

Connecting Cook County

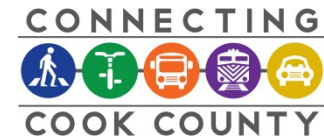
2040 Long Range Transportation Plan



Committee Working Meeting #3
September 16, 2014



Honorable Toni Preckwinkle, President
Cook County Board of Commissioners



Meeting Agenda

- Welcome and Project Update
- Public Involvement and Stakeholder Outreach
 - What we've heard to date
- Needs and Issues
 - Key themes
- Strategic Direction
 - Vision statement
 - Draft goals and objectives
 - Scenario development

Public and Stakeholder Outreach



Connecting Cook County shared Chicagoland Chamber of Commerce's photo. July 28

Cook County's long range transportation plan will make the county eligible for federal transportation funds for the first time in more than half a century.

Maria Choca Urban, Deputy Chief Administrative Officer for Cook County, joined our Logistics & Mobility Forum this morning to discuss the plan.



**Chamber of Commerce
Logistics & Mobility Forum
July 22, 2014**



**Hispanic Business Expo
August 28, 2014**



Phase 2 Public / Stakeholder Outreach

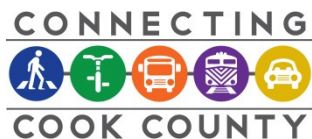
Website

www.connectingcookcounty.org

MetroQuest

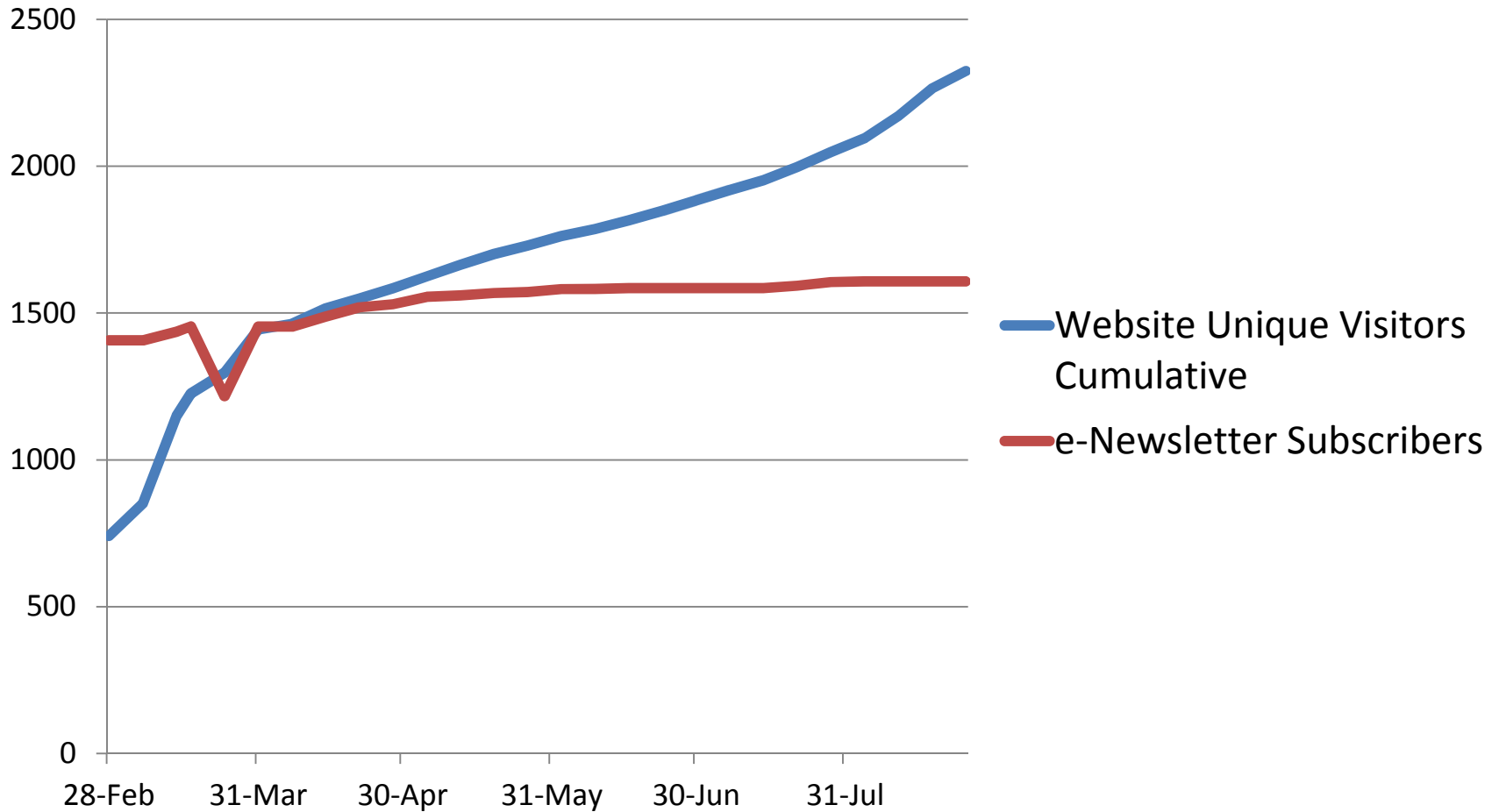
Priority	Emphasis
Metra Rail Service	Less Emphasis
Smart Mobility	More Emphasis
Land Use Planning	More Emphasis
Low Cost Investment	More Emphasis
CTA Rail Service	Less Emphasis
Other Priorities:	
CTA Bus Service	Less Emphasis
Economic Development	Less Emphasis
Roadway Capacity	Less Emphasis
Operational Improvements	More Emphasis
Freight Access/Connections	Less Emphasis
Environmental Protection	More Emphasis
Pace Bus Service	Less Emphasis
Bikeway Facilities	More Emphasis
Existing Streets	Less Emphasis

