Chicago Metropolitan Agency for Planning

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MPO Policy Committee

Agenda

January 14, 2010—10:00 a.m.

Cook County Conference Room
CMAP Offices
Chicago, Illinois

1.0 Call to Order and Introductions 10:00 a.m.

2.0 Agenda Changes and Announcements

3.0 Approval of Minutes – October 8, 2009
ACTION REQUESTED: Approval

4.0 Agency Reports
4.1 Council of Mayors' Report
4.2 CMAP Report

5.0 ***GO TO 2040***

5.1 Preferred Scenario

A "preferred Regional Scenario" which describes the key policy directions covered in *GO TO 2040* was developed this fall. The Transportation Committee discussed the preferred Regional Scenario during its October and November meetings, and recommended your endorsement at its January 6th meeting. This document does not contain specific recommendations or policies, but does indicate what topics will be the focus of