Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: Transportation Committee

Date: May 7, 2009

From: Matt Maloney, Senior Manager, Program and Policy Development

Re: Financial Plan for *GO TO 2040*

In *GO TO 2040*, CMAP intends to present a future scenario that makes optimum use of public and private resources. Thus, CMAP must evaluate and understand the fiscal capacity of the Chicago metropolitan area when proposing strategies and investments. In particular, CMAP's recommendations must itemize the net costs of particular strategies and identify which institutions, both public and private, should provide them. CMAP intends for *GO TO 2040* to fulfill these objectives through a thorough financial plan. Also, because *GO TO 2040* will serve as the official long-range transportation plan for the region, it must also comply with federal requirements in the development of a financial plan for its transportation elements.

At the May 15 committee meeting, staff will describe the process being used to develop a financial plan for the transportation elements of *GO TO 2040*. Developing planning level estimates of the unit costs, current expenditures, and revenues requires a fair degree of judgment and assumption. While it is not necessary, nor practical, to consider every project distinction to get a reasonably accurate overall snapshot, it is important for our regional stakeholders to be comfortable with our assumptions.

Attached to this memo is an initial rough cut of revenues ("highway" side only) that the region receives for surface transportation. The primary categories are "federal" (funds originating from FHWA), "state" (state-source funds such as MFT and vehicle registration revenues), and "local" (local portions of MFT and vehicle registration dollars as well as own-source revenues used for road operations and construction). The revenue document should be considered to be extremely preliminary in nature at this point. Numbers have not been trended or adjusted for inflation moving forward, nor do they currently include toll revenues.

Staff will provide more details on revenue, expenditure, and cost estimates at the upcoming meeting, and committee discussion of the process and initial findings is requested.

ACTION REQUESTED: Discussion

Revenues for Transportation-
"Highway" Side. NE Illinois.
All Numbers in $000's
All Numbers in 2008 Dollars.

	Average Annual Revenue	Standard Deviation	Time Period for Data/Other Notes
Federal			
Federal Aid Interstate (FAI)	$ 155,662	$ 116,253	Average of Annual Awards, 1997-2008
National Highway System (NHS)	$ 74,870	$ 37,869	Average of Annual Awards, 1997-2008
Special Bridge Funds (HBRRP)	$ 50,524	$ 52,824	Average of Annual Awards, 1997-2008
STP-State	$ 10,489	$ 12,333	Average of Annual Awards, 1997-2008. STP-State funds awarded $0 in 2003, 2004, and 2005.
STP-Local	$ 82,021	$ 28,164	Average of Annual Awards, 1997-2008
STP-Safety and Federal Safety Funds (HHS/RR)	$ 6,484	$ 3,961	Average of Annual Awards, 1997-2008. STP-Safety funds awarded $0 in 2005.
STP-Transportation Enhancements	$ 9,972	$ 7,111	Average of Annual Awards, 1997-2008
CMAQ (FHWA portion)	$ 39,109	$ 21,029	Average of Annual Awards, 1997-2008
Other Federal (includes High Priority Projects and Demonstration Projects)	$ 38,044	$ 21,448	Average of Annual Awards, 1997-2008
FEDERAL SUBTOTAL	**$ 467,174**		
State			
State Motor Fuel Tax Revenue to Road Fund and Construction Account to State Projects in NE Illinois	$ 263,795	$ 18,101	Average of 45% of State MFT Allocations to the Road Fund and State Construction Account, 2000-2008.
State Vehicle Registration Revenue to State Projects in NE Illinois	$ 595,408	$ 20,026	Average of 45% of Gross Motor Vehicle and License Fees, 2002-2008.
Illinois Tollway Revenue	$681,449	$ 22,805	Average of Total IL Tollway Revenue, 2005-2008. This number should be scaled down for a NE Illinois portion.
STATE SUBTOTAL	**$ 1,540,652**		
Local			
County Portion of State MFT	$ 138,899	$ 8,396	Based on current formula and gross collections of MFT, 1997-2008.
Municipal Portion of State MFT	$ 244,218	$ 14,762	Based on current formula and gross collections of MFT, 1997-2008.

Township/Road District Portion of State MFT	$ 15,264	$ 923	Based on current formula and gross collections of MFT, 1997-2008.
County Own-Source Revenues for Highway	$ 121,598	n/a	Source: U.S. Census of Governments. This is operations, capital and other capital outlay spending on highways MINUS state and federal assistance (average of 2004-2006). This number should not double-count State MFT or any other federal or state assistance.
Municipal Own-Source Revenues for Highway	$ 1,074,517	n/a	Source: U.S. Census of Governments. This is operations, capital and other capital outlay spending on highways MINUS state and federal assistance (average of 2004-2006). This number should not double-count State MFT or any other federal or state assistance. Does not include former City Skyway toll revenues. Univariate linear regression analysis is based on a sample of U.S. Census data (for 55 municipalities in the region including City of Chicago). X-variable is population.
Township Own-Source Revenues for Highway	$ 57,535	n/a	Source: U.S. Census of Governments. This is operations, capital and other capital outlay spending on highways MINUS state and federal assistance (average of 2004-2006). This number should not double-count State MFT or any other federal or state assistance.
LOCAL SUBTOTAL	**$ 1,652,031**		
GRAND TOTAL (ANNUAL)	**$ 3,659,856**		
30 YEAR TOTAL (Unadjusted for Inflation)	**$ 109,795,689**		