional southbound lane on Lake Shore Drive, as well as smaller segments on Hayes and Stony Island. Project costs by major improvement type include:

- Lake Shore Drive, Hayes, and Stony Island (64th to 59th): \$86 million
- Stony Island (69th to 64th): \$28 million
- South Shore and Jeffery Underpasses: \$60 million

Revenues

The project has been allocated up to \$180 million in state Road Fund dollars to pay for near term construction costs.⁹

ON TO 2050 fiscal constraint

ON TO 2050 includes a financial plan for transportation investments, which is a requirement under federal regulation. This compares the estimated revenue from existing and proposed funding sources with the estimated costs of constructing, maintaining, and operating the total transportation system. This process is known as "fiscal constraint". Constraint for plans is important because it reminds regional decision makers to set priorities and make trade-offs rather than including an extensive list of projects and activities that may not be affordable or sustainable. In order for ON TO 2050 to be amended, costs for new capacity associated with the Project would need to be included within the plan's fiscal constraint.

Mark Guarino, "Obama Presidential Center faces pushback from Jackson Park residents", Washington Post, March 23, 2018, https://www.washingtonpost.com/entertainment/museums/obama-presidential-center-faces-pushback-from-jackson-park-residents/2018/03/22/f4234b3e-2b99-11e8-8ad6-fbc50284fce8_story.html?noredirect=on&utm_term=.dbb70f766514.

⁷ City of Chicago Department of Planning and Development, "Federal Review of Jackson Park Improvements," accessed January 7, 2019, https://www.chicago.gov/city/en/depts/dcd/supp_info/jackson-park-improvements.html.

⁸ City of Chicago Committee on Transportation and Public Way, "Summary of Reports", October 25, 2018, 47, http://media.legistar.com/chic/meetings/EA2CECE6-2B04-4088-B5CB-652CB7C029D8/Trans%20Summary_20181025143257.pdf.

⁹ Illinois General Assembly, Public Act 100-586, 100th General Assembly, 2018, 664, <http://www.ilga.gov/legislation/publicacts/100/PDF/100-0586.pdf>.

The City plans to use state Road Fund dollars for all project costs, including the \$35 million allocated to constructing new lane mileage. The ON TO 2050 financial plan already assumes the availability for State Road Fund revenues for any purpose. The amount allocated is small in the context of the financial plan, which constrains \$518 billion of investments through 2050. Within the financial plan, the RSP category is allocated \$4.8 billion for new capacity while the System Enhancement funding category is allocated \$17.6 billion and specifically allows for various smaller project types including smaller lane additions.¹⁰ By reducing lane mileage, the project may also reduce some operations and maintenance costs. In addition, the roadways within the project limits were last reconstructed in the 1960's and will likely require full reconstruction as their next step in routine maintenance. Given the focus of this project on the existing system and reconfiguring capacity, it may be appropriate to reallocate the cost of the Jackson Park project to the RSP category from the System Enhancements category.

PROJECT EVALUATION

The following section contains CMAP staff evaluation of the Jackson Park Project. The project has been evaluated, to the extent possible, using the same metrics that were evaluated for all RSPs in the ON TO 2050 development process. This section also discusses the project's fit with the principles and goals of the plan.

ON TO 2050 principles

Three principles guide the goals and recommendations of the ON TO 2050 plan: Inclusive Growth, Resilience, and Prioritized Investment.

The Inclusive Growth principle emphasizes that we must grow our economy through growing opportunity for all residents, particularly minority and low income residents. The project aligns with several aspects of this principle, including investing in a community with historical disinvestment of public and private resources.

The Resilience principle emphasizes the need to prepare for change, both known and unknown. This project seeks to prepare Jackson Park and the surrounding neighborhood for the influx of traffic due to the anticipated development of the Obama Center. It also proposes bicycle and pedestrian improvements that may adapt to growing demand for walking and biking, as well as improvements to stormwater management and treatment of runoff.

The Prioritized Investment principle emphasizes the need to carefully target limited resources to maximize benefits. This project invests in an existing community and provides improved multimodal travel options in a congested area, including bike, pedestrian, transit, and automotive travel.

¹⁰ Chicago Metropolitan Agency for Planning, "ON TO 2050 Financial Plan for Transportation," 14.
<https://www.cmap.illinois.gov/documents/10180/911391/FINAL+Financial+Plan+for+Transportation+Appendix.pdf/80791482-09e6-e7e3-fe51-fd32e653f35be>

ON TO 2050 Goals and Recommendations

The ON TO 2050 plan builds on its principles to provide a comprehensive set of recommendations to guide decisions relating to development, the economy, the environment, and mobility. The following discusses how the project impacts relevant goals and recommendations of ON TO 2050, by chapter.

Appendix I provides detailed findings of the quantitative analysis of the project, and Appendix II summarizes its interaction with ON TO 2050 goals.

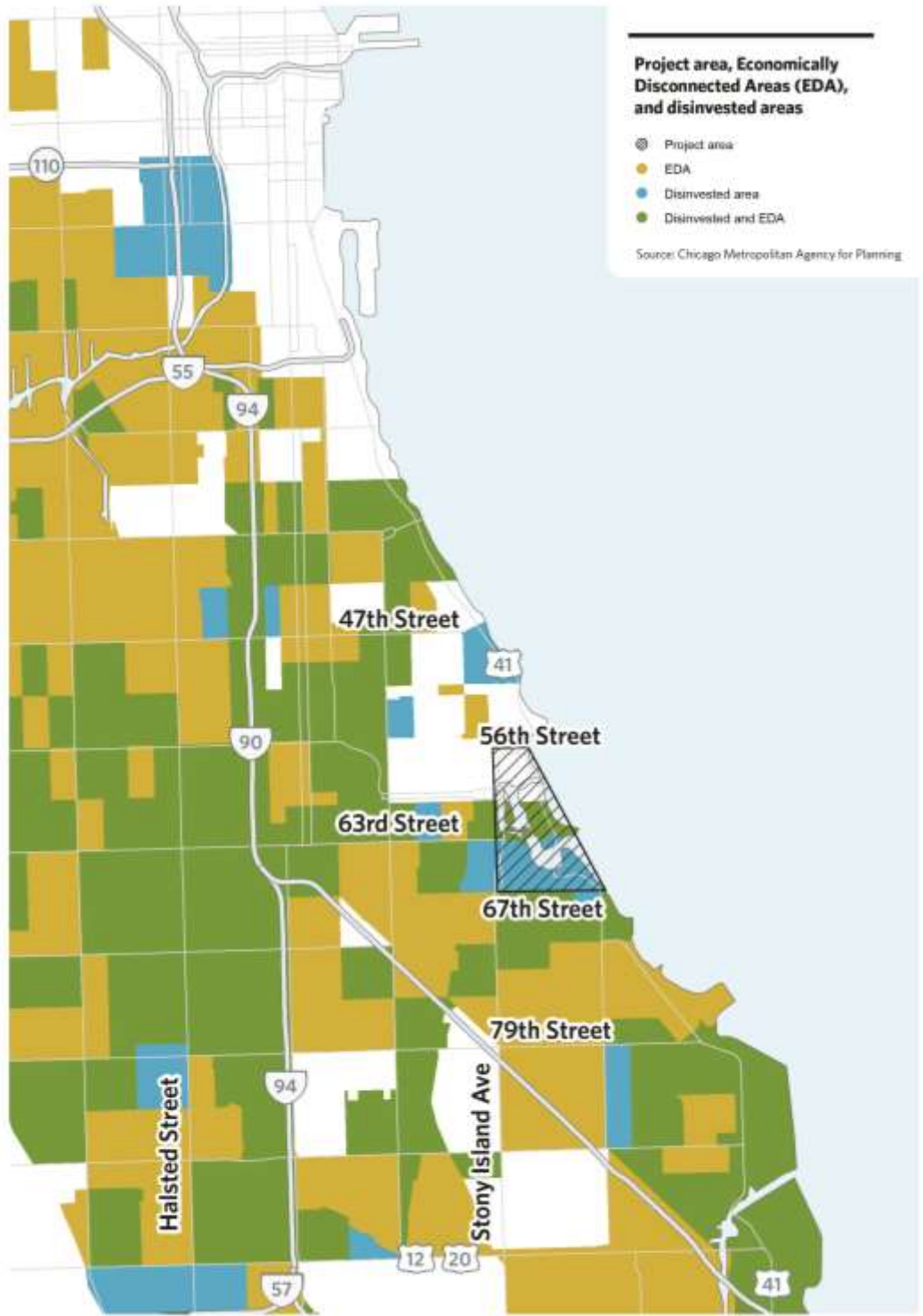
Community

The Community chapter touches on many issues relevant to creating vibrant places and communities. This includes reinvestment in existing places and developing communities that offer housing choice, easy access to jobs and amenities, and a strong quality of life.

Strategic and Sustainable Investment

The plan provides recommendations to target investment in existing communities as well as promote careful, fiscally and environmentally sustainable growth. It particularly highlights the need to implement targeted investment by directing public and private resources to disinvested areas. The Project overlaps or is adjacent to Disinvested Areas (areas with loss of employment and property value and high vacancy) and/or Economically Disconnected Areas (EDAs) (concentrations of low income residents that are also minorities or have limited English proficiency) (Figure 2). Investments in these areas, if closely coordinated with local community needs and plans and strategies to preserve existing character and affordability, have the potential to promote broader revitalization.

Figure 2. The Jackson Park Project area, economically disconnected areas, and disinvested areas



Jackson Park is located in the Woodlawn Community area, and it is also adjacent to the Hyde Park and South Shore Community areas. This area is particularly relevant to the inclusive

growth recommendations of ON TO 2050. The Woodlawn, Hyde Park, and South Shore communities are home to more than 100,000 residents, including 75,000 black residents. These communities have lower median incomes and homeownership rates than the rest of the region. This is particularly true in Woodlawn and South Shore, where unemployment rates are more than ten percentage points higher than the rest of the region and median incomes are \$25,000, roughly \$40,000 less than the regional median. Residents of these neighborhoods take some of the longest commutes in the region, to distant economic centers.¹¹ This disconnect occurs because residents have limited employment options that match their education and skills near their homes. Among other strategies, ON TO 2050 calls for concerted public investment to rebuild communities that have historically been left behind. Carefully targeted investment in road, water, and other infrastructure – like those being contemplated in the Jackson Park Project -- can provide the building blocks for broader revitalization.

When making these investments, ON TO 2050 emphasizes the need to carefully and effectively engage low income and minority communities in planning and implementation processes. To date, CDOT has engaged neighborhood residents and groups in the project study process. As a result, CDOT has adjusted pedestrian improvements, transit access, and other features of the project. For example, a stoplight was added and pedestrian treatments were enhanced at the Hyde Park Academy, intersection and roadway design was adapted to preserve trees where possible, a proposed concrete median on Hayes was replaced with striping, and treatments at 59th Street were enhanced to improve pedestrian access. Continued engagement of residents and neighborhood groups, as well as development of efforts to direct revitalization and growth so that it benefits all residents and implementation of strategies to preserve affordability and existing community character will be critical. The sponsors of the Jackson Park Project, Obama Center, and adjacent neighborhood plans are each proactively pursuing public engagement as part of their initiatives.

Reinvestment for vibrant communities

This goal embodies and expands upon prior recommendations to promote livable communities, providing actionable guidance on promoting housing choice and building walkable communities. The Project is relevant to plan recommendations around promoting walkable communities and improving safety for all users. Improvements on Stony Island Avenue seek to balance mobility for pedestrians, transit, and automobiles. Bus bump-outs and coordinated lights with transit signal priority can improve safety and access for riders. Improved crosswalks and pedestrian islands can provide a safer environment for pedestrians. These improvements are discussed further in the Mobility section.

¹¹ Chicago Metropolitan Agency for Planning, "Travel patterns in Economically Disconnected Area Clusters," January 25, 2018, https://www.cmap.illinois.gov/updates/all/-/asset_publisher/UIMfSLnFfMB6/content/travel-patterns-in-economically-disconnected-area-clusters.

Environment

ON TO 2050 has several goals and recommendations related to improving natural infrastructure and access to green space in urban areas. As planned, the Jackson Park Improvements appear to support many of these. Due to its location in Jackson Park, the project is being constructed in an area with strong overlap with the ON TO 2050 Conservation Areas Local Strategy Map, which indicates areas with a high priority for conservation in the region. In addition to its open space and recreational amenities, Jackson Park features several natural areas, such as the lagoons, that the Chicago Park District and regional analyses have identified as significant. This calls for careful consideration of stormwater management, development of green infrastructure, and preservation or enhancement of access to parks, particularly for residents of low income communities.

Integrated approach to water resources

Recommendations under this goal seek to holistically address all components of the water system -- quality, supply, and stormwater -- to improve outcomes. The stormwater management recommendation particularly notes using transportation improvements as an opportunity to address deficiencies in the system. Overall, the Jackson Park Project will implement the stormwater management guidelines of the recently-updated South Lakefront Framework Plan. That plan recognizes the importance of the park's interconnected ecosystem and sets forth a design strategy and related recommendations to "Establish performance landscapes" that offer natural beauty and habitats while filtering stormwater.¹² Under its current configuration, Cornell Drive is a direct tributary to the lagoons. Its removal will reduce overall runoff into the lagoons and improve water quality in the park. For stormwater management, the Project plans to reduce overall impervious surface in the park and meet current practice by requiring that "first flush" runoff be directed to the sewer system rather than the park's lagoons. These represent moderate improvements to stormwater management and water quality within the park.

Development practices that protect natural resources

The ON TO 2050 plan also recommends a number of strategies to improve natural infrastructure and access in already developed areas, including both enhancing multimodal access to parks as well as increasing park acreage.¹³ Jackson Park is located in an area of the region where many residents have comparatively little access to parks, with neighborhoods to the south and west of the park having access to as little as one acre per 1,000 residents.¹⁴ The transportation elements proposed in the Jackson Park Project include increased pedestrian and other transportation access to the park, with particular enhancements to lakefront access through new bicycle and pedestrian underpasses.

¹² Chicago Park District, "South Lakefront Framework Plan", April 2018, 30,

<https://www.southlakefrontplan.com/document/south-lakefront-framework-plan-report-042018>.

¹³ Chicago Metropolitan Agency for Planning, "ON TO 2050 Environment Chapter: Improve natural resources through the redevelopment process," <https://www.cmap.illinois.gov/2050/environment/redevelopment>

¹⁴ Chicago Metropolitan Agency for Planning, "ON TO 2050 Local Strategy Map: Park Access," <https://www.cmap.illinois.gov/2050/maps/parks>.

Mobility

The Mobility chapter focuses on achieving a safe and reliable transportation system for the future. The Jackson Park Project has two broad goals, which align with ON TO 2050:

1. Reduce the effects of automobile traffic within Jackson Park by consolidating roadways and improving vehicular and bicycle/pedestrian circulation
2. Improve safety for bikes, pedestrians and automobiles following Complete Streets and Vision Zero guidance.

The proposal involves closure of large portions of Cornell Drive and Marquette Drive to both meet these goals and accommodate construction of the Obama Center. Vehicle mobility through the project area is maintained by addition of a new lane on South Lakeshore Drive, removal of on-street parking on Hayes Drive for travel use, and some new capacity on Stony Island Ave. The project will also improve pavement condition in the project area. Relative to other arterial RSPs included in ON TO 2050, pavement needs in the project area are among the highest.

A system that works better for everyone

This ON TO 2050 goal emphasizes safety and equitable access to the transportation system. Relative to other arterial RSPs included in ON TO 2050, current safety needs on project roadways rank towards the middle. The City has stated that the project aims to improve safety for bicyclists, pedestrians, and automobiles following guidance in the City's Complete Streets and Vision Zero plans. New trails will be created along Cornell Drive and Hayes Drive – consistent with the City's Streets for Cycling 2020 plan – and improvements will be made to others. Five new underpasses would improve pedestrian and bicycle safety by providing grade-separated crossings within the park and across Lake Shore Drive, thereby eliminating several potential conflicts with vehicular traffic. Intersection improvements – compliant with the Americans with Disabilities Act -- will be made throughout the project area, with a number of new pedestrian refuge islands and curb extensions along Stony Island Avenue to improve safety and accessibility for all users. ON TO 2050 recommends investing in safe bike and pedestrian pathways to desired destinations.¹⁵ The proposal includes many such improvements within Jackson Park as well as improving access to the lakefront. However, new connections between the neighborhood and the park have focused on Stony Island Avenue improvements, which were identified as a concern by neighborhood residents (particularly 59th to 67th).