Priority	Emphasis
Metra Rail Service	More Emphasis
Smart Mobility	More Emphasis
Land Use Planning	More Emphasis
Low Cost Investment	Less Emphasis
CTA Rail Service	More Emphasis
Other Priorities:	
CTA Bus Service	More Emphasis
Economic Development	More Emphasis
Roadway Capacity	More Emphasis
Operational Improvements	More Emphasis
Freight Access/Connections	More Emphasis
Environmental Protection	More Emphasis
Pace Bus Service	More Emphasis
Bikeway Facilities	More Emphasis
Existing Streets	More Emphasis

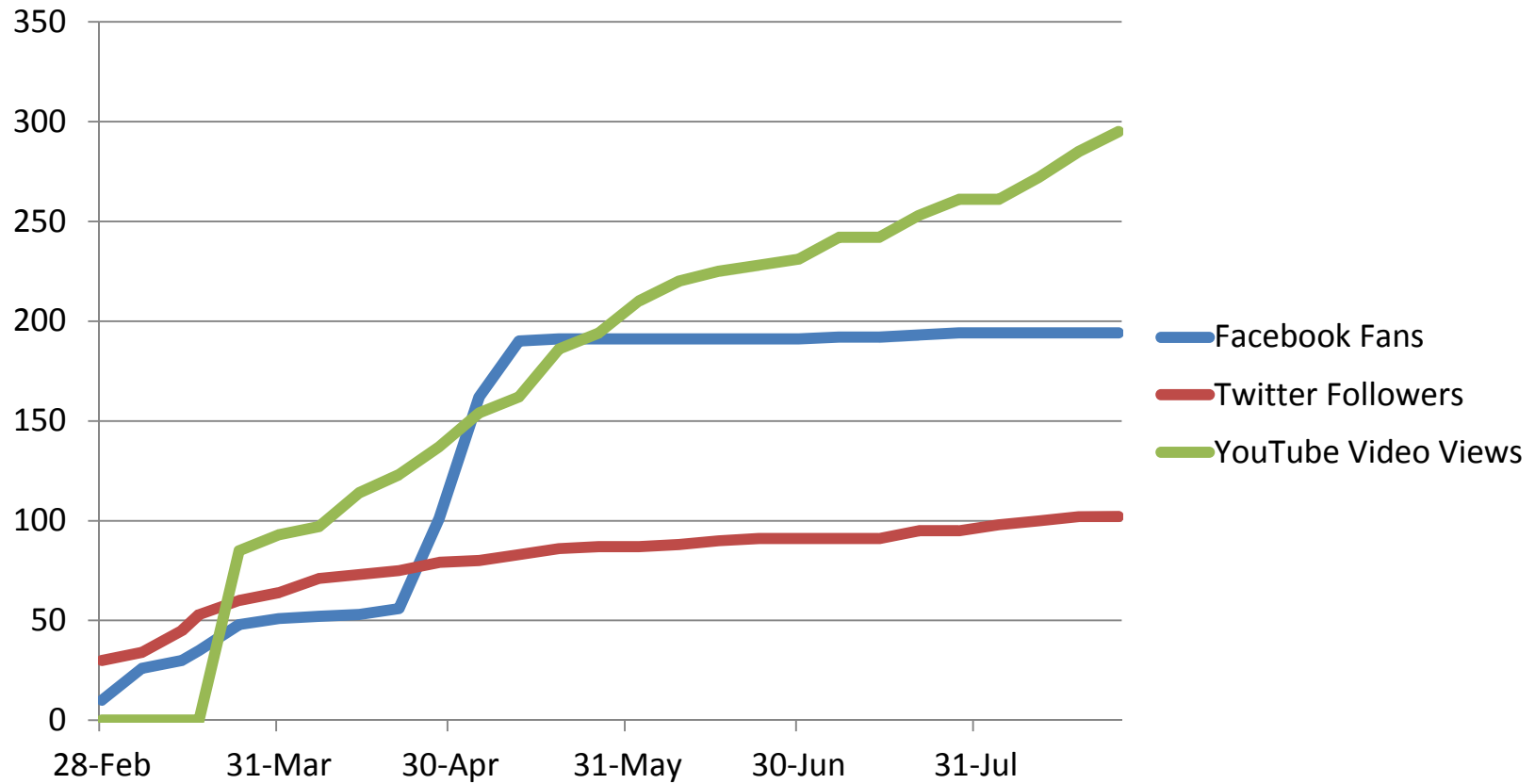


DEPARTMENT OF TRANSPORTATION AND HIGHWAYS

Public Engagement



Public Engagement