Additionally, as a project in and around EDAs, the project has a particular impact on commutes and traffic circulation for low income and minority residents. Relative to other ON TO 2050 arterial RSPs, project area roadways have the highest use by residents of EDAs, at 50.3 percent.

¹⁵ Chicago Metropolitan Agency for Planning, "ON TO 2050 Mobility Chapter: Improve travel safety," <https://www.cmap.illinois.gov/2050/mobility/safety/safepathways>

ON TO 2050 notes the importance of using transportation investments to promote inclusive growth and ensure equitable transit access.^{16,17}

A modern, multimodal system that adapts to changing travel demand

This ON TO 2050 goal emphasizes forward looking investments as well as those that make the transit system more competitive. Three new and fourteen modernized traffic signals will allow for future signal technologies such as interconnected signals or transit signal priority (TSP). These technologies use wireless communications to advance or extend green light times to reduce bus travel times and improve schedule adherence. ON TO 2050 sets a target for increasing the number of traffic signals with TSP.¹⁸ ON TO 2050 also recommends planning for system modernization while making progress toward a state of good repair, as well as increasing the miles of roadway with transit preference.¹⁹ Along Stony Island Avenue, ten bus stop consolidations/relocations and the installation of three bus bulbs – curb extensions that allow busses to stop and board passengers without leaving the travel lane – are intended to help busses travel faster and more reliably. The Project included coordination with transit agencies early in the planning process and does prioritize transit service in a roadway project. These features represent advancement in infrastructure supporting bus transit in the corridor, but a moderate level of bus priority overall. Busses along Stony Island Avenue include express bus service that provides fast commutes to downtown and other economic centers.

NEXT STEPS

CMAP has analyzed the impacts of this project based on available information. The public comment period for amending the ON TO 2050 plan to include the Jackson Park Project runs from January 25-February 25, 2019.

The public comment period for amending the ON TO 2050 plan to include the Jackson Park Project runs from January 25 - February 25, 2019. Public comment can be submitted by:

- Emailing jacksonpark@cmapp.illinois.gov.
- Attending a CMAP meeting. During the public comment period, this project will be discussed at the CMAP Board Meeting on February 13, as well as at the CMAP Transportation Committee meeting on February 22.
- Mailing a comment to:
Chicago Metropolitan Agency for Planning
Attn: Elizabeth Schuh
233 South Wacker Drive, Suite 800
Chicago, IL 60606

¹⁶ Chicago Metropolitan Agency for Planning, "ON TO 2050 Mobility Chapter: Leverage the transportation network to promote inclusive growth," <https://www.cmapp.illinois.gov/2050/mobility/transportation-equity>.

¹⁷ Chicago Metropolitan Agency for Planning, "ON TO 2050 Mobility Chapter: Make transit more competitive," <https://www.cmapp.illinois.gov/2050/mobility/transit#equitabletransit>.

¹⁸ Chicago Metropolitan Agency for Planning, "ON TO 2050 Indicators Appendix," 59, <https://www.cmapp.illinois.gov/documents/10180/911391/FINAL+Indicators+Appendix.pdf/e637fc66-16de-048d-d6f2-7616426b93ab>.

¹⁹ Chicago Metropolitan Agency for Planning, "ON TO 2050 Mobility Chapter: Harness technology to improve travel and anticipate future impacts," <https://www.cmapp.illinois.gov/2050/mobility/transportation-technology#system-modernization>.

Additional information on submitting public comment or how to attend a meeting can be found at <https://www.cmap.illinois.gov/updates/proposed-amendments>.

Following the public comment period, CMAP staff will make a recommendation on whether the Plan should be amended to include the project. The CMAP Board and MPO Policy Committee will consider this recommendation in March 2019.

APPENDIX I: EVALUATION OF IMPACT ON MOBILITY AND PLANNING PRIORITIES

The following tables contain the results of the quantitative evaluation of the project, repeating the methods and datasets used in the ON TO 2050 process. Overall, the project has comparatively high need among other arterial RSPs in terms of pavement condition and congestion management. It displays moderate need on other factors.

Current Need	Score (compared to the entire NHS)	Notes
Structurally deficient bridge (square feet of deck)	0	No structurally deficient bridges.
Pavement condition (condition rating and pavement roughness)	50	High score among arterials, indicating a higher proportion of pavement in deficient condition. Comparable to other parts of Lake Shore Drive and IL 62/Algonquin Road.
Safety (fatal crashes per VMT)	20	Moderate score among arterials, comparable to IL 83 and Green Bay Road.
Mobility (intensity and duration of congestion)	38	High score among arterials, but moderate compared to the full NHS.
Reliability (planning time index)	58	Moderate score among arterials and the NHS overall.

Note: these scores are scaled 1-100, and indicate how a project performs relative to all expressways and arterials in the entire NHS. Lake Shore Drive south of 56th Street was not on the NHS in 2015, the date of the IRIS file used for ON TO 2050 RSP analysis. Cornell Drive has been used as a proxy.

The following table depicts the results of the project on the ON TO 2050 planning factor assessment. The project has high potential to support residents of economically disconnected areas as well as infill development overall.

Planning Factor	Score	Notes
Conservation Area Impact (sq ft of CA within 500 ft, per mile of road, indexed to RSP arterial set)	15	Low score, consistent with other dense urban corridors.
Expected traffic growth (percent)	1%	Low score. Comparable to IL 43/Harlem Avenue.
Project use by residents of economically disconnected areas (percent of VMT)	50.3%	Highest usage by EDA residents among Arterial RSPs.
Economic impact due to industry clustering	N/A	Negligible impact.
Benefits to key industries (indexed to RSP arterial set)	9	Moderate impact.

Planning Factor	Score	Notes
Benefits to areas with industrial vacancy (current vacant space)	1.1 M	Low score, reflecting fewer industrial areas near the project.
Freight Improvement	N/A	Negligible impact.

APPENDIX II: ON TO 2050 GOALS AND RECOMMENDATIONS

ON TO 2050 is divided into five chapters that are, in turn, comprised of 12 goal areas. The following table gives a brief summary of the Jackson Park Project’s likely impacts relative to these goals, and following the table is a more thorough discussion.

ON TO 2050 Chapter	Goal Area	Jackson Park Transportation and Mobility Proposal Impact
Community	Strategic and sustainable development	Impact
	Reinvestment for vibrant communities	Impact
	Development that supports local and regional economic strength	Negligible impact
Prosperity	Robust economic growth that reduces inequality	Negligible impact
	Responsive, strategic workforce and economic development	Negligible impact
Environment	A region prepared for climate change	Negligible impact
	Integrated approach to water resources	Impact
	Development practices that protect natural resources	Impact
Governance	Collaboration at all levels of government	Negligible impact
	Capacity to provide a strong quality of life	Negligible impact
	Data driven and transparent investment decisions	Negligible impact
Mobility	A modern, multimodal system that adapts to changing travel demand	Impact
	A system that works better for everyone	Impact
	Making transformative investments	Negligible impact

ACTION REQUESTED: Information

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MEMORANDUM

To: CMAP Board and MPO Policy Committee

From: CMAP Staff

Date: March 6, 2019

Re: Summary of public comment on the Proposed Amendment to ON TO 2050 – Roadway Improvements to Support the Update to the South Lakefront Framework Plan (the Jackson Park Project)

The following summarizes feedback regarding a proposed amendment to ON TO 2050 submitted by the City of Chicago Department of Transportation (CDOT) regarding **the Roadway Improvements to Support the Update to the South Lakefront Framework Plan** (more commonly known as the Jackson Park Transportation and Mobility Improvement Project).

The public comment period for the Jackson Park Transportation and Mobility Improvement Project was open from January 25, 2019 to February 25, 2019. This aligned with the public comment period for a second amendment request from CDOT for the O'Hare Express Service. Comments were collected via two dedicated e-mail addresses that were set-up expressly to receive comments on the amendments: jacksonpark@cmap.illinois.gov and ohareexpress@cmap.illinois.gov. Links to these e-mail addresses were included on **a dedicated webpage** that contained more information on the proposals. Feedback was also solicited in CMAP's weekly e-mail newsletter and via social media posts. Residents were also invited to provide comments by mail and in-person at the CMAP Board and Transportation Committee meetings.

Jackson Park Transportation and Mobility Improvement Project Comment Summary

Overall, 6 residents offered comments on the project. One comment supported the project, two comments related to extending the green line and other transit service to the park, one advocated for a variety of transit improvements within and to the park, and two opposed the project.

Although concerns about parkland reduction were mentioned, most comments pertained to transportation and accessibility. Many comments spoke to much larger transportation access and affordability issues that exceed the scope of this project. Several residents looked beyond the proposed project to recommend extending the CTA Green line and otherwise add transit connections to Jackson Park in order to improve access, reduce parking, and promote economic development in the area. Residents suggested a shared fare system between the CTA and Metra to make transfers faster and more convenient. One resident advocated for ensuring that new and existing transit options are ADA compliant and accessible. Some residents commended the project's implementation of complete streets and some lane removals, while others opposed widening roadways and felt more thought should be given to complete streets techniques that prioritize more walking and biking. A resident thought that the amendment should wait until the court case involving the Obama Center, which the project supports, has been resolved.



Eric C. M. Basir

2/1/2019, email

Subject: Extend green line to park instead

Please extend the green line past cottage grove into Jackson Park! That is very important.

Additional: none

Austin Busch

2/1/2019, email

Subject: Make Jackson Park a transit hub, invest in more than a drive-by

When considering these Jackson Park improvements, please also revisit the mistake made in canceling the extension of the CTA's Green Line. A revived Cottage Grove branch of the Green Line, connection to a Metra Station at 63rd Street, and a free transfer with fare integration would allow for the inclusion of the Metra Electric District into the CTA system, greatly improving the commutes of local residents and all south-siders. Such a connection would also greatly reduce the need for parking at the Obama Library project, returning some of the lost green space from this development. A further short connection and station across the Dan Ryan between the two 63rd branches would allow for an alternate routing, in which Green Line trains would only terminate at Ashland/63rd. A new line would connect Englewood to Jackson Park, as well as allowing transfers between the Green Line, Red Line, and Metra Electric. This new transportation hub would help make Hyde Park, Woodlawn, and the University of Chicago into a major node in the city, shifting the dense jobs and investment from downtown closer to economically depressed neighborhoods. A transfer connection at Jackson Park would greatly benefit local business with increased foot and transit traffic, both local commuters and tourists. Further road widening will only lead to more people driving through the area without spending money at local businesses. Please consider a holistic approach to this site and the community around it.

Additional: none

Mike Erickson

2/23/2019, email

Subject: Public Comment

A federal judge has held up the South Lakefront Framework Plan (which includes the Obama Library) for a challenge to the City taking of lakefront parkland put forward by a parks-advocacy group's lawsuit, therefore the request for amendment to ON TO 2050's list of fiscally constrained regionally significant projects (RSPs) should be denied at least until final ruling has been made. It is obvious that CMAP 2050 Goals would be better met if the project were put in a destitute part of the city for the betterment of all.

Additional: Adjunct Professor of Earth and Environmental Science, MVCC, 708-625-2597

Harvey Kahler

2/22/2019, email

Subject: Add ADA compliant improvements to Metra Electric 59th Street station and increase frequency of service

ADA compliant improvements to Metra Electric 59th Street station should be added to the Jackson Park amendment to the South Lakefront Framework Plan section of the On to 2050 CMAP LRP in conjunction with the nearby Obama Presidential Center. The Metra Electric is accessible at Van Buren and Millennium Station from many Downtown hotels.

South Lakefront communities developed around the Metra Electric (former Illinois Central Suburban Lines) and suffered greater disinvestment with the decline in Metra service. Increasing Metra fare disparity has driven away ridership compounded by reduced service to meet lower demand. This has resulted in increased and costly CTA bus competition and operations that increase surface traffic on Downtown streets even if a goal of all-electric buses is attained.

Improved rail service would facilitate community renewal. The underutilized Metra Electric needs to be exploited with frequent service and coordinated with CTA fares. While a State mandate for fare coordination was never achieved or was ignored; one solution may be a CTA purchase of Metra Electric South Chicago and Mainline-Blue Island services mostly in the City but with suburban connections.

The purchase of service would add two rapid transit branches to the CTA network serving lakefront neighborhoods and major travel destinations. This would save the need for a \$2.3-billion CTA Red Line extension to serve the same area now poorly served by Metra, afford closer Pace connections with reduced route mileage, and allow offsetting reductions in CTA express bus operation costs.

Additional train cars will be needed, but there may be enough equipment available to provide an initial, 20-minute headway, interim service throughout the day, comparable to the CTA Green Line branches.

Metra crews would operate the trains and inspect tickets and smartphone app displays on board compatible with continuing travel on Metra and NICTD trains without segregated station fare control.

Ticket vending machines would be needed for that segment of the public without those phones. and would be the only initial cost for implementation.

PTC is installed and undergoing testing.

Beside a small number of new or restored Highliners, long-term needs would be for ADA station accessibility compliance and catenary (power collection) conversion to a constant tension system for a tenth of the cost of the RLE.

Shane Misztal

2/15/2019, email

Subject: CMAP Amendment Public Comment

I am writing to express my opinion on the Jackson Park project being added to the ON TO 2050 Plan. I would like to state that I am NOT for the roadway improvements at Jackson Park. My reasons for this is because:

a) I am against the Obama Presidential Library being built. My reason for this is because it will be using tax payer dollars to fund a tourist landmark where it's benefits don't outweigh its costs. Unless this project was completely privately funded by the Obama Foundation and private investors, I don't think this is a good use of our funds.

We shouldn't have our regional plan be dictated by the Mayor and City Council because they said so. They already got us to this point having CDOT request these amendments just so they can have their way. The majority of the people don't think it's a good use of our funds but the people in charge choose to ignore them (aka the people they represent) and push the project anyways. It's time to put our foot down and not give in.

b) Even if this library was to be built the idea of widening roadways to accommodate personal vehicles is not how I want our money spent. I'm for the bicycle and pedestrian improvements, as well as the Metra improvements. I think highlighting and prioritizing the use of public transit to access the library would be the most unique and equitable way of going about this. Installing more bus only lanes and prioritizing transit over private vehicle use is the way to go. Having a landmark as grand as this and allowing for people all over the world and country take a bus or train to the site and experience the way "we Chicagoans" do things is my vision and is a perfect representation of Obama and his way.

Additional: none

Terry Witt

1/26/2019, email

Subject: Jackson Park

I applaud focus on Complete Streets and Vision Zero. At each step it will be important to not allow pedestrian and bicycle projects be sacrificed for more concrete as budgets cause an either or choice. I have enjoyed riding in that area, and believe these plans will invite many more people to experience the joy of outside.

Additional: Bicycle Advocate, Bartlett, IL, 847-712-1845



MEMORANDUM

To: CMAP Board and MPO Policy Committee

From: CMAP Staff

Date: March 6, 2019

Re: Proposed Amendment to ON TO 2050 – O’Hare Express System

The City of Chicago has requested to amend the ON TO 2050 comprehensive plan to add the proposed O’Hare Express System to the list of fiscally constrained projects. The purpose of this memo is to present the staff’s recommendation whether to amend the plan by adding this project. The full staff analysis of the O’Hare Express System (OES) was released for public comment from January 25-February 25, 2019. This memo draws from that analysis to assess support for ON TO 2050. A summary of public comment is provided.

Amendments to ON TO 2050 are expected to be occasional and to address projects with a significant change in funding or development status, warranting a new evaluation. Amendments undergo the same analysis and public discussion as projects identified in the plan development process. Selected projects should substantially implement ON TO 2050 by addressing current needs, improving travel over the long term, and having positive impacts on plan priorities. An amendment must also meet fiscal constraint requirements. This memo and other aspects of the amendment process are described in a November 9, 2018, memo to the CMAP Transportation Committee.¹

Project description

The OES project aims to provide express transportation service between O’Hare International Airport (O’Hare) and downtown Chicago. The Chicago Infrastructure Trust (CIT), in partnership with the City of Chicago, selected The Boring Company to advance to exclusive

¹ Chicago Metropolitan Agency for Planning, “ON TO 2050 Regionally Significant Projects: Proposed amendment process,” November 2018, https://www.cmap.illinois.gov/documents/10180/944935/CmteMemo_RSPAmendmentProcess.pdf.

negotiations by to design, build, finance, operate, and maintain the OES.² This memo provides a recommendation based solely on The Boring Company proposal, including its scope, alignment, timing, funding, and planned service.

The OES would provide transit-like service via new, twin, 17.5-mile tunnels that are at least 30 feet below the surface, with termini at a reconfigured and completed station at Block 37 in downtown Chicago and a new station at O'Hare airport. Sixteen-passenger electric vehicles would travel through these tunnels at 120-150 miles per hour and could leave as frequently as every 30 seconds. Travel time would be approximately 12 minutes each way. The fare would be between \$20 and \$30 each way. A construction timeline has not been finalized, but City representatives have indicated an opening year of 2024 at the latest. The City's ridership demand study, conducted for a slower and less frequent service, projects initial ridership of 3,000-5,000 passengers per day, with full ridership potential ranging from 14,000-18,500 in 2045.³

The maps below depict the project study area. While much of the alignment has been chosen, the project team has two route options between the Elston/Ashland intersection and Downtown Chicago.

² Chicago Mayor's Press Office, "Mayor Announces Company Selected to Build and Operate Express Service to O'Hare," accessed January 2, 2019, <http://chicagoinfrastructure.org/2018/06/14/company-selected-to-build-and-operate-chicago-express-service/>.

³ Exhibit C of the O'Hare Express System RFQ, available at <http://chicagoinfrastructure.org/wp-content/uploads/2017/11/OES-RFQ-Complete-ADD2-Clean-20180119-2.pdf>.

Figure 1. Proposed alignment and options for the O'Hare Express System



O'Hare Express System

- Study area
- CTA rail ("L") lines
- Metra rail lines
- Interstate

Source: City of Chicago

Fiscal Constraint

To be amended into ON TO 2050, any costs created by the project must be included in the plan's fiscal constraint, which is similar to a long term budget. This process compares the estimated revenue from existing and proposed funding sources with the estimated costs of constructing, maintaining, and operating the total transportation system. Constraint helps decision-makers set priorities and make trade-offs rather than including an extensive list of projects that may not be appropriate, affordable, or sustainable. In addition to outlining project-specific costs for new capacity, ON TO 2050 assigns costs for projects below the RSP threshold to three categories: operating and maintaining the existing system (in its current condition), improving system condition, and making system enhancements.⁴

Negotiations between the CIT/City of Chicago and The Boring Company are ongoing, and no estimated project costs have been officially released. Operating cost estimates are not available. The project cost as submitted by the City to CMAP for Transportation Improvement Program (TIP) amendment consideration is \$999,999,999 in private funds.

Potential public costs depend on the nature of the contract, which CIT and The Boring Company continue to negotiate. If only private funds are expended on the OES project, it will not impact the fiscal constraint of ON TO 2050. City representatives have communicated to CMAP staff that the contract will stipulate that no public funds will be expended for any element of project development, construction, maintenance, or operations, and that any public expenditures would result from a future choice to change the scope of the project. Without examining the final contract document, CMAP staff is unable to state with certainty that no public funds will be expended on the project.

Support for ON TO 2050

Principles

Three principles guide ON TO 2050:

The **Inclusive Growth** principle emphasizes that we must grow our economy through growing opportunity for all residents, particularly minority and low income residents. The OES would generate temporary construction jobs, and the City has indicated that construction hiring and contracting will be subject to its standard Disadvantaged Business Enterprise (DBE) requirements. The City believes that the project would strengthen the central business district and create economic growth that benefits all residents. The project's effect on Inclusive Growth is limited. The project is intended to serve business and tourist travel. Its high fare, absence of a discounted fare program for airport employees, and station locations make it unlikely to serve lower income travelers and constrain its potential to improve travel for low income residents.

⁴ Chicago Metropolitan Agency for Planning, "ON TO 2050 Financial Plan for Transportation," 14. <https://www.cmap.illinois.gov/documents/10180/911391/FINAL+Financial+Plan+for+Transportation+Appendix.pdf/80791482-09e6-e7e3-fe51-fd32e653f35be>

The **Resilience** principle emphasizes the need to prepare for change, both known and unknown. Perhaps its strongest benefit, the OES represents a proving ground for new technology and new combinations of existing technology, embodying the plan's emphasis on preparing for and taking advantage of the shifts in mobility that new technology will create. The OES also proposes to use all electric vehicles, in line with ON TO 2050's emphasis on alternative fuels. The project also has the potential to improve resilience by adding another transportation option in a congested corridor.

The **Prioritized Investment** principle emphasizes the need to carefully target limited resources to maximize benefits. The OES will provide a new connection between downtown Chicago and a major transportation and economic hub (O'Hare airport) which is expected to attract many new trips with O'Hare modernization. This private investment in a transit-like service to serve these nodes thus supports prioritized investment. The public private partnership (P3) under negotiation between the City and the Boring Company has the potential to provide a better model for P3 in the region, so long as the City's RFQ and RFP requirements for no public cost and no public risk are met in the final contract.

Community recommendations

The O'Hare Express System supports some goals and recommendations of the Community Chapter of ON TO 2050. Among other issues, this chapter broadly illustrates the need to improve quality of life, fiscal outcomes, and environmental sustainability by reinvesting in existing communities and pursuing targeted expansion. Specifically, the plan calls for targeted investment in major economic centers to focus limited resources. The OES project connects two of the largest centers of economic activity for the region, which supports the plan's focus on investing in existing economic assets.

Prosperity recommendations

The Prosperity chapter offers recommendations on economic development and workforce to help the region thrive. Its recommendations highlight the need to coordinate across governments to provide the infrastructure, human capital, and support needed to retain businesses and attract growth. However, the chapter, and ON TO 2050, emphasize that the region cannot grow without first providing opportunity for residents regardless of race, income, or ability. The OES proposes to implement required City practices in hiring minority contractors and workers, which supports inclusive growth.

The City has also indicated that the project is intended to bolster tourism and business travel, and therefore broader economic growth, by providing a fast, reliable, and unique connection from a global airport to downtown Chicago. Anecdotally, business interests have suggested that the City's ability to attract firms from out of state will be enhanced. There is limited academic literature on the economic impacts of adding an express airport connection in regions with existing high frequency rail access to major airports. While a number of global cities have

express rail connections to their airports, there is little analysis of whether these connections contribute to broader economic success.

Mobility recommendations

The OES project supports some ON TO 2050 goal areas for the Mobility chapter. This chapter focuses on achieving a safe and reliable transportation system for the future. It also calls for careful investment to meet today's needs, while preparing the transportation system for changes in demand, technology, and the economy.

CMAA's modeling suggests the impact on existing transportation infrastructure and emissions would likely be small, though the project's unique mode and limited information on airport travel make modeling the project challenging. The OES provides a unique opportunity to explore new technologies and project delivery models, potentially allowing the region to lead on new transportation technology. ON TO 2050 recommends that the region harness emerging technology to improve travel. The OES represents a unique opportunity to break ground on emerging mobility.

The project also provides an opportunity for the City to establish a public-private partnership (P3) that aligns with ON TO 2050's recommendations with regards to public interest protection, revenue sharing, and non-compete clauses in P3s.

Staff Recommendation

Staff recommends that the Board and MPO approve the project for amendment to the ON TO 2050 fiscally constrained project list with the description and status listed in Appendix I, with several checks put in place. The OES represents an investment that -- if delivered as proposed -- would provide a world class transportation asset to the region at no public cost. The region should encourage innovative, entrepreneurial projects and the use of private capital, so long as these serve a recognized need. On the other hand, concerns remain. Contract language ensuring that ON TO 2050's recommendations for P3s have been implemented has not yet been made public. The prospect of contractual inflexibility affecting future decision-making by the project sponsor is a concern, as is evolution in the scope of the project as new engineering challenges arise.

Because of these issues, staff recommends several checks that require a new amendment process if the project changes from the description and status provided in Appendix I or incurs public costs, as follows:

- If the project sponsor submits a [Transportation Improvement Program](#) (TIP) amendment for the OES, that amendment come to the Transportation

Committee and CMAP Board for review and recommendation to the MPO Policy Committee. The MPO Policy Committee will take final approval action.

- Although the addition of local or state funds for a project would typically be considered as an administrative amendment to the TIP, incurring public cost for engineering, construction, land acquisition, operations, etc. beyond normal and usual permitting, inspection, and project oversight activities would change the project description and status as embodied in this plan amendment. Therefore any financial change should be considered as a formal TIP and plan amendment with renewed evaluation of the project and its merits relative to other transportation system needs. This includes all public funds, rather than just federal dollars.
- Should the project significantly change in scope, such as changing alignments or moving from the proposed transit-like service to a service that is focused on single-occupancy or personal vehicles, a plan amendment should be required. The CMAP Board or MPO Policy Committee may request consideration of this amendment at any time and the Board may direct staff to evaluate it.

ACTION REQUESTED: Approve the staff recommendation.

Appendix I: ON TO 2050 text amendments

Within the fiscally constrained Regionally Significant Projects, staff recommend that the following project description be added. Note that the ON TO 2050 project designation, description, and status apply solely to The Boring Company proposal as well as the financial proposal of zero cost to the public.

Amended O'Hare Express System

Project Description:

The project would provide express service between Block 37 in downtown Chicago and O'Hare international airport, with service provided by high-speed, transit-like electric vehicles travelling through tunnels along the Kennedy and Elston Avenue corridors. Improvements include buildout of the station at Block 37, construction of a new station at O'Hare, construction of twin tunnels, and development of appropriate supportive maintenance facilities. The opening year is targeted for 2024 or earlier. The facility will be constructed at no cost to the public for design/engineering, land acquisition, station construction, facility or vehicle operation or maintenance, research and development for the required vehicle and tunnel boring technology, or any other project elements.

Project status

The Boring Company has been selected to proceed to final negotiations to build, operate, and maintain the facility. The City and the Boring Company are still in contract negotiations, with final scope and cost subject to contract approval by the Chicago City Council. The Boring Company is evaluating final alignment between Elston/Ashland and downtown Chicago, purchasing easements, air rights, and property for the tunnels and emergency exits every half mile, and researching and developing more efficient drilling technology as well as the proposed 16-passenger vehicles. The Boring Company must also complete the Environmental Assessment element of the NEPA process.

Appendix II: Staff Analysis for Public Comment



Chicago Metropolitan
Agency for Planning

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MEMORANDUM

To: CMAP Board and MPO Policy Committee

From: CMAP Staff

Date: January 25, 2019

Re: Proposed Amendment to ON TO 2050 – O’Hare Express System

The City of Chicago has requested to amend the ON TO 2050 comprehensive plan to add the proposed O’Hare Express System (OES) to the list of fiscally constrained projects. This memo represents the initial staff analysis, which will be provided for public comment to CMAP on the proposed amendment, from January 25 to February 25, 2019. This memo and other aspects of the amendment process are described in a November 9, 2018, memo to the CMAP Transportation Committee.¹

Amendments to ON TO 2050 are expected to be occasional and to address projects with a significant change in funding or development status, warranting a new evaluation. Amendments undergo the same analysis and public discussion as projects identified in the plan development process. Selected projects should substantially implement ON TO 2050 by addressing current needs, improving travel over the long term, and having positive impacts on plan priorities, such as investing in existing communities, enhancing environmental quality, and improving quality of life. An amendment must also meet fiscal constraint requirements, described further below.

PROJECT DESCRIPTION

The OES project aims to provide express transportation service between O’Hare International Airport (O’Hare) and downtown Chicago. The Boring Company was selected to advance to exclusive negotiations by the Chicago Infrastructure Trust (CIT), in partnership with the City of Chicago, to design, build, finance, operate, and maintain the OES.²

¹ Chicago Metropolitan Agency for Planning, “ON TO 2050 Regionally Significant Projects: Proposed amendment process,” November 2018, https://www.cmap.illinois.gov/documents/10180/944935/CmteMemo_RSPAmendmentProcess.pdf/3212c417-cb9b-621e-c671-204e5f69d894.

² Chicago Mayor’s Press Office, “Mayor Announces Company Selected to Build and Operate Express Service to O’Hare,” accessed January 2, 2019, <http://chicagoinfrastructure.org/2018/06/14/company-selected-to-build-and-operate-chicago-express-service/>.

The project's objectives are construction of twin, 17.5-mile tunnels with anticipated termini at Block 37 in downtown Chicago and O'Hare airport. The tunnels will be constructed such that the ceiling is approximately 30 feet below the surface, or deeper where appropriate. According to The Boring Company's proposal, electric vehicles would travel through these tunnels at 120-150 miles per hour and could leave as frequently as every 30 seconds. To support the service, The Boring Company would construct a new station at O'Hare Airport and complete the unfinished underground transit station at Block 37 for the downtown terminus. This will require overcoming engineering challenges that include tunneling under Randolph Street and the Chicago Transit Authority (CTA) Blue Line, and connecting the tunnels to the Block 37 Station via vehicle elevators or other technology. Travel time on the service would be approximately 12 minutes each way, and special vehicles would carry up to 16 passengers plus their luggage. A construction timeline has not been finalized, but City representatives have indicated an opening year of 2024 at the latest.

The City's ridership demand study projects initial ridership of 3,000-5,000 passengers per day, with full ridership potential ranging from 14,000-18,500 passengers per day in 2045.³ This is equivalent to 1.1-1.8 million passengers a year at opening, and 5.1-6.8 million per year by 2045. Maximum capacity for the Boring Company's proposal is approximately 76,800 passengers per day, via trips every 30 seconds for 20 hours per day. Fares are expected to be \$20-30 per trip.

The maps below depict the project study area. While much of the alignment has been chosen, the project team has two route options between the Elston/Ashland intersection and Downtown Chicago. The chosen route will not be defined prior to conclusion of this amendment process.

The Boring Company considers the capital and operating cost of the project proprietary information. However, as submitted by the City to CMAP for Transportation Improvement Program (TIP) amendment consideration, the estimated cost is \$999,999,999. Thus, the project meets the threshold for evaluation as a Regionally Significant Project (RSP) and requires an amendment to ON TO 2050 for inclusion on the fiscally constrained list of priority projects.⁴

³ Exhibit C of the O'Hare Express System RFQ, available at <http://chicagoinfrastructure.org/wp-content/uploads/2017/11/OES-RFQ-Complete-ADD2-Clean-20180119-2.pdf>.

⁴ Chicago Metropolitan Agency for Planning, "ON TO 2050 Mobility Chapter: Build regionally significant projects," <https://www.cmap.illinois.gov/2050/mobility/regionally-significant-projects>.



O'Hare Express System

- Study area
- CTA rail ("L") lines
- Metra rail lines
- Interstate

Source: City of Chicago

Project history

Express service to O'Hare airport has been contemplated for some time. Most recently, the Richard M. Daley administration pursued the concept in the early 2000s, culminating in development of the Block 37 Station, meant to serve as a hub for service that utilized the CTA Blue Line right of way. Recent proposals have also considered using underutilized freight right of way and/or Metra tracks, including the CrossRail proposal submitted for consideration in ON TO 2050.⁵ Versions of the service were included on the unconstrained list in both GO TO 2040 and the GO TO 2040 update. The most recent evolution of the project was included in ON TO 2050's unconstrained list, but without a specific service concept. ON TO 2050 notes that additional study and financial information is needed before consideration for fiscal constraint.