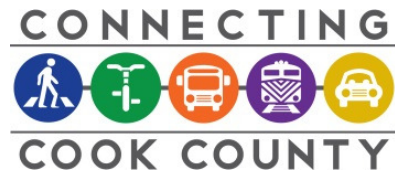
MetroQuest – Kiosk Locations



Phase 2 – Month 1

- Chicago State University (District 4)
- Blue Island Library (District 5)
- Humboldt Park (District 8)
- Welles Park (District 10)
- Chicago Public Library-Garfield Ridge (District 11)
- Streamwood Park District (District 15)

NEEDS AND ISSUES



Theme: Align Public Infrastructure Investments with Industry Needs

- Incentivize private sector growth
- Maximize economic and employment opportunities
- Balance: established employment centers vs. redevelopment potential



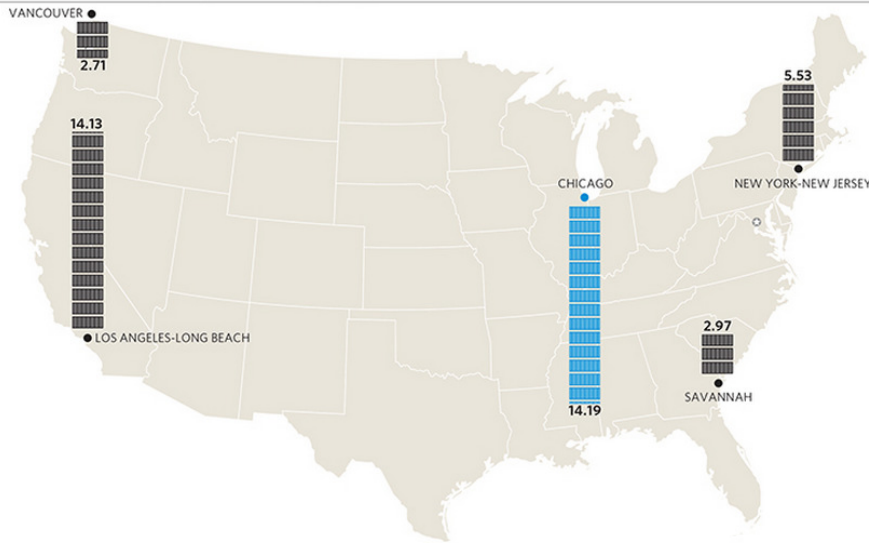
Theme: Transportation Choice

One solution is not enough!



Theme: Plan for Freight

Busiest North American ports by TEUs moved, 2012, in millions



Note: TEU is a 20-foot equivalent freight cargo container.
Source: Chicago Metropolitan Agency for Planning estimates of regional intermodal activity; World Shipping Council.



Metropolitan Chicago's Freight Cluster:
A Drill-Down Report on Infrastructure, Innovation,
and Workforce

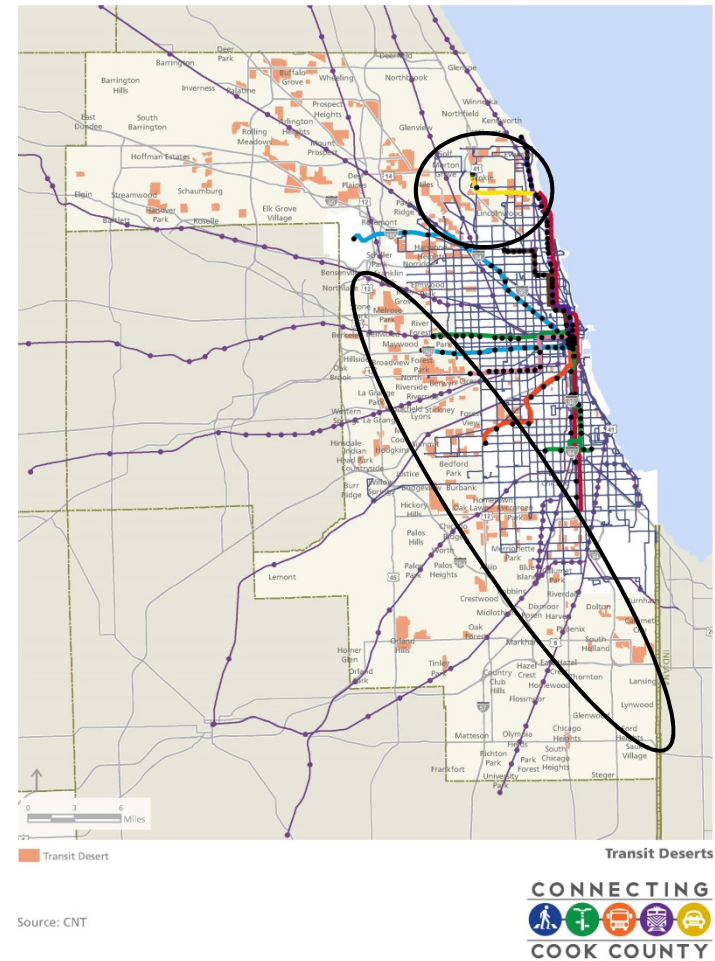
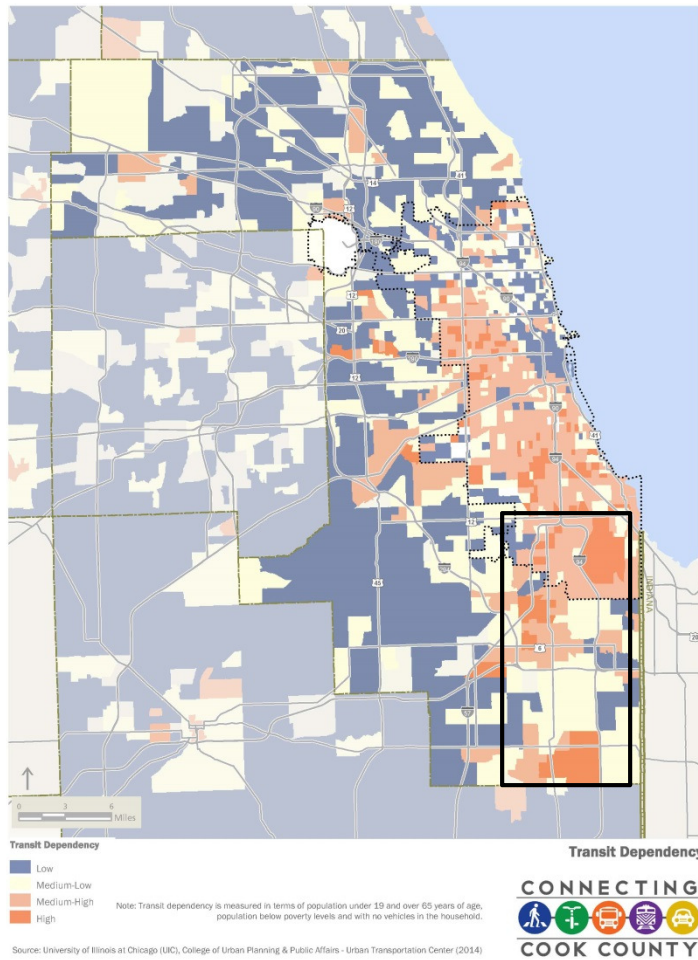