Recent and planned improvements to O'Hare will expand the airport's passenger capacity. The O'Hare Modernization Program -- focused on runways -- is largely complete. O'Hare 21 -- an \$8.7 billion terminal expansion -- was announced in 2018.⁶

The Chicago Infrastructure Trust issued a Request for Qualifications⁷ (RFQ) for the project in November 2017, with four private entities responding in February 2018⁸. Two respondents were shortlisted⁹, and a Request for Proposals (RFP) was released in March 2018. On June 14, 2018, the Mayor of Chicago announced that one respondent -- The Boring Company -- had been selected to proceed to the exclusive negotiations stage of procurement.¹⁰ A final agreement has not yet been presented to the City Council, although City and CIT staff indicate that this should occur within the next several months.

Project status

The OES is still in the early stages of project development, with engineering still underway and gaps remaining in available information. For example, final alignment is subject to the ongoing NEPA process. The Boring Company also has not identified the location of the planned ventilation shafts/emergency exits, the siting of which may require community engagement processes. The acquisition costs and processes for the parcels needed for ventilation shafts/emergency exits may extend the project development timeline.

Other engineering challenges have not been met yet, including development of a higher-capacity passenger vehicle for the project, smoothing and aligning the tunnel to allow 120-150

⁵ Midwest High Speed Rail Association, "CrossRail Chicago," accessed January 2, 2019, <https://www.midwesthsr.org/crossrail-chicago>.

⁶ Bill Ruthart, "Chicago, airlines nearing \$8.5 billion deal to dramatically expand O'Hare," February 26, 2018, <https://www.chicagotribune.com/news/local/politics/ct-met-city-hall-story-20180223-story.html>.

⁷ The RFQ, RFP, and other documentation are available at <http://chicagoinfrastructure.org/initiatives/ord-express/> on the "Documents" tab.

⁸ Ibid.

⁹ Ibid.

¹⁰ Chicago Mayor's Press Office, "Mayor Announces Company Selected to Build and Operate Express Service to O'Hare," accessed January 2, 2019, <http://chicagoinfrastructure.org/2018/06/14/company-selected-to-build-and-operate-chicago-express-service/>.

mph speeds, and others. Media reports have provided some details on a recently completed a test tunnel in Hawthorne, California. The Boring Company has indicated that the tunnel is intended to prove the viability of the tunneling approach rather than be a completed prototype of the final technology. In a recent demonstration, Teslas outfitted with tracking wheels to keep the car on the 1.14-mile test track made the journey carrying stakeholders, media, and others.¹¹ Performance of that test track is only known through media reports.¹²

The information needs described above will typically be filled as a project advances through the NEPA process, which the OES is in the early stages of. The innovative nature of the technology proposed, coupled with the pursuit of a public-private partnership for the project -- which limits publicly available information on the project's costs, revenues, and financing -- means that key information needed to evaluate the project and its impact on the region's transportation system are currently unavailable.

Project costs and revenues

Capital costs

Negotiations between the CIT/City of Chicago and The Boring Company are ongoing, and no estimated project costs have been officially released. The project cost as submitted by the City to CMAP for Transportation Improvement Program (TIP) amendment consideration is \$999,999,999 in private funds.

Urban tunneling is typically expensive. Large underground transit projects in the U.S. have cost between \$600-920 million per mile in recent years, although these projects have constructed tunnels of substantially larger diameters than The Boring Company proposes and include station and other costs.¹³ Statements by representatives of The Boring Company suggest that the firm intends to improve on conventional tunneling methods to reduce costs: "In order to make a tunnel network feasible, tunneling costs must be reduced by a factor of more than 10."¹⁴ Cost reduction methods noted by the company are reduction in tunnel diameter (to less than 14 feet from the current standard of 20-30 feet), increasing tunnel boring machine (TBM) power, continuous tunneling (simultaneous excavating and erecting tunnel supports), automation, and electrification. The width proposed -- and current drilling technology being utilized -- is more in line with sewer tunnels. Sewer tunnels vary substantially, from 8-33 feet for recent Metropolitan Water Reclamation District (MWRD) tunnels in the Chicago region.

Estimates of costs from a primary source are not available, but according to media reports of a Boring Company press conference, construction of the 1.14-mile test tunnel in Hawthorne took

¹¹ Alissa Walker, "Elon Musk debuts test tunnel in Hawthorne," *Curbed Los Angeles*, December 18, 2018, <https://la.curbed.com/2018/12/18/18147366/elon-musk-tunnel-tesla-test-opening-grimes>.

¹² Geoffrey A. Fowler, "Elon Musk's first Boring Company tunnel opens, but the roller-coaster ride has just begun," *Washington Post*, December 19, 2018, <https://www.washingtonpost.com/technology/2018/12/19/elon-musks-boring-company-is-about-open-its-first-tunnel>.

¹³ Alon Levy, "Why It's So Expensive to Build Urban Rail in the U.S.," *CityLab*, January 26, 2018, <https://www.citylab.com/transportation/2018/01/why-its-so-expensive-to-build-urban-rail-in-the-us/551408/>.

¹⁴ The Boring Company, "Frequently Asked Questions," accessed January 2, 2019, <https://www.boringcompany.com/faq/>.

about 18 months and cost about \$10 million to build (or \$8.8 million per mile). That figure does not include research, development, or equipment, and it is not clear whether the figure includes property acquisition or labor costs.¹⁵ As a prototype, the tunnel only allows movement in one direction at a time and does not have transit stations at either end. This makes it difficult to compare to other transportation, sewer, or similar tunneling projects.

For reference, the tunnel boring machine used by The Boring Company was previously used to dig a sewer tunnel in San Francisco at approximately \$50 million per mile in construction costs.¹⁶ A 17-foot diameter MWRD tunnel project in 2009 cost approximately \$49 million per mile.¹⁷ Note that the O'Hare Express Service will require two 17.5-mile parallel tunnels.

Operating costs

CMAA staff were not provided with proposed operating costs for the facility. As no comparable projects exist, staff were unable to develop an independent estimate of costs to operate and maintain the O'Hare Express Service.

Revenues and financing

The CIT's RFP stipulates that OES will be funded solely by project-specific revenues. Specific revenue sources will be subject to a future Project Agreement, but it is expected that fares will produce the majority of revenue. The RFP states a goal of "reasonable premium service fares less than the cost of current taxi and rideshare services."¹⁸ A typical taxi or Transportation Network Company (TNC) trip from downtown to the airport costs about \$40 and varies based on congestion and demand. The City has indicated that a one-way fare will be between \$20-30.

Ridership forecasts and pricing for the OES are based on the 2017 O'Hare Express System Ridership Report, completed for the City by WSP USA as part of the project development process. In addition to providing data on current transit, taxi, TNC, and other trips between downtown and Chicago, the study builds upon a nearly 80 percent forecasted increase in enplanements at the airport overall through 2045, based on FAA forecasts.¹⁹ The WSP report estimates ridership and mode share from Downtown Chicago and portions of the adjacent neighborhoods for a \$20 trip of 26 minutes, at 5 minute frequency. The OES proposes a faster and more frequent service, which could lead to additional demand. The market study anticipates that the OES will capture most new airport travel to and from the downtown area, reaching roughly 7,000-9,000 daily riders each direction in 2045.

¹⁵ Laura J. Nelson, "Elon Musk unveils his company's first tunnel in Hawthorne, and it's not a smooth ride," Los Angeles Times, December 18, 2018, <https://www.latimes.com/local/lanow/la-me-ln-elon-musk-tunnel-20181218-story.html>.

¹⁶ The tunnel was 3,070 feet (or .58 miles) at a cost of about \$30.0 million. See <http://crstunnelling.superexcavators.com/news/sunnydale-auxiliary-sewer-project-san-francisco-ca> and <http://www.sfwater.org/bids/BidDetail.aspx?bidid=2560>.

¹⁷ \$147 million for an approximately 3-mile tunnel. Source: personal communication with MWRD staff, January 4, 2019.

¹⁸ Page 8 at <http://chicagostructure.org/wp-content/uploads/2018/05/OES-RFP-Addendum-3-20180501.pdf>

¹⁹ CDA/Ricondo and Associates, 2016, cited in WSP, "O'Hare Express System Ridership Report," September 2017, available as Exhibit C of the O'Hare Express System RFQ <http://chicagostructure.org/wp-content/uploads/2017/11/OES-RFQ-Complete-ADD2-Clean-20180119-2.pdf>

Revenues from the project depend on ridership growth and fare structure. Assuming fare revenues from a \$20-\$30 range and using linearly increased ridership estimates based on the market study provided in the RFQ materials, CMAP staff analysis indicates potential fare revenues of \$1.8-2.7 billion through 2045, if fares increase at the rate of inflation. This calculation is a basic estimate of fare revenues, and excludes other revenue sources, premium services, concessions, etc. These funds would need to cover the cost of construction, engineering, land acquisition, vehicle acquisition, station construction, and operation and maintenance, with any funding gap made up by The Boring Company. City representatives have also stated that the contract will specify a maximum fare that can be charged by The Boring Company.

Per the requirements of the RFQ and RFP, The Boring Company retains the responsibility of financing the project. The Boring Company is currently seeking financing for a number of projects, including the OES, the Los Angeles Loop, and a New York City to Washington, D.C. hyperloop. As of April 2018, SEC filings indicate that the Boring Company had raised \$112.5 million in equity in a recent funding round for its suite of projects. While other financing activity may be underway, the information has not yet been made public.

ON TO 2050 fiscal constraint

ON TO 2050 includes a financial plan for transportation investments, which is a requirement under federal regulation.²⁰ This compares the estimated revenue from existing and proposed funding sources with the estimated costs of maintaining, operating, enhancing, and expanding the overall transportation system. This process is known as “fiscal constraint.” Constraint for plans is important because it reminds regional decision makers to set priorities and make trade-offs rather than including an extensive list of projects and activities that may not be affordable or sustainable. In order for ON TO 2050 to be amended, public costs for the O’Hare Express Service would need to be included within the plan’s fiscal constraint.

If only private funds are expended on the OES project, it will not impact the fiscal constraint of the plan. City representatives have communicated to CMAP staff that no public funds will be required to be expended as part of the contract, and that any public funds expended would be the result of a discretionary future choice to change the scope of the project. Without examining the final contract document, CMAP staff is unable to state with certainty that no public funds will be expended on the project. This is discussed further under *Making transformative investments* below.

AIRPORT EXPRESS AND TRANSIT SERVICE CASE STUDIES

The OES proposal is a new concept in terms of its technology, but providing an express connection to an airport with existing transit service also has few examples globally. Many regions are also seeking to build their first rail transit connections. The past decade has brought new and under-construction airport connections to a number of North American regions, including Toronto, Salt Lake City, and Denver. Washington, D.C. Metro is extending the Silver Line to Dulles International Airport (to complement an existing connection to Reagan National) and Los Angeles is constructing a people mover to connect its Green Line service to Los

²⁰ 450 CFR 324(f)(11)

Angeles International Airport. These services can be controversial. Proponents cite broader economic development and mobility benefits, and this is indeed the reason that many regions are pursuing a first airport transit connection. Critics offer the concern that these projects can direct limited public dollars away from residents most in need and do little to improve the commutes of low income residents.

While certain aspects of the OES project are without precedent in the region or country, a number of airport-to-downtown express transit services exist elsewhere, as well as a handful of express connections in regions with existing transit access to major airports. The following section discusses case studies of existing airport-rail transit systems to provide context on typical services, with the caveat that there are no exact comparisons for OES.²¹ The table below summarizes cost, time savings, and mode share for a subset of airport express services worldwide.

City	Distance from CBD (miles)	Ride Time (min)		Cost (USD)		Express Service Ridership	
		Local	Express	Local	Express	Mode Share (2015)	Ridership (2015, millions)
London Heathrow	15	60	15-21	\$13	\$32	9%	5.9 M
London Gatwick	30	35	30	\$26	\$39	20%	5.8 M
Oslo	30	25	19	\$11	\$21	32%	6.6 M
Rome	19	30-50	32	\$9	\$16	13%	3.8 M (2014)
Stockholm	25	43	20	\$17	\$32	29%	3.5 M
Tokyo Narita (Express)	40	90	60	\$12	\$30	-	-
Toronto	15	25	-	\$9-12	-	-	3.5 M
Vienna	12	25	16	\$5	\$11-14	9%	1.4 M

Sources: Global AirRail Alliance, Google maps, transit agency websites

Notes: Heathrow Express fares reflect recent changes in May 2018. Toronto fares reflect 2016 changes.

London Heathrow Express

Heathrow is the hub airport for the United Kingdom. European airports often feature rail as one mode of access, and major airports like Heathrow often have an additional express rail connection. The London Heathrow Express rail link since 1998 has connected Heathrow Airport and downtown London. The trip is approximately 16 miles, with trip times of 15-21 minutes. Fares are approximately \$32 USD but vary by time of day and purchase date. Heathrow Express offers time savings of approximately 12-24 minutes (depending on terminal destination) compared to Transport for London (TfL) rail and 35 minutes compared to London Underground (Tube) service.

The Heathrow Express was constructed as part of a package of initiatives to address environmental impacts of the airport in the 1990s. The service receives no public subsidy. The

²¹ Some information on these services was obtained from the Global Air Rail Alliance’s 2016 Airport Express Directory, available via the “Airport Express Directory” link at <https://www.globalairrail.com/>.

British Airport Authority (a private entity) constructed the service and contracts its operations to a third party, currently Great Western, which operates other rail public-private partnerships (PPPs) in Europe.²² Heathrow Express does not offer discounted trips for airport employees, and only one percent of employees take either Heathrow Express or TfL rail. Seven percent take the Tube.²³ The Heathrow Express has been successful in increasing rail mode share from near Paddington Station to the airport from approximately 17 percent to approximately 23 percent, with the largest growth in the “resident business” market segment (i.e. London area residents on business travel). To compete with the recent addition of slightly slower and slightly cheaper service from Crossrail/TfL, the Heathrow Express now offers fares for \$8-11, if purchased at least 30 days in advance for slower periods.

Overall, the Heathrow Express depends on the strong, global business market in central London to support its premium fares.^{24,25} The service demonstrates several elements important to a successful airport express connection, and are similar to the proposed OES service. Heathrow Express has access from all terminals at airport, combined with frequent service and substantial time savings for destinations near the Paddington Station. It has also operated successfully as a privately funded and operated service without public subsidy since 1998, although may need to adapt its fares and service as competitive transit services are established.

Oslo Airport Express

The Oslo Airport is the hub and major international airport for Norway. Constructed in 1998, it sits approximately 30 miles from downtown Oslo. The Gardermoen rail line providing both express (Flytoget) and limited commuter service was constructed at the time the airport was built, and Norway set a goal of 50 percent mode share for all rail access to the airport. To achieve this, authorities tailored the Oslo Airport Express service to meet the needs of business travelers and marketed the service to major employers. Flytoget provides a faster ride than both local rail transit and driving; the Oslo Airport Express makes the 30 mile trip in 19 minutes, compared to 25 minutes by (infrequent) commuter rail and 45 minutes by taxi.

Flytoget consistently has among the highest mode shares for an airport express service (32 percent in 2015). This is likely driven by the time savings, high proportion of airport users traveling directly to Oslo, and marketing efforts.²⁶ The OES proposes a similar speed and dependence on the business market.

²² Heathrow Airport Limited, “Heathrow Express Service Confirmed to at least 2028”, March 2018, <https://www.heathrowexpress.com/news/corporate-news-pr/2018/03/29/heathrow-express-service-confirmed-to-at-least-2028>

²³ Heathrow Airport Limited, “Our Approach to Developing a Surface Access Strategy,” January 2018, <https://www.heathrowconsultation.com/wp-content/uploads/2018/01/6747-Expansion-Surface-Access-v7-72dpi.pdf>.

²⁴ Heathrow Airport Limited, “Our first Business Travel Insights Report”, September 2017, <https://www.heathrowexpress.com/news/corporate-news-pr/2017/09/21/our-first-business-travel-insights-report>

²⁵ Matthew Coogan, “Ground access to major airports by public transportation,” Airport Cooperative Research Program Report 4, Transportation Research Board, 2008. <http://www.trb.org/Publications/Blurbs/157099.aspx>.

²⁶ Ibid

Toronto Union Pearson (UP) Express

Toronto's UP Express service, operated by public transit agency Metrolinx, connects Union Station in downtown Toronto with Pearson Airport 15 miles away with trip times of 25 minutes. It does not have a competitive local rail service. Transit mode share to the Pearson International Airport has historically been low, due to its distance from the central business district, configuration, and location in an auto-oriented area. The service faced public opposition throughout its planning and implementation phases. Resulting compromises on public and private roles as well as service configuration caused the PPP partner to depart the project in 2010. MetroLinx, took over final planning and construction of the service.

The UP Express opened in 2015, with one-way fares of approximately \$15-20 USD, though early ridership was lower than expected. In particular, business travelers did not utilize the service at the original rates. Fares were reduced in 2016, with closer stations priced like equivalent commuter service. Ridership has since increased.²⁷ Once anticipated to generate enough revenue to break even on operating costs, the service is now expected to remain subsidized.²⁸ UP Express services about 3.5 million annual passengers, and offers discounted trips for airport employees. The service demonstrates the importance of matching pricing and service to market demand, as well as clear definition of public and private roles early in the process.

PROJECT EVALUATION

The following section contains CMAP staff evaluation of the OES. The project has been evaluated, to the extent possible, using the same metrics that were evaluated for all Regionally Significant Projects in the ON TO 2050 development process. This section also discusses the project's fit with the principles and goals of the plan.

ON TO 2050 principles

The ON TO 2050 plan is guided by three principles.

The Inclusive Growth principle emphasizes that we must grow our economy through growing opportunity for all residents, particularly minority and low-income residents. The OES connects Downtown Chicago and the O'Hare Airport and serves mostly higher-income tourist and business travelers, and its economic impacts are unknown. Analysis indicates low ridership by low-income and minority residents.

The Resilience principle emphasizes the need to prepare for change, both known and unknown. The innovative nature of the proposal and focus on using new technology and methods promotes one aspect of resilience and adapting to future change. In addition, use of electric vehicles has modest benefits to larger greenhouse gas and climate resilience needs. The service

²⁷ CityLab, "How Toronto Turned an Airport Rail Failure Into a Commuter Asset", January 2018, <https://www.citylab.com/transportation/2018/01/how-toronto-turned-an-airport-rail-failure-into-a-commuter-victory/551012/>

²⁸ Ben Spurr, "Despite record ridership, how much it costs to operate Union Pearson Express remains a secret," Toronto Star, August 22, 2018, <https://www.thestar.com/news/gta/2018/08/20/metrolinx-wont-say-how-much-it-costs-to-operate-union-pearson-express-train.html>.

also provides a redundant transit route to O'Hare, which may be considered an aspect of resilience.

The Prioritized Investment principle emphasizes the need to carefully target limited resources to maximize benefits. The 2050 plan calls for infill development to best utilize existing infrastructure. O'Hare airport and the Loop are areas that have infrastructure in place that would support additional development. By attracting additional development to these areas, the OES would reduce the burden on undeveloped areas. The OES is also not expected to require a public investment.

ON TO 2050 goals and recommendations

The ON TO 2050 plan builds on its principles to provide a comprehensive set of recommendations to guide decisions relating to development, the economy, the environment, and mobility. The following discusses how the OES impacts relevant goals and recommendations of ON TO 2050, by chapter.

Appendix I provides detailed findings of the quantitative analysis of the OES, and Appendix II summarizes its interaction with ON TO 2050 goals.

Community

The Community chapter touches on many issues relevant to creating vibrant places and communities. This includes reinvestment in existing communities and leveraging transportation investment to create walkable places with a mix of uses and amenities.

Strategic and sustainable development

This goal emphasizes that the region must invest in existing areas, pursuing limited expansion that is fiscally and environmentally sustainable. Specifically, the plan calls for targeted investment in major economic centers to focus limited resources. The project connects two major centers of economic activity for the region, with a scope of impact limited to downtown. Continued investment in the region's economic core remains important for regional economic success.

Prosperity

The Prosperity chapter offers recommendations on economic development and workforce to help the region thrive. Its recommendations highlight the need to coordinate across governments to provide the infrastructure, human capital, and support needed to retain businesses and attract growth. However, the chapter, and ON TO 2050, emphasize that the region cannot grow without first providing opportunity for residents regardless of race, income, or ability.

Robust economic growth that reduces inequality

The Prosperity chapter of ON TO 2050 recognizes that the region is endowed with extensive assets, including its people, industries, educational and research institutions, infrastructure, and location. However, that chapter also emphasizes that economic development, infrastructure

investment, and other initiatives must also pursue inclusive, equitable growth. The OES proposes to implement required City practices in hiring minority contractors and workers. The City also indicates that it intends to coordinate with local workforce agencies and City Colleges on hiring and training, both for short term construction and longer term employment opportunities.

The City has also indicated that the project is intended to bolster tourism and business travel, and therefore broader economic growth, by providing a fast, reliable, and unique connection from a global airport to downtown Chicago. There is limited academic literature on the economic impacts of adding an express airport connection in regions with existing high frequency rail access to major airports. The O'Hare Branch of the CTA Blue Line currently provides a 45-minute connection between downtown and O'Hare and is sometimes cited as a strong transit connection compared to other major cities. However, overcrowding and other issues on the line can make service unreliable and extend travel times.

Mobility

The Mobility chapter of ON TO 2050 focuses on achieving a safe and reliable transportation system for the future. It calls for careful investment to meet today's needs, while preparing the transportation system for changes in demand, technology, and the economy.

A modern, multimodal system that adapts to changing travel demand

The ON TO 2050 plan calls for taking bold steps to anticipate opportunities and harnessing technology to improve travel. The OES is undoubtedly a bold and innovative idea to improve travel. It takes advantage of new configurations of existing tunneling and transportation technology, and promises to innovate in both of these areas. The project's use of electric vehicles aligns with recommendations in ON TO 2050's Mobility and Environment chapters related to using transportation systems to reduce emissions.

ON TO 2050 also recommends a variety of strategies to make transit more competitive, including focusing on congested corridors. OES would provide an additional transit option and could reduce the number of taxi, rideshare, and private vehicle trips in the corridor, increasing transit trips and making transit a more competitive option. Some residents would also shift from the Blue Line, although the amount is unclear. CMAP's modeling shows a significant shift of current Blue Line riders to the OES, estimating that approximately two thirds of the 1,000-1,200 residents expected to use the OES shift from the Blue Line. Outside of the WSP ridership study, current data is not available for the count of business travelers or tourists traveling between downtown and O'Hare or the mode split for that trip. The WSP ridership study estimates an overall OES anticipated ridership -- including residents, business travelers, and tourists -- of 3,000-5,000 per day in 2015. Slightly more than 91,000 riders use the O'Hare Branch of the Blue Line at present.

The study forecasts that the majority of OES riders will come from a combination of increased users of the airport overall and a flattening ridership of Uber, Lyft, and other TNC providers that would have carried passengers to O'Hare from Downtown and surrounding neighborhoods. The report estimates that TNCs will shift from a mode share of 52 percent of

trips between Downtown Chicago and O'Hare in 2015, to 28 percent in 2045.²⁹ The OES would instead carry 40 percent of those Downtown to O'Hare trips in 2045. The study anticipates that overall Downtown to O'Hare trips will increase by nearly 20,000 by 2045, roughly equivalent to the number of anticipated OES trips. Essentially, almost all new trips are anticipated to be on the OES.³⁰

There has been some research that provides insight on airport transit connections and overall transit ridership. A 2008 TRB Airport Cooperative Research Program (ACRP) report addresses major considerations for transit access to major airports with a high public transportation market share.³¹ Worldwide, the highest public transportation mode shares are achieved by airports that offer a variety of options, including both rail service dedicated to air travelers and rail service shared with commuters. The report indicates that some airport express connections can increase transit mode share for airports that already have transit service, particularly among business travelers. It further notes that mode share depends on the interaction of the many components of the travel experience: efficiency of the connection on the airport, speed of the transit trip, the quality of connecting transit services, and the provision of other services meeting the unique needs of the air traveler.³² Providing dedicated service does not itself guarantee high rail market share. The report specifically cites Chicago for two desired attributes: its proportion of air travelers with trip ends in downtown and low within-airport travel time. Frequency of service is another desired attribute, which the low headways envisioned for OES would achieve.

A system that works better for everyone

This ON TO 2050 goal emphasizes safety, resilience, and equitable access to the transportation system. CMAP analysis of planning factors shows limited improvement for each of these areas.

The plan recommends improving transportation options for Economically Disconnected Areas and investing public assets in these communities. The high fare required to use OES and the absence of a discounted fare program for airport employees suggests the project will generally not be used by low-income individuals. Modeling indicates 4 percent of OES passengers would come from Economically Disconnected Areas. Lower income travelers would likely continue to use the Blue line to complete this journey. While the Blue Line faces capacity limitations, a fiscally constrained project in ON TO 2050 is currently planned to upgrade power and make other improvements to reduce these constraints.

With regard to resilience and environmental impacts, the anticipated project ridership is small in the context of a highly congested transit and roadway corridor that sees 260,000 auto trips and 91,400 transit riders per day. As a result, staff estimates minimal change greenhouse gases.

²⁹ Exhibit C of the O'Hare Express System RFQ, available at <http://chicagoinfrastructure.org/wp-content/uploads/2017/11/OES-RFQ-Complete-ADD2-Clean-20180119-2.pdf>.

³⁰ Ibid, C-25 to C-26.

³¹ Matthew Coogan, "Ground access to major airports by public transportation," Airport Cooperative Research Program Report 4, Transportation Research Board, 2008. <http://www.trb.org/Publications/Blurbs/157099.aspx>.

³² Ibid, 64.

The project is pursuing innovative, all electric vehicles which may provide a model for other transit vehicle types or individual automobiles.

Making transformative investments

ON TO 2050 calls for fully funding the region's transportation system and building a relatively small number of RSPs chiefly aimed at rebuilding and enhancing the operations of the existing highway and transit network. Special attention was given to projects that improve access to jobs for the region's residents, remove capacity bottlenecks on the existing system, or serve Economically Disconnected Areas.

The OES could also be considered transformative in providing a new service with the potential to bolster the region's standing among other metro areas and that would support the City's O'Hare 21 expansion project. As discussed above, a number of other international cities have premium express train service with higher fares and faster service, such as Rome's Leonardo Express and London's successful Heathrow Express. Beyond assessing impacts on mode share, little is understood about the broader economic and mobility benefits of these services.

This section of the plan includes ON TO 2050's recommendations related to public-private partnerships (PPP). The plan notes that PPPs have the potential to deliver benefits to projects but are complex and must be considered individually and transparently. The plan further notes:

PPP agreements must be structured to protect the public interest, which should include maintaining a specified level of performance with penalties for non-performance, reasonable limits on public risk, and provisions for revenue sharing above certain thresholds. Transportation agencies must also retain their ability to effectively operate, maintain, enhance, and expand transportation infrastructure connected or adjacent to facilities under a PPP. Transportation agencies must maintain ownership of and the right to share all data collected as part of a PPP.

The terms of the draft agreement between the City/CIT and The Boring Company have not been made public. Documentation has not been provided on the degree of risk to be borne by the public sector. However, City/CIT staff have indicated that the Boring Company will retain responsibility for construction and operations costs, as well as responsibility for costs to address risks associated with the project. The RFQ stated that the CIT and City of Chicago "will not contribute any public funding to support any Project financing."³³ The subsequent RFP states that "the Project is expected to be funded solely by Project-generated revenues and financed entirely by the Developer. The City and the CIT will not provide funding for the project."³⁴ The June 14 press release similarly notes that "the project will be funded entirely by the company

³³ Chicago Infrastructure Trust, "Request for Qualifications to Design, Build, Operate, and Maintain O'Hare Express System," January 19, 2018, 11, <http://chicagoinfrastructure.org/wp-content/uploads/2017/11/OES-RFQ-Complete-ADD2-Clean-20180119-2.pdf>

³⁴ Chicago Infrastructure Trust, "Request for Proposals to Design, Build, Finance, Equip, Operate, and Maintain O'Hare Express System," May 1, 2018, 7, <http://chicagoinfrastructure.org/wp-content/uploads/2018/05/OES-RFP-Addendum-3-20180501.pdf>.

with no taxpayer subsidy.”³⁵ Additionally, City staff have indicated to CMAP staff that no City, State, or Federal funding would be expended on the project. In line with this, The Boring Company is independently pursuing property access and/or title purchases, without City assistance or eminent domain authority.

City representatives have stated that the contract with The Boring Company will protect the public interest, contain revenue sharing provisions, and avoid non-compete clauses that could limit improvement to adjacent or competing facilities. As described above, both the RFQ and RFP emphasized that respondents must not request public subsidy. Limiting public risk during bankruptcy of the completed project or failure to complete construction can be handled in a well-constructed contract, and in that event City officials have indicated that The Boring Company would be responsible for remediating the project site. However, it is possible that addressing issues in the interim would incur public costs that exceed the project performance bond or other moneys available. The City has stated that if any such public funds are required, they would be subject to recovery from the developer by the City. Similarly, while the City has stated that the contract will require that the OES be returned to the City in the event of bankruptcy, this eventually could have positive or negative financial impacts. The upside of this outcome could be the City receiving a revenue generating asset. On the other hand, public subsidy may still be required to operate the system, as has occurred with other airport transit systems. City officials have stated that, in either situation, the City would not carry the burden of repaying capital costs and would have no obligation to continue operating the asset.

Absent the ability to review contract language, CMAP staff cannot independently confirm that public protections are in place. It is also unclear to what extent data sharing requirements will be included in the contract, or to what extent they will facilitate tracking of performance benchmarks.

NEXT STEPS

CMAP has analyzed the impacts of this project based on available information. This memo provides the information currently available and resulting analysis, and may be supplemented if more information becomes available prior to the beginning of public comment. As the project development process continues to unfold, it is possible that more of this information may become available and demonstrate strong support for ON TO 2050 priorities. CMAP will incorporate all available information into its analyses as the agency prepares its staff recommendation.

The public comment period for amending the ON TO 2050 plan to include the O’Hare Express Service Project runs from January 25 - February 25, 2019. Public comment can be submitted by:

- Emailing ohareexpress@cmmap.illinois.gov.
- Attending a CMAP meeting. During the public comment period, this project will be discussed at the CMAP Board Meeting on February 13, as well as at the CMAP Transportation Committee meeting on February 22.

³⁵ Chicago Mayor’s Press Office, “Mayor Announces Company Selected to Build and Operate Express Service to O’Hare,” accessed January 2, 2019, <http://chicagoinfrastructure.org/2018/06/14/company-selected-to-build-and-operate-chicago-express-service/>.

- Mailing a comment to:
Chicago Metropolitan Agency for Planning
Attn: Elizabeth Schuh
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Additional information on submitting public comment or how to attend a meeting can be found at <https://www.cmap.illinois.gov/updates/proposed-amendments>.

Following the public comment period, CMAP staff will make a recommendation on whether the Plan should be amended to include the project. The CMAP Board and MPO Policy Committee will consider this recommendation at their respective meetings on March 13 and March 14, 2019.

APPENDIX I: EVALUATION OF IMPACT ON MOBILITY AND PLANNING PRIORITIES

Staff evaluated the proposed OES using the same criteria established for evaluation of all proposed ON TO 2050 Regionally Significant Projects.³⁶

The unique mode of this project along with limited information on airport travel make modeling this project challenging. No services of the price, speed, and frequency proposed for OES exist today to calibrate travel models. The OES was modeled as transit using both CMAP's traditional travel demand model and using FTA's STOPS³⁷ model. The STOPS model was used for evaluation of all other transit projects in ON TO 2050. The two models had similar results, with 2050 weekday ridership between 1,000 and 1,200, for in-region residents only. Both of these models used CMAP's ON TO 2050 land use and travel forecasts as inputs.

Non-employment airport access trips are included in modeling as point-of-entry trips, however they are not modeled in the same way as the rest of the region's travel because of limited information about the traveler, trip purpose, and destination.³⁸ The OES project would primarily serve these airport access trips that suffer from limited information. Therefore, CMAP's model results likely under-represent project demand.

The Chicago Infrastructure Trust commissioned a market study by the firm WSP that uses additional data³⁹, including cell phone movement data to estimate that the project could see up to 18,072 daily rides in 2045. Roughly 77 percent of this projected ridership is forecasted to be tourists and out-of-town business travelers. While CMAP did not review all data behind this estimate, ridership of this magnitude could be possible for large trip generators such as O'Hare and the Loop.