Theme: Policies are Critical

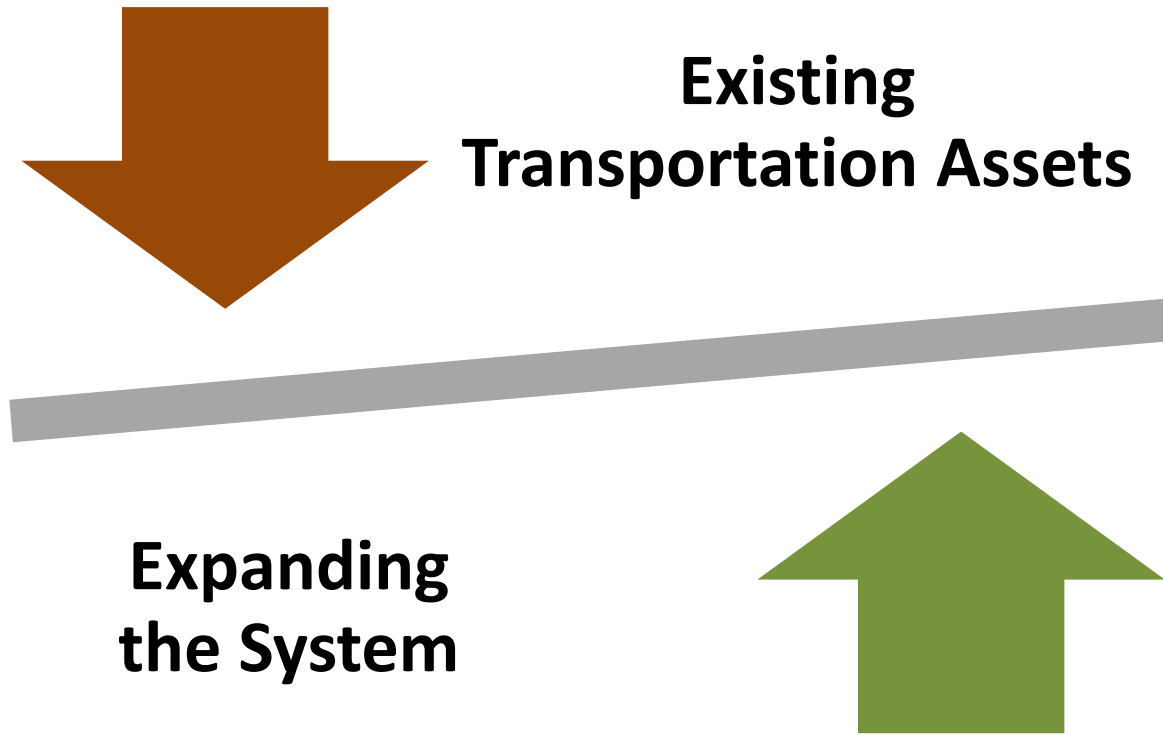
- Strong land use and zoning
 - Transit Oriented Development
 - Infill; redevelopment
- First- and last-mile connections
- Congestion pricing
- Can proceed whether or not more funding is available