Current conditions and 2050 Mobility

ON TO 2050 emphasizes improving conditions on the existing system. As a result, transit expansion projects do not affect the current needs measures of asset condition, reliability, or ADA accessibility of any existing assets. Modeling suggests that this project would take a small number of riders (in-region residents only) off of the Blue Line (700-1,000 per day), which may relieve pressure on this capacity-constrained line during peak periods. A project to enhance the capacity of the Blue Line was included in the ON TO 2050 Plan priority list.

³⁶ Chicago Metropolitan Agency for Planning, "ON TO 2050 Regionally Significant Projects Benefits Report," <https://www.cmap.illinois.gov/documents/10180/911391/FINAL+Regionally+Significant+Projects+Benefit+Report+Appendix.pdf/612e47c8-5038-c3f7-035e-22959ffb0c51>.

³⁷ The latest version of STOPS (version 2.5) was used for OES evaluation, while ON TO 2050 used version 1.5.

³⁸ See page 134 of CMAP's ON TO 2050 Travel Demand Model Documentation Appendix <https://www.cmap.illinois.gov/documents/10180/911391/FINAL+Travel+Demand+Model+Documentation+Appendix.pdf/f3b1322c-2e60-2513-720f-38ee68b799d1>.

³⁹ Exhibit C of O'Hare Express System RFQ, available at <http://chicagoinfrastructure.org/wp-content/uploads/2017/11/OES-RFQ-Complete-ADD2-Clean-20180119-2.pdf>.

Planning factors

The station areas are highly developed, higher income areas, so the planning factors reflect these conditions. Use by residents of Economically Disconnected Areas is estimated to be 4 percent, similar to the share for several of the Metra extension projects evaluated. This project is not likely for commuting by low income populations, and the City has indicated that airport employees will not receive special fares, so the job access impact was not calculated. The highly developed areas around the stations mean that this project could support infill development, scoring a 75, similar to other urban projects. Impacts on greenhouse gases, industry clustering, and freight are expected to be negligible.

Planning Factor	Score	Notes
Project use by residents of EDAs	4%	Low. Comparable to Metra extension projects.
Support for infill development	75	A high score, reflecting the current development levels of the two station areas.
Economic impact due to industry clustering (\$M)	\$0M	Negligible impact.
Freight Improvement	N/A	Negligible impact.
Change in access to low barrier to entry jobs for residents of EDAs in 90 minutes	N/A	Negligible impact.
Change in access to low barrier to entry jobs for residents of EDAs in 60 minutes	N/A	Negligible impact.
Change in greenhouse gas emissions (metric tons/day in 2050)	-2	Low, reflecting the relatively low ridership of the project.

APPENDIX II: ON TO 2050 GOALS AND RECOMMENDATIONS

ON TO 2050 is divided into five chapters that are, in turn, comprised of 12 goal areas. The following table gives a brief summary of the O’Hare Express Service proposal’s impacts relative to these goals. The body of this memo contains a more thorough discussion.

ON TO 2050 Chapter	Goal Area	O’Hare Express Service Proposal Impact
Community	Strategic and sustainable development	Potential impact
	Reinvestment for vibrant communities	Impact
	Development that supports local and regional economic strength	Potential impact
Prosperity	Robust economic growth that reduces inequality	Potential impact
	Responsive, strategic workforce and economic development	Negligible impact
Environment	A region prepared for climate change	Negligible impact
	Integrated approach to water resources	Negligible impact
	Development practices that protect natural resources	Negligible impact
Governance	Collaboration at all levels of government	Negligible impact
	Capacity to provide a strong quality of life	Negligible impact
	Data driven and transparent investment decisions	Potential impact
Mobility	A modern, multimodal system that adapts to changing travel demand	Impact
	A system that works better for everyone	Potential impact
	Making transformative investments	Impact

ACTION REQUESTED: Information

###



MEMORANDUM

To: CMAP Board and MPO Policy Committee

From: CMAP Staff

Date: March 6, 2019

Re: Summary of public comment on the Proposed Amendment to ON TO 2050 – O’Hare Express System

The following summarizes feedback regarding a proposed amendment to ON TO 2050 submitted by the City of Chicago Department of Transportation (CDOT) regarding [the O’Hare Express System \(OES\)](#).

The public comment period for the O’Hare Express System was open from January 25, 2019 to February 25, 2019. This aligned with the public comment period for a second amendment request from CDOT for the Roadway Improvements to Support the Update to the South Lakefront Framework Plan. Comments were collected via two dedicated e-mail addresses that were set-up expressly to receive comments on the amendments: jacksonpark@cmap.illinois.gov and ohareexpress@cmap.illinois.gov. Links to these e-mail addresses were included on [a dedicated webpage](#) that contained more information on the proposals. Feedback was also solicited in CMAP’s weekly e-mail newsletter and via social media posts. Residents were also invited to provide comments by mail and in-person at the CMAP Board and Transportation Committee meetings.

O’Hare Express System Public Comment Summary

Overall, 28¹ comments were collected for the OES. Of these, 25 comments offered concerns about the project, two supported it, and one expressed support only under the condition that the project use no public dollars. A total of 26 comments were received from individual residents, one from an Alderman, and a joint comment was received from the Center for Neighborhood Technology and the Metropolitan Planning Council.

Residents in support of the project applauded the innovation and the convenience a high-speed transportation connection to the O’Hare Airport could bring, as well as its potential to advance

¹ One comment was received on March 5, 2019, after the close of the comment period.

Chicago as a global city. Those concerned about the project suggested that the concept, technology, and feasibility are uncertain and have not been adequately tested or analyzed. They felt this could lead to a stalled project or allocation of city resources to a project that remains unfinished. Others stressed apprehension about unforeseen costs and high fares, and recommended proceeding with fiscal caution. Others indicated a lack of equity in the market for the project and called for ensuring that the system is affordable for all residents of the region.

Others presented transportation-related concerns. One strain of comments stated that there are more urgent transportation and infrastructure needs that should be prioritized. Others suggested the alternatives of increasing the capacity of the CTA Blue Line and Metra North Central Service, which offer existing connections to O'Hare. Some advocated use of the highway network and increasing Bus Rapid Transit (BRT) routing as alternatives for faster airport access. Commenters noted their concern about congestion at the entry and exit points of the proposed system and its effect on road traffic. Finally, commenters indicated concerns about the evaluation process and whether sufficient time and information has been available to appropriately evaluate the project.



CITY COUNCIL
CITY OF CHICAGO

COUNCIL CHAMBER

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- COMMITTEES, RULES AND ETHICS
- EDUCATION AND CHILD DEVELOPMENT
- HOUSING AND REAL ESTATE
- HUMAN RELATIONS
- SPECIAL EVENTS AND CULTURAL AFFAIRS

March 5, 2019

Chicago Metropolitan Agency for Planning
Attn: Elizabeth Schuh
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Re: O’Hare Express System

I am writing to express my opposition to the Chicago Department of Transportation’s (CDOT) request to amend On To 2050 to include the proposed O’Hare Express System. The proposed tunnel is not a potential public transit asset, but rather a highly speculative luxury transportation service that would require high fares in order to be financially feasible. No reasoned assessment of the City’s current transit service would conclude that the proposed O’Hare Express System is warranted or worthy of inclusion as a public priority.

If the service ultimately is implemented and successful, despite the impediments noted in the Chicago Metropolitan Agency for Planning assessment and elsewhere, the primary result would be to reduce fare revenue on the existing Chicago Transit Authority’s Blue Line. The high fares necessary to make the service financially feasible would preclude any substantive improvements to traffic congestion. If the service is unsuccessful, the City of Chicago would end up assuming the financial liability associated with either subsidizing service operation or retiring the asset.

CDOT’s rationale for submitting the O’Hare Express System for inclusion in On To 2050 is that it is necessary for National Environmental Protection Agency review as a regionally significant project. This is at odds with the fact that, as noted in your memo analyzing the proposed amendment, this review is already underway.

I have substantial concerns with the City’s feasibility report on the O’Hare Express System. The primary basis for ridership estimates is potential customer surveys asking respondents whether they would use the service. The same methodology was employed in multiple feasibility analyses leading up to the implementation and underperformance of the airport express train in Toronto. Further, as noted in your memo, the City’s feasibility analysis includes assumptions about future airport passenger counts that appear to clearly exceed the functional capacity of the airport.

Thank you for considering my input on this proposed amendment and for your continued efforts on behalf of metropolitan planning and policy in the Chicago region.

Sincerely,

Scott Waguespack, Alderman 32nd Ward

February 20, 2019

Chicago Metropolitan Agency for Planning
Attn: Elizabeth Schuh
233 South Wacker Drive, Suite 800
Chicago, IL 60606

RE: Proposed Amendment to ON TO 2050 – O’Hare Express System

Thank you for the opportunity to comment on the proposed addition of the O’Hare Express System to ON TO 2050, the region’s federally-required coordinated transportation plan. The Center for Neighborhood Technology (CNT) and Metropolitan Planning Council (MPC) are strong proponents of CMAP playing a guiding role in the region’s growth and share CMAP’s commitment to a vibrant public transit system. That leads both our organizations to express our shared concerns about the precedent set by fast-tracking the addition of this project to ON TO 2050.

ON TO 2050, adopted in October, is the culmination of more than three years of work, including rigorous analysis of major capital projects, thoughtful strategy development, and intensive public and stakeholder engagement. In ON TO 2050, the O’Hare Express project was included as an “unconstrained” or unbudgeted project, noting that “Additional study and financial information is needed before consideration for fiscal constraint.” While CNT and MPC acknowledge that projects and priorities evolve over time, it is concerning that the process for amending the plan to add the O’Hare Express System, which began within a month of plan adoption, has not involved a level of performance-based analysis and engagement consistent with the process for development of ON TO 2050.

While CMAP’s memo about the project provides some estimates of potential impacts, it also notes a lack of information about capital and operating costs, final project alignment, and other critical project elements. More detail about these elements is needed to determine the project’s impacts on transportation and land use in the Chicago region. It also is not clear how this project was chosen over other alternatives to improve transit access to O’Hare International Airport.

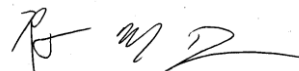
That the O’Hare Express System is proposed as a public-private partnership (PPP) does not lower the bar for rigorous analysis of its costs and benefits. The strategy “[Use public-private partnerships strategically](#)” in the mobility chapter of ON TO 2050 states that “projects must help implement regional priorities for transportation, land use, and other issues before being considered for a PPP.” In addition to incomplete information about project impacts, limited access to the details of the public-private partnership makes it difficult to assess the amount of public risk associated with the project.

Consideration of the O’Hare Express System as an amendment to ON TO 2050 will set an important precedent for future plan amendments. It is therefore particularly critical to conduct thorough analysis, public engagement, estimation of full costs and impacts, and analysis of alternatives to set a high standard for transparency and rigor. The O’Hare Express System has not yet reached this standard. CNT and MPC request that CMAP commit to its usual thorough review process before considering an amendment to ON TO 2050.

Sincerely,



MarySue Barrett
President
Metropolitan Planning Council



Robert Dean
CEO
Center for Neighborhood Technology

Heather Armstrong

2/22/2019, Public Comment – Transportation Committee Notes

Heather Armstrong stated she believes most people don't want O'Hare Express Service and due to the cost would just take the Blue Line. She suggested more to improve North Central service to O'Hare or to add an O'Hare stop on the Milwaukee District-West line would be better than using taxpayer dollars on something people won't use. She added that she is concerned about bridge conditions and stated they need to be fixed before they fall apart.

Additional: From Transportation Committee Notes

Justin Bandy

2/7/2019, email

Subject: Comment in support of the O'Hare Express System (OES)

I am writing to express my strong support for the O'Hare Express System (OES). I am a frequent business traveler who would likely heavily use the OES, as well as a resident of Chicago who views the OES as a positive project for the city. I have gone through the CMAP memorandum as well as the "O'Hare Express System Ridership Report" by WSP from September, 2017 and I believe these studies underestimate the potential benefit of the project in a few critical ways. First, I believe the ridership figures for the project are understated. The WSP report clearly states in the first paragraph of the report that its "ridership estimates do not represent investment grade forecasts," so anchoring on these forecasts is clearly inappropriate. There are two methodological issues in this study that I believe are flawed and lead to ridership projections that are too low. First, the report estimates that congested auto travel times from the CBD to ORD will evolve from 50 minutes in 2015 to 56 minutes in 2045. Really? Unless there is a major expansion of the Kennedy Expressway, I would expect this to increase much more than 6 minutes, especially given probable new developments along this artery such as Lincoln Yards, increased traffic from O'Hare to the Loop from the upcoming O'Hare expansion and natural growth in air traffic, as well as (hopefully) increasing affluence in the city of Chicago over the next 30 years that will lead to more car usage. Second, the report assumes travelers to O'Hare from the CBD are comparing transportation options relative to average travel times. We all know there is no such thing as an "average" travel time on the 90/94, and no rational traveler in Chicago is planning a car journey to O'Hare to catch a flight based on average travel times. Travelers are basing schedules on worst-case-scenario travel times on the freeway so they have a buffer to make it to O'Hare in case traffic is terrible (which it often is!). Because the OES should be a predictable way to travel to O'Hare, a traveler would be comparing a known travel time on the OES to a worst-case travel time on the freeway. This makes the OES much more attractive to time-conscious travelers compared to vehicle transportation, and, in my opinion, would lead to greater switching from vehicle transportation to utilization of the OES. Second, the evaluation of Planning Factors on page 18 of the CMAP memorandum does not take into account ancillary benefits that the OES would enable from reduced congestion on the 90/94 and on the Blue Line. While I agree that at the discussed fare level, usage of the OES by residents of EDAs would be negligible, these individuals would benefit from shorter travel times from reduced congestion on the 'L' and road/freeway networks in Chicago. In addition, the evaluation says the study would have a low benefit from a reduction in greenhouse emissions given the ridership projections for the project (which I believe are too low). However, there would be a significant benefit on greenhouse gasses from reduced congestion on the 90/94 that is not factored into this evaluation. Third, the OES would have significant economic benefits that do not appear to be taken into account in the CMAP memorandum. The Planning Factors analysis says there is no economic impact due to industry clustering. While this could be true, it is a narrow definition of economic impact and I think this verdict lacks vision. If Chicago can become an early innovator in electric-vehicle mass transportation, I see the potential for companies and jobs related to this emerging sector to look to Chicago as a place to set up business. Moreover, the project would enhance the city's "economic brand." This would be a project that would likely receive significant and favorable press coverage, and visitors to Chicago who use the project would no doubt leave with the impression that Chicago is an innovative city that is at the technological forefront. While these are "soft" economic benefits, brands

have real value and the economic success of a region is linked to people's perception of that place; this is often based on superficial factors. For a city with an unjustly tarnished image like Chicago, having a marquee project to rebuild its brand is hugely important. Moreover, there are immediate economic benefits for the city. This would represent a \$1 billion investment, which would create jobs. The project would also create recurring employment after the construction phase related to operations and maintenance. How could somebody oppose these things? Fourth, the project will be fully financed without taxpayer dollars. That's amazing. While the contract with the Boring company must be thoughtfully written to prevent any potential financial burden on the city of Chicago in the case of an adverse scenario, there are various ways to prevent this such as requiring significant upfront deposits from the Boring Company or surety bonds to neutralize any potential liability for public entities. In other words, an effective legal team can take financial risk for Chicago off the table. Fifth and finally, what will be the consequence of rejecting this proposal? Future entrepreneurs and innovators will remember Chicago as a place that turned down a proposal to add an innovative transportation option to the city at no cost to the taxpayer because it required relatively minor tweaks to planning frameworks. Surely a city acting in this manner is not a friendly place to do business or one that is forward thinking and innovative! Why would somebody set up shop in such a place? Is this really the message we want to send to the world about Chicago? We are supposed to be "the city that works." Let's not jeopardize this hard-earned reputation.

Additional: Co-Portfolio Manager, Global Value Strategies, Artisan Partners Limited Partnership, 1 North Wacker Dr, Suite 4100, Chicago, IL 60606, 312.964.4301, 415.283.1826 fax

Eric C. M. Basir

2/1/2019, email

Subject: No to boring

I am going to say it ain't worth it. We WILL have to pay for it in more ways than one. The fares are only affordable for rich people. I think its better to take risks on improving the current transit system

Additional: none

Jim Bethune

2/1/2019, email

Subject: Please do not add O'Hare Express to ON TO 2050

Please do not add the O'Hare Express to the ON TO 2050 plan. This project uses non-existent technology with no working prototypes, and even if it were feasible, it takes resources and attention away from far more impactful projects that should be pursued in Chicago.

Additional: 1950 N Campbell Ave Apt 419S Chicago, IL 60647

Michael Bingaman

2/5/2019, email

Subject: Do NOT amend ONTO 2050 plan with O'Hare Express

We've known for over 100 years that transit systems need to be publicly owned. Boring company's proposal for an O'Hare express is nothing more than grift. Please do not spend any more time doing analysis of this proposal or include it in the ONTO 2050 plan.

Additional: none

Austin Busch

2/1/2019, email

Subject: Why should we encourage Chicago's mono-centricity?

It is unwise to put a questionable technology in a plan meant to last 30 years. Chicago should not make exceptions to reason for a side project of a billionaire, especially one who has expressed distaste for public transportation and a desire to leave this planet. Beyond the eccentricities of this particular technology and company, the very idea of an O'Hare express to downtown is already dubitable. Such an express is built to strengthen a mono-centric vision of the city, which in turn exacerbates the region's transportation issues. Our city's transportation system is designed around a central node, both in public transportation and through the freeway system. Expanding connections outside of the central core would encourage poly-centric growth, which allows for denser overall development and more efficient use of two-way travel patterns. Instead of an O'Hare express, it would be more beneficial to increase efficiency along the Blue Line, add a bypass to the Brown Line or Red Line, and consider a through-routed Metra service. While the airport express would reduce commutes from downtown, a bypass between the North Shore and the Kennedy Expressway corridor would have a greater overall benefit. While an extension of the Brown Line to Jefferson Park is preferable, a stopgap could be multiple East-West BRT routings, such as along Belmont. These community-oriented improvements would speed travel times on the entire north side of the city, and benefit non-airport users as well. Likewise, an extension line through Schaumburg, much like the Purple Line and Yellow Line, would also relieve much of the traffic congestion in this area, as well as tie the CTA system in with a major employment center and possibly with Pace's bus hub. Lastly, building out the O'Hare Metra transfer station with the new rental car facility and increasing frequency would serve a similar purpose for downtown business travelers. A short-tracked route with a turnaround soon after would make proper use of the existing infrastructure, and could be built out with a through-routing to another Metra line. This is regional planning. Feeding a small plot of downtown is not. Please do not entertain this desperate political plea, but instead be an advocate of our current system's missed connections.

Additional: none

Sara Disney Haufe

2/25/2019, email

Subject: Public Comment on O'Hare Express Train

As a lifelong Cook County resident, I respectfully ask that CMAP deny the request to add the O'Hare Express Train to ON TO 2050 and its list of RSPs. The utility of this transit service is highly questionable given its limited convenience from a single Loop station and our existing rail connection via the CTA Blue Line. Additionally, adequate information regarding the financial viability of this "self-funded" project under the proposed fee structure has not yet been provided, and so we as constituents of the MPO should not be expected to allocate State and Federal resources to this endeavor when other transportation projects have gone through a rigorous, transparent process to assure their benefits to the region. I have the utmost respect for the CMAP team and its mission and trust you to do the right thing to represent our region's best interests.

Mike Erickson

2/23/2019, email

Subject: Public Comment

The following statement (made by the City of Chicago) constitutes a false application statement that renders the request for inclusion null and void regarding request for amendment to ON TO 2050's list of fiscally constrained regionally significant projects (RSPs): quote... "d. The Project is expected to be funded solely by Project-generated revenues and financed entirely by the Developer. The City and the CIT will not provide funding for the Project." Given a \$billion per mile for drilling costs alone the City's statement is bogus. It is obvious that human-powered transportation efforts would be negatively impacted by taking resources for the Boring Tunnel.

Additional: Adjunct Professor of Earth and Environmental Science, MVCC, 708-625-2597

Michelle Flagg

2/22/2019, Public Comment – Transportation Committee Notes

Michelle Flagg introduced herself as a real estate attorney and owner of a woman-owned business enterprise (WBE) and disadvantaged business enterprise (DBE). She asked what considerations would be given in the O'Hare Express Project for WBE and DBE companies. Ms. Hamilton stated that the specific provisions are unknown and suggested that Mr. Burke, who had left the meeting earlier, may be able to provide more information.

Additional: From Transportation Committee Notes

Shaun Jacobsen

2/5/2019, email

Subject: No to O'Hare express train

I am registering my opposition to an O'Hare express train being added to the regional plan.

This project was promised no public funds for its construction and it should remain a fully privately-financed project. Not a cent of public funds should be spent on a project that will not benefit a majority of the public.

Our region's transportation needs are extensive, but in no way is an express train necessary for an airport already served by 24-hour public transportation. The public's contributions should not be used for private pet projects that benefit the wealthy.

Do not put this project in the plan.

Bob Johnston

2/22/2019, email

Subject: I urge you to reject the OES Amendment

The O'Hare Express system as envisioned by the Boring Company, dramatically fails in every way to be consistent with ON TO 2050's goals.

- A. An all-underground route does not foster "inclusive growth"
- B. It completely lacks resiliance in the event of an accident, with passengers trapped
- C. It can't be a prioritized investment if it doesn't serve the whole community.

It is inconceivable that this system was selected when there are two viable alternatives using upgrades of existing technology rather than relying on unproven and untested promises.

They are:

1. The Cross Rail Chicago Plan of upgrading Metra, Canadian Pacific, and Canadian National rail lines between Chicago Union Station and a southern entrance to O'Hare with an on-the-airport terminal. Offering a one-seat ride from downtown also opens up connectivity options from intercity passenger rail and suburban areas and connections to McCormick Place and the southern suburbs
2. A plan utilizing existing but unused freight railroad right-of-way south from downtown, then west and north to O'Hare. Stadler Diesel Multiple Unit equipment, now running as TexRail between Fort Worth, Tex., and DFW Airport, was proposed, but this proposal was inexplicably rejected in favor of the Boring Company's pod plan. This route could also offer connectivity to other modes in the city and west suburban areas.

These are viable alternatives that not only serve more than just the narrow needs of O'Hare to downtown travelers but fulfill CMAP's ON TO 2050 goals. You must reject the Boring Company/City of Chicago plan

Additional: Bob Johnston, 623 West Oakdale Ave., Chicago, IL 60657, Bob.johnston1111@gmail.com, (312) 402-8876

Harvey Kahler

2/8/2019, email

Subject: O'Hare Express

I have no objection to the O'Hare Express proposal as long as The Boring Company assumes all financial and liability risk.

The one condition I ask is for planning and easement to allow for a regional and intercity rail station with convenient landside access to the terminals and CTA Blue Line in coordination with Metra, Amtrak, and the State.

Trains could be extended from Union Station and provide a comfortable and convenient feeder service from many smaller destinations within 150-200 miles and relieve both air and road congestion.

Provision should be made to allow extension to an O'Hare western access terminal and connections to the railroad network to other regional destinations. This will reduce roadway congestion approaching and at the terminals.

A secure airside shuttle system could share the same rail tunnels between separate secure terminal and satellite concourse stations. Regional, intercity, and shuttle trains may require layover and service facilities at or near the airport.

Michael McCarthy

2/24/2019, email

Subject: Comment re: O'Hare Express System

I am writing to oppose the addition of the "O'Hare Express System" to the fiscally constrained regionally significant projects list in ON TO 2050. The city of Chicago and Mayor Emanuel have repeatedly stated that OES would be entirely funded by private investors, therefore it should not be made eligible for any federal funding. This request is a waste of MPO time and resources that could divert federal resources away from other projects more deserving of funding. The project is not fiscally constrained because the total amount is unknown or the city and the Boring Company are unwilling to disclose this information. It is not regionally significant because there is already a heavy rail system connecting the termini with short headways and reasonably fast service known as the CTA Blue Line. I see no reason for adding this project to ON TO 2050 and many reasons against this proposed addition.

Additional: Master's student in Urban Planning and Policy (MUPP), University of Illinois at Chicago, mccrthy3@uic.edu

Kiernan McCloskey
62 Kellogg Dr.
Pomona, CA 91768
(619) 247-7996
kemccloskey@cpp.edu
February 4, 2019

Elizabeth Schuh
Chicago Metropolitan Agency for Planning
233 S Wacker Drive, Suite 800
Chicago, IL 60606

Dear Elizabeth Schuh:

As you can tell from my address, I am not a resident of Chicago, nor do I live anywhere nearby. However, I have recently learned about the Chicago Metropolitan Agency for Planning's interest in adding Elon Musk's "O'Hare Express" project to its list of priorities for federal funding. I live in Pomona, CA, a suburb of Los Angeles. On the other side of the city is the community of Hawthorne, where the headquarters of his companies SpaceX and the Boring Company are located, and where he has dug a minuscule tunnel without the consent or knowledge of the homeowners above it. It is imperative that the Agency does not move forward with this act for three key reasons: Elon Musk has no interest in public transportation, he has no interest in the communities he tunnels under, and he has no interest in those who do his bidding.

Musk cited his reasoning for the creation of the "Boring Company" in a tweet: essentially that "traffic" was "driving [him] nuts" and that he would "just start digging". The tunnels he created under Hawthorne, a suburb of Los Angeles not far from me, have been proven to have a much lower capacity than a conventional rapid transportation rail system, such as a subway. Musk's tunnel originally meant to transport pods of 16-20 people. He later revised this such that cars will be driving through the tunnels at a supposedly higher speed. The typical passenger capacity of a car is 5 people, and most commuters in Los Angeles drive alone. This means the tunnels are essentially an underground freeway. Another issue that arises is that of the entry and exit "elevators", where cars are lowered into or lifted out of the tunnels. This bottleneck will create traffic far, far worse than any freeway, according to an article by planner Angie Schmitt for Streetsblog (<https://usa.streetsblog.org/2018/12/19/elon-musks-tunnel-project-in-los-angeles-is-bad-joke/>). Although his project had some elements of a public transportation system at first, Musk's tunnel has devolved into essentially a toll road for the rich to (seemingly) avoid traffic in their cars.

Elizabeth Schuh
February 4, 2019
Page 2

Another key argument against Musk's project is his disinterest in the communities he tunnels under. His test tunnel under Hawthorne was not subject to an environmental review process, according to an article in the Atlantic (<https://www.theatlantic.com/technology/archive/2018/11/los-angeles-elon-musk-tunnels-under-neighborhood/575725/>). Thus, the residents above his tunnel had not been "informed ahead of time that a private company would be digging a tunnel beneath the street." Additionally, when Musk learned another tunnel would be subject to an environmental review process, he abandoned the project (according to the earlier cited Streetsblog article).

Musk, as a businessman, does not have a great track record with his employees. He has fired workers without rhyme or reason (a Wired article begins with a great example of this practice: <https://www.wired.com/story/elon-musk-tesla-life-inside-gigafactory/>) and he has prevented unions from forming at his Tesla factories. Unions have been proven as a way to give workers fair representation with their employers to ensure they are treated fairly and humanely, yet Musk is against them.

As shown above, Musk cares not for public transportation, he cares not for the average Joe who gets a tunnel under his house, and he cares not for his workers. Musk's disinterest in these concepts and people proves he is not fit to receive federal funding for a public transportation project – he does not care for the very stakeholders he would be in the position to benefit. He is not worthy of being involved with such a project, and I urge you and the Chicago Metropolitan Agency for Planning to reject his proposal.

Sincerely,

Kiernan McCloskey

Shane Misztal

2/15/2019, email

Subject: CMAP Amendment Public Comments

I am writing to express my opinion on the O'Hare Express project being added to the ON TO 2050 Plan. I would like to state that I am NOT for the express. My reasons for this is because:

(a) I think it will be a waste of city resources, even if it is coming from private funding. Time from our city workers will be spent on this and take away from more important needs and projects going on in the city.

(b) The City has not even provided the contract or agreement between them and the Boring Company. If they can't even be transparent about that and the details surrounding that then they shouldn't be allowed to have it adopted into the plan.

(c) It doesn't even make sense right now because the technology for this project doesn't even exist. Being able to bore a tunnel to the proper standards and safety regulations at this little of a cost has never been done. We expect it to all of a sudden actually happen because we are giving the developers free reign. That's not feasible. Also, being able to run these transportation pods on skates to 120-150 mph has yet to be seen. Shouldn't the developer have to prove this technology is possible before he starts digging up Chicago and we start prioritizing this in our regional development plan.

If anyone thinks this is a good idea it's based off optimism and hope that everything will come together in the best case scenario. If you take a look at it from a realistic standpoint, common sense will tell you that it will more likely fail than succeed on the framework it is promised on. Chicago and Illinois lack the funds to be entertaining these ideas without a proven track record. Lastly, Chicago has a sufficient option to get to the airport and it's the Blue Line. Money should be invested in improving Blue Line operations and capacity instead.

Additional: none

Michael Morrissey Podgers

2/4/2019, email

Subject: Do Not Incl'd Musk's OHare Tunnel in On To 2050

Streetsblog Chicago recently reported that's CDOT is pushing to include Elon Musk's proposed tunnel to O'Hare in the On To 2050 plan. Please do not include it. First, the plan Musk and CDOT put forward claims no tax payer funding will be needed for this. Having it in On To 2050 gives the distinct impression this will require government funding. So, CDOT and Musk seem to be lying—don't Endungen the lie. Furthermore, it's a terribly conceived project that is potentially saddling Chicago with an unproven technology that would be near impossible to alter to make a useful transit option: too expensive, too little utility, too small, too little capacity. It's a version of Toronto's UPX that could only be made worse not better. Finally, it's hugely problematic for a number of reasons: 1) when did Chicagoans ask for this? 2) it won't serve Chicagoans not provide access to more areas than the Loop, 3) cheaper and better options exist (please love Crossrail Chicago forward instead), 4) nobody knows what the contract for the plan says. All in all, it'd be a joke and insult to include this project in On To 2050.

Additional: University of Illinois at Chicago, University of Wisconsin-Madison, Albert-Ludwigs-Universität Freiburg, B.A. History, German, Masters of Urban Planning and Policy, (773) 899-2571, [linkedin.com/in/mmpodgers](https://www.linkedin.com/in/mmpodgers)

Jacob E. Peters

2/4/2019, email

Subject: Do Not Approve This Boring Company Boondoggle

Firstly, if we're going to let private entities build tunnels under the city. Then those tunnels should be compatible with the existing tunnels that we have, or with existing above grade infrastructure that could be realigned to use the tunnel if the private entity fails. Based on what Musk has demonstrated thus far, this is a low capacity, hyper elitist, extremely dubious, vanity project. That if successful will dump huge amounts of private vehicle traffic at two of the most congested points in our region. It is a priority lane for the rich, without generating public funds to upgrade transit for the rest of us. Secondly, I am pro O'Hare Express, but it should be built via improvements to either of the two rail connections that currently run 90% or more of the way to O'Hare from most parts of downtown. Either:

—Build bypasses of the existing choke points on the NCS and MD-W (which would have priority use by Metra trains), and maybe build a tunnel from Rosemont to the future western access terminal so that a future service could loop through O'Hare in both directions.

—Repurpose the Kennedy Express Lanes for Express L Trains, and build a relatively short tunnel from Clinton to Ohio. Turning Montrose into a transfer station and splitting the existing Blue Line into a local branch that Terminates at Montrose, and an express branch that goes to O'Hare.

Both of these repurpose underutilized existing infrastructure (NCS could have higher frequencies if not for freight imposed bottlenecks, and the Kennedy express lanes are low capacity because they are mostly used by single occupancy cars) to provide a more flexible (and functionally faster for most residents) network of regional connections to and from O'Hare. Thank you for your time. I do not want this private project to be legitimized in a way that can be exploited to grab TIF funds or Federal New Start Funds away from projects that would benefit the public and not just the rich.

Additional: architect, designer, urbanist, cyclist, environmentalist, (773) 870-1987, 2156 N. Kedzie Blvd. Apartment #1R Chicago, IL 60647

Justin Root

2/11/2019, email

Subject: O'Hare Express system – Against

I wish to share that I believe the O'Hare Express System amendment should not be approved for the ON TO 2050 plan.

Additional: none

Ethan Saltzberg

1/31/2019, email

Subject: Public Comment on New RSP 01-19-0009 – O'Hare Express Service

I noticed that an undefined "O'Hare Express Service" between Block 37 and O'Hare has been opened as a slated project, with funding not yet identified. I would just like to remind CMAP of the large opposition to this project in many of its current forms, including a high-speed shuttle car proposed by Elon Musk and Mayor Emmanuel's administration. Not only are there already two rail options to get to O'Hare (CTA Blue Line and Metra NCS), these services can and should be improved and expanded, substantially. The Loop-O'Hare corridor needs investment that benefits everyone who lives along the route, not just a tunnel (and especially not one that has yet to be proven viable in any way). I plan to be as communicative about my opposition as possible until Musk's proposal is taken off the table, and better options for this kind of service are selected.

Additional: none

Harry Solomon

2/10/2019, email

Subject: No to inclusion of O'Hare Express in ON TO 2050

Additional: past member, CMAP Citizens Advisory Committee, Harry Solomon, 96 Blackhawk Rd,
Highland Park IL 60035, harry.solomon@ieee.org

David Stanford

2/4/2019, email

Subject: Don't prioritize the musk O'Hare express

Without the contract being public, it appears quite foolish to prioritize any plans for an O'Hare express plan of Elon Musk. Without details, how can any risk or benefit be fully assessed? Without that, why prioritize an idea that is less currently realizable than using heavy rail tracks already in existence?

Additional: Chicago, IL

Kyle L. Terry

2/5/2019, email

Subject: Please don't add this non-existent tech to On To 2050

Please don't bow under the pressure from CDOT/City Hall regarding the Musk Tunnel. If Rahm and Grimes' boyfriend really believe that they can dig a tunnel for 14x cheaper than any other tunnel ever, invent this nonexistent technology, and operate the whole system with no public funds, AS HAS BEEN PROMISED ALL ALONG, then please do not give them the safety net of federal funds by putting this stupid project in On To. I've (mostly) always respected the work CMAP has done, from the LTA work to the comp plans. Please don't change that by putting Rahm's fantasy skates in what is supposed to be a serious document. You have enough smart transportation folks on staff, many who I know, to talk you out of this. So please, keep the priorities of On To 2050 focused on what's important and what will impact the most people in our communities.

Additional: 5400 S Harper Ave, Chicago, IL 60615, (209) 829-9278

Melanie White

2/16/2019, email

Subject: O'Hare Express System

I am in favor of the O'Hare Express System. I am a resident of the 35th ward and strongly support this initiative.

Additional: Melanie White, 3627 N Hamlin Ave, Chicago IL 60618

Terry Witt

1/26/2019, email

Subject: O'Hare Express

The purpose of this project is to continue funneling everybody into Chicago as fast as possible. I believe we have more significantly important priorities to fix our current infrastructure as well as build western access if we are to build anything new. I also offer that bicycle facilities are recognized around the world but unfortunately minimized in the U.S. and not even given a sentence in this proposal.

Additional: Bicycle Advocate, Bartlett, IL, 847-712-1845

Owen Worley

2/6/2019, email

Subject: Against including the ORD express in the list of priority projects

I'm writing to encourage your organization not to add the O'Hare Express to the ON TO 2050 plan. Despite assurances to the contrary, I find it implausible that that project would not wind up attracting significant government subsidy, whether it is in station construction, fare subsidy, or some other aspect. And regardless, the idea of creating a parallel route from the Loop to ORD, to save a tiny number of wealthy people from the experience of sharing a train car with their fellow citizens, is repulsive.

Additional: 1117 N Spaulding Ave, Chicago, IL 60651

Bryan Young

2/25/2019, email

Subject: ON TO 2050 Plan

I understand you are planning to consider adding the O'Hare Express electric sled to the future transit plan. Please realize that this magic carpet ride is ridiculous, unrealistic and a boondoggle. Improvement should be made to the CTA Blue Line instead of trying to invent a new way to waste funds for the privileged few. All citizens would benefit from a better CTA instead of those on an expense account riding from the airport to the loop.

Additional: Bryan Young, 1708 N Orchard St #B, Chicago, IL 60614



MEMORANDUM

To: CMAP Board and Committees

From: CMAP Staff

Date: March 6, 2019

Re: Municipal pavement management project update

Prioritized investment, one of the three core principles of ON TO 2050 plan, guides CMAP's approach to addressing the needs of the region's infrastructure. Improving system condition while minimizing costs requires nuanced decision making. Rather than prioritize the repair of assets in worst condition first, asset management seeks to optimize lifecycle costs of achieving and sustaining a desired target condition. Pavement management programs in particular have a demonstrated ability to stretch scarce funding farther.

This memorandum provides an update on achievements thus far and efforts currently underway to scale the program up with additional funding secured from the Illinois Department of Transportation (IDOT).

First round of pavement management assistance nearly complete

In 2018, CMAP recommended a cohort of 12 communities, one from each council of mayors, out of a pool of 69 applicants, which the board approved at its June 2018 meeting. The staff recommendation fits within the initial \$472,000 budget. Last fall, CMAP engaged contractors to gather data, build local capacity to apply the data, and complete a pavement management plan (PMP). The PMP is both a primer on how and why communities should pursue pavement preservation, and a resource with current local pavement condition, alternative cost scenarios to achieve different network level pavement conditions, and a capital plan based on the selected pavement condition and spending scenario.

The initial pilot communities (listed with their respective Council of Mayors) included: Bellwood (North Central), Burlington (Kane/Kendall), Hickory Hills (Southwest), Hodgkins (Central), McHenry (McHenry), Mundelein (Lake), Niles (Northwest), Park Forest (South), Peotone (Will), Riverdale (South), Roselle (DuPage), Summit (Central). Data have been collected for 8 communities, and staff anticipates completion of PMPs by June 30, 2019.

Scaling the pilot up with SPR funds

In 2018, CMAP submitted a successful application for \$2,000,000 of IDOT State Planning and Research (SPR) grant funds to expand the program. Staff will select from municipalities that applied to the initial pilot project to complete as many pavement management plans as possible with the additional SPR funds. As part of the SPR grant, CMAP hired AECOM to assist with the project management oversight of the plans to coordinate timely completion and find cost efficiencies. Communities will be prioritized based on need, whether they have a current pavement management plan, and geographic mix. The community need designations will align with CMAP's LTA program **community cohorts** which assess factors such as median household income and municipal tax base. CMAP staff also considered the community's willingness to work with CMAP on other projects awarded through the LTA program. Municipal size in terms of lane miles will also continue to be a factor due to its relationship to the overall cost of completing a pavement management plan.

The SPR grant ends in 2021. Staff anticipate completing at least 30 PMPs by or before that date. Throughout the course of the project, CMAP staff will work with communities to implement performance-based programming practices, such as developing decision support tools like PMPs, to improve the condition of our system despite increasingly constrained resources.

ACTION REQUESTED: Information

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MEMORANDUM

To: CMAP Board and Committees

From: CMAP Staff

Date: March 6, 2019

Re: State Legislative Update

The first session of the 101st General Assembly has already passed some significant dates: the February 15th deadline for bill introductions, as well as the Governor's joint State of the State and Budget address. The Governor's budget proposal did not include substantial changes in transportation spending. In his address, the Governor called for legislators to pass a statewide capital program, but did not enumerate specifics. In the coming weeks, the new House Capital Appropriations Committee and Senate Transportation Revenues Subcommittee will hold hearings about the state's infrastructure needs.

Legislators filed numerous bills with relevance to ON TO 2050. However, few committees have met to move bills through the process. The deadline for passing bills out of committee is Friday, March 22, followed by bills out of their respective chamber before a two-week recess on Friday, April 19th. Throughout the session, staff will track and analyze bills with relevance to the ON TO 2050 Legislative [Framework and State Agenda](#).

Staff recommend that the board support legislation to fund stormwater management, improve data available for property tax assessment in Cook County, raise registration fees on electric vehicles, flexibility to spend the motor fuel tax on multimodal projects, and extend the use of working-cash notes to support RTA operations. The CMAP board has supported similar legislation in the 100th General Assembly noted in the table below.

ACTION REQUESTED: Approval

March 2019 Legislative Summary

Subject	Bill	Summary	Status	Agency Position
REINVESTMENT FOR VIBRANT COMMUNITIES				
Infill development	HB43	<p>Rep. Anthony DeLuca (D-Chicago Heights)</p> <p>Reduces and caps the property tax liability over a period of 12 years for some vacant or empty commercial or industrial properties that are currently under the purview of the South Suburban Land Bank Development Authority. This is an initiative of the South Suburban Economic Growth Initiative.</p>	<p>2/7/2019</p> <p>House</p> <p>Referred to Revenue and Finance Committee Property Tax Subcommittee</p>	
INTEGRATED APPROACH TO WATER RESOURCES				
Stormwater management	SB213 HB825	<p>Sen. David Koehler (D-Peoria) Rep. Michael Marron (R-Danville)</p> <p>Expands the municipal code definition of “sewerage system” to include stormwater infrastructure, and allows non-home rule municipalities to levy stormwater utility fees to offset the cost of building and maintaining this infrastructure. This legislation treats stormwater management is like other public services, such as wastewater and electricity, and enables service providers to charge stormwater utility fees for the service based on use.</p> <p>ON TO 2050 recommends local governments raise stormwater utility fees to properly maintain this infrastructure. This legislation would provide local governments with a sustainable and user-based means of improving their stormwater infrastructure.</p>	<p>1/31/2019</p> <p>Senate</p> <p>Assignments</p> <p>2/5/2019</p> <p>House</p> <p>Assigned to Cities & Villages Committee</p>	Support
COLLABORATION AT ALL LEVELS OF GOVERNMENT				
Township consolidation	HB2525	Rep. Tom Demmer (R-Dixon)	<p>2/26/2019</p> <p>House</p>	

Subject	Bill	Summary	Status	Agency Position
		<p>Provides a process for dissolving any township located substantially within the boundary of a municipality by township board or city council (where the council exercises duties of the township board) ordinance, or proposition by petition. Upon the township's dissolution, all of its duties, assets, property, liabilities, obligations, and responsibilities transfer to the coterminous municipality. Although the bill enables voters to call for dissolving a township, under this bill, the consolidation could be required to occur without the necessary a feasibility study or concurrence from the municipality's governing board and township board.</p>	<p>Counties and Townships Committee</p>	
CAPACITY TO PROVIDE A STRONG QUALITY OF LIFE				
<p>Property tax assessment</p>	<p>SB1379 HB2217</p>	<p>Sen. Toi Hutchinson (D-Chicago Heights) Rep. Will Davis (D-Hazel Crest)</p>	<p>2/21/2019 Senate Assigned to Revenue</p>	<p>Support</p>
		<p>Authorizes the Cook County Assessor's Office, and with the approval of their respective county boards all other county assessor's offices, the ability to collect income and expense data – already required for federal tax filings and currently collected for the appeals process – for income generating properties on an annual basis. The requirement applies to larger buildings, residential buildings with six or more units and commercial properties with a market value greater than \$1 million. This data would be aggregated and anonymized to inform assessment process. This is an initiative of the Cook County Assessor, and would bring county assessment processes in line with other states including New York, Massachusetts, Virginia, and Washington D.C.</p>	<p>2/28/2019 House Referred to Property Tax Subcommittee</p>	
		<p>ON TO 2050 calls for improved access to public information through technology and transparency. Fairer and more predictable assessments could attract additional investments into the region, specifically in disinvested areas. In the long run, this initiative could also address the plan's recommendations to support robust economic growth and promote reinvestment.</p>		

Subject	Bill	Summary	Status	Agency Position
Sales tax	SB2049 HB270	<p>Sen. Cristina Castro (D-Elgin) Rep. Mike Murphy (R-Springfield)</p> <p>Enables state and local taxing authorities to collect a destination-based retailer occupation tax on purchases made online, over the phone, and in writing for retailers selling more than \$100,000 or more than 200 transactions annually.</p> <p>This bill addresses ON TO 2050's recommendation to develop tax policies that strengthen communities, as revenues sourced to delivery addresses would result in distributions of sales tax revenues that are more closely tied with modern consumption patterns.</p>	<p>2/15/2019 Senate Assignments</p> <p>2/7/2019 House Referred to Revenue and Finance Sales, Amusement, and Other Taxes Subcommittee</p>	
A MODERN MULTIMODAL SYSTEM THAT ADAPTS TO CHANGING TRAVEL DEMAND				
Transportation user fees	HB2053	<p>Rep. Tom Morrison (R-Palatine)</p> <p>Increases the state's electric vehicle registration fee from \$35 for two years to \$216 per year, and increases the plug-in hybrid vehicle registration fee from \$101 to \$158.50.</p> <p>ON TO 2050 calls for modernizing transportation revenues. In the absence of other revenue reforms, staff recommends supporting the legislation because it will enhance transportation revenues through user fees. As these types of vehicles continue to proliferate, it will be necessary to ensure that users of the system are charged appropriately in order to ensure sufficient funding for transportation.</p>	<p>2/19/2019 House Referred to Transportation Vehicles and Safety Committee</p>	<p>Support</p> <p><i>*CMAP board supported in prior sessions</i></p>
Transit working cash	SB2005 HB2823	<p>Sen. Marty Sandoval (D – Cicero) Rep. Mike Zalewski (D – River Forest)</p> <p>Permits the use of lines of credit for the RTA as an eligible form of short term financing in addition to working cash notes and extends the authorization from 2018 to 2022. Includes language on default</p>	<p>2/15/2019 Senate Assignments</p> <p>2/26/2019 House</p>	<p>Support</p> <p><i>*CMAP board supported</i></p>

Subject	Bill	Summary	Status	Agency Position
		<p>proceedings, as well as language specific to allowing CTA to use working cash notes.</p> <p>Staff recommends supporting this legislation because until the State of Illinois catch ups on its bill backlog, the RTA's capacity to issue working cash notes is a critical tool for continuing operations and system improvements.</p>	Assigned to Revenue & Finance Committee	<i>in prior sessions</i>
Motor fuel tax flexibility	SB198	<p>Sen. Laura Fine (D – Glenview)</p> <p>Amends the highway code to allow counties, townships, road districts, and municipalities to use MFT funds for public transit costs, as well as bike and pedestrian mobility capital improvements, and electric vehicle infrastructure.</p> <p>ON TO 2050 supports revenue flexibility to fund a multimodal system, as well as investment in transit and local government promotion of electric vehicle infrastructure.</p>	<p>2/20/2019</p> <p>Senate</p> <p>Assigned to Transportation</p>	Support
Autonomous vehicles	HB2575	<p>Rep. Mike Zalewski (D – River Forest)</p> <p>Allows fully autonomous vehicles (AVs) to operate on Illinois roadways. Denies home rule governments the authority to regulate AVs. ON TO 2050 acknowledges the potential safety benefits of AVs, however, this bill does not prioritize safety, or the data necessary to realize these benefits. It also does not consider the impacts of AVs on the roadways, or anticipate the planning needs or potential changes to the existing system.</p>	<p>2/26/2019</p> <p>House</p> <p>Assigned to Transportation Vehicles and Safety Committee</p>	

MAKING TRANSFORMATIVE INVESTMENTS

I-55 managed
lanes

HJR8

Rep. Mark Batinick (R – Plainfield)

Authorizes the Illinois State Toll Highway Authority to commence a procurement process for a project to provide additional highway capacity along I-55 from I-355 to I-90/94 in DuPage, Cook, and Will Counties, and toll the additional capacity. While ON TO 2050 recommends the addition of managed lanes along this corridor, the plan does not stipulate which entity should build and operate the project.

2/13/2019

House

Assigned to Executive
Committee

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