Theme: Address Underserved Populations



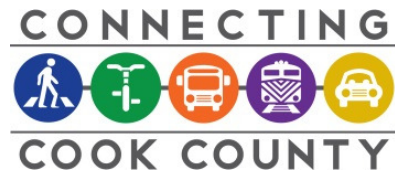
Theme: Balance State of Good Repair with Capacity Expansion



Theme: Move Beyond Borders

- Transportation systems do not begin and end within county or municipal boundaries
 - Investments, policies, and strategies affect the entire transportation system serving the greater Chicago metropolitan area
- Leverage combined resources (financial, technical) to achieve shared interests

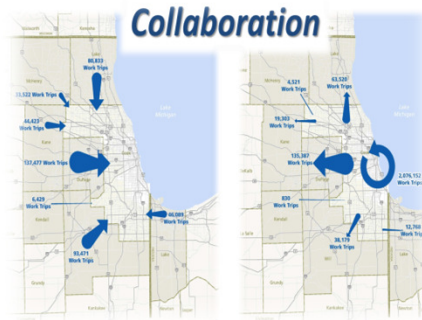
STRATEGIC DIRECTION



Discussion: Strategic Direction

- **Vision Statement**

- Final approval



- **Goals**

- Reflect priorities for the County?
- Consistent with priorities for the region?
- Preference for order?

- **Objectives**

- Are they specific?
- Can the objectives be measured?

Goal: Economic Opportunity

- Invest in transportation improvements that support the economic vitality of the County by fostering regional and global competitiveness and sustained productivity.



Goal: Accessibility

- Increase the integration and connectivity of the transportation system by developing a comprehensive multimodal system that expands mobility options for all transportation users.



Goal: Safety

- Provide a safer transportation system that balances the travel needs of all users, including the general public and area businesses and industries.



Goal: Land Use

- Create a built environment that promotes healthy, sustainable communities through coordinated land use and transportation policies.



Metra Station in Downtown Arlington Heights
Source: Village of Arlington Heights



Village Green and Train Station
Source: Village of Arlington Heights and Calder Latour

Goal: Environmental Stewardship

- Promote a sustainable future through a transportation system that protects and enhances natural, cultural, and historic resources.



Goal: Implementation

- Advance a plan that preserves, maintains, and strategically operates existing transportation assets while investing in the expansion and diversification of critical transportation services and infrastructure.



Homework Assignment

- Goals define what the County wants to achieve and provides a framework for:
 - Evaluating and prioritizing projects for funding
 - Identifying performance measures to track whether we are achieving our goals
- What criteria should be used to select projects and programs for programming?

Examples



Neighborhood Livability



State of Good Repair

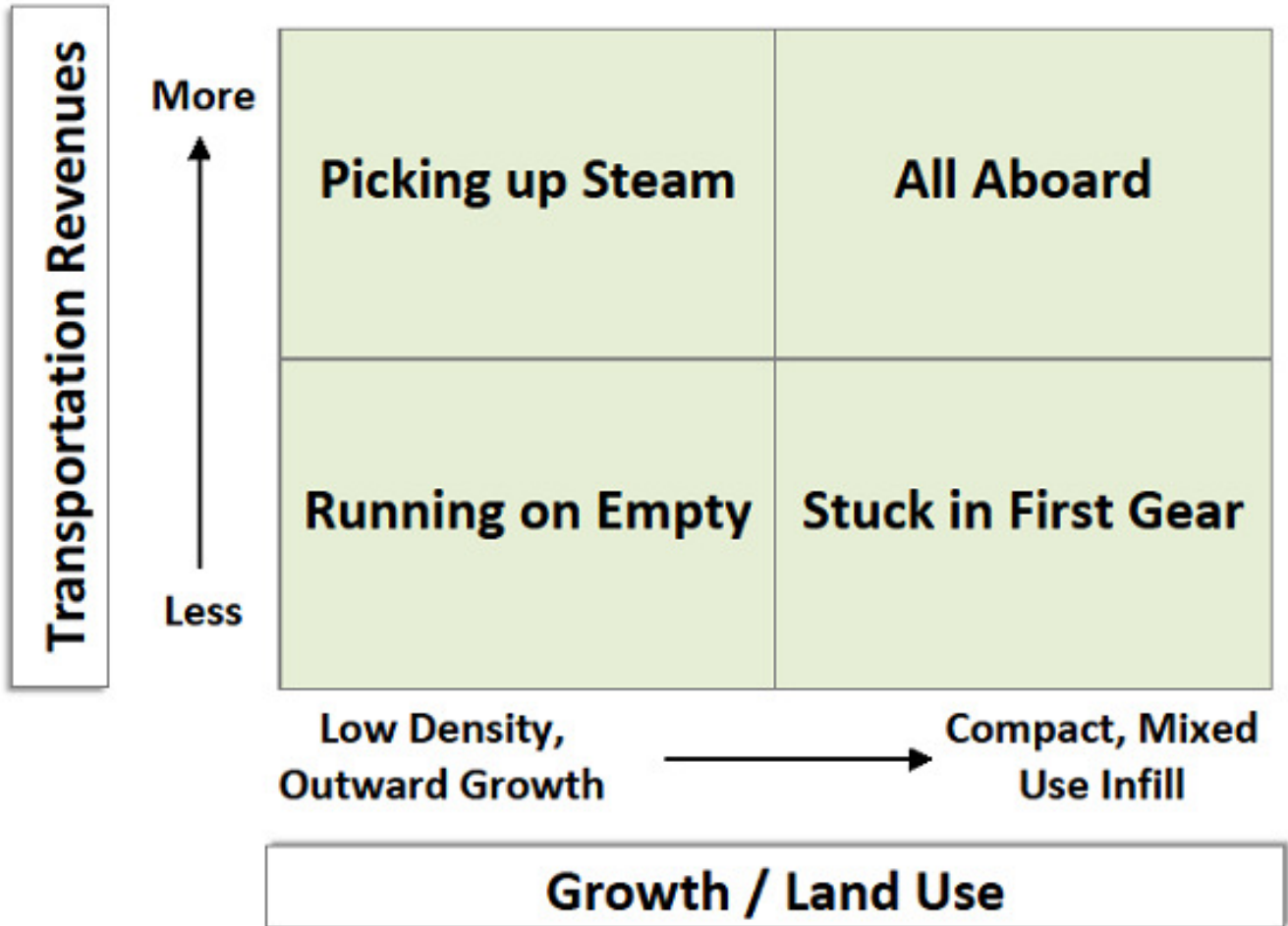


Access to Jobs Centers

Overview of Investment Scenarios



L RTP Alternative Scenarios





Running on Empty

- **Transportation:** Preservation of existing infrastructure and services
- **Funding/Spending:** No new funding – transportation spending is very low
- **Land Use/Development:** Weak infill /reuse policies, no link between transportation spending and policy environment
- **Implications:** Current funding struggles to maintain the existing assets, and growth occurs at the urban fringe
- **Economic Impacts:** Economic vitality in the County stagnates or declines, moving elsewhere in the region



Stuck in First Gear

- **Transportation:** Small number of strategic projects targeted to economic development priorities
- **Funding/Spending:** Minor new revenue secured from existing sources
- **Land Use/Development:** Greater intergovernmental cooperation; more compact, mixed use, infill development
- **Implications:** Only enough new investment for highest priority areas
- **Economic Impacts:** County continues to lose market share in key industries



Picking Up Steam

- **Transportation:** Some new multi-jurisdictional projects
- **Funding/Spending:** More revenue from existing sources is directed to transportation projects
- **Land Use/Development:** Poor link between land use and transportation policies
- **Implications:** New investment focuses on a more diverse transportation improvements that leverage governmental resources at all levels
- **Economic Impacts:** County's economy and communities improve but at a lower rate than expected



All Aboard

- **Transportation:** Aggressive modernization and system expansion across all forms of transportation
- **Funding/Spending:** Significant new federal, state and local tax revenues are enacted
- **Land Use/Development:** Support for infill development and transit/cargo oriented development
- **Implications:** Freight and public transportation networks vastly improved
- **Economic Impacts:** County is competitive nationally and in the region

Overview of Scenarios

	CAPITAL	COMMERCE	COMMUNITIES	COLLABORATION
RUNNING ON EMPTY	<p>MFT Diversions and 55/45 split continue</p> <p>Resources for transportation declines</p> <p>Transportation system deteriorates</p>	<p>Congestion worsens</p> <p>Region falls further behind its peers</p> <p>Fails to capture transportation, logistics & manufacturing expansion</p> <p>Falls far short of job creation forecast</p>	<p>Low density growth bypasses Cook County</p> <p>Car ownership an economic hardship but viable alternatives don't exist</p> <p>Community livability declines</p> <p>Population grows much more slowly than expected</p>	<p>Local governments act unilaterally and in their own self interest</p> <p>Missed opportunities</p>
STUCK IN FIRST GEAR	<p>Cook County aggressively pursues USDOT, USEDA, IDOT and DCEO competitive infrastructure grants to incrementally improve transportation finances</p>	<p>Manufacturers choose to locate elsewhere</p> <p>Region loses market share in Transportation/Distribution/Logistics sector</p> <p>Jobs still concentrated in CBD and O'Hare but West Cook suffers losses; few jobs created in the Southland</p>	<p>Population grows at the same slow rate as jobs</p> <p>Increasing fuel prices spur more Transit and Cargo Oriented Development in communities with existing transportation facilities but financing development is difficult</p>	<p>Interjurisdictional cooperation increases with a focus on improved economic and community outcomes</p> <p>Limited County financial participation in regional and municipal projects</p>
PICKING UP STEAM	<p>Dedicating a greater share of existing revenue to transportation permits backlog of SOGR to be addressed:</p> <ul style="list-style-type: none"> • MFT diversions stop • IDOT adopts performance based approach to resource allocation (No more 55/45 split) 	<p>Diverse transportation investments targeted to support businesses in historically underserved areas leads to job creation and business growth</p> <p>Infill Brownfield sites continue to be overlooked for redevelopment</p> <p>South/west Cook economy stabilizes</p>	<p>Poor link between land use, community development and transportation policy</p> <p>Positive return on investment is shortchanged because land use does not support the transportation system</p>	<p>Local and regional governments leverage each others' resources and expertise in pursuit of regionally significant improvements</p>
ALL ABOARD	<p>Significant new revenues for transportation enacted:</p> <ul style="list-style-type: none"> • IL gas tax increased by 8¢/gallon and pegged to inflation • New public transportation revenue • Congestion pricing reduces driving and generates funds for transpo. 	<p>Transportation, Manufacturing and Logistics sectors thrive</p> <p>Job creation within walking distance of public transportation prevails</p> <p>Investments are better balanced between modes with emphasis on public and freight transportation</p>	<p>Concerted infill development strategy</p> <p>Strong support for expansions to public and freight transportation</p> <p>Improved employment leads to higher tax revenues for schools, parks, and facilities</p>	<p>Notable levels of interjurisdictional cooperation, model for other metropolitan regions</p> <p>Policy focuses on collectively getting more out of existing infrastructure</p> <p>L RTP's economic impacts & need for new revenues broadly understood</p>

Economic Impacts: We Need to Take Action

- **Personal Income:** \$1 billion in capital spending on public transportation produces \$1.1 billion in worker income; \$1 billion in operations spending produces \$1.8 billion in worker income.
- **Property Value:** Studies over two decades show average housing value premiums associated with being within a half mile of a station are 6.4% in Philadelphia, 6.7% in Boston, 10.6% in Portland, 17% in San Diego, 20% in Chicago.
- **Business Productivity:** Every \$1 invested in public transportation returns up to \$3 in business sales.

Next Steps

- On-Going Phase 2 Tasks
 - Provide feedback on strategic direction
 - Performance measures and evaluation criteria
 - Identify LRTP projects, programs, and policies
 - Open Houses (targeting early November 2014)
- Next Meeting: January 14, 2015
 - Discussion of projects and policies

See you January 14, 2015...
Same Time, Same Place!



**Honorable Toni Preckwinkle, President
Cook County Board of Commissioners**

**John Yonan, P.E., Superintendent
Dept. of Transportation and Highways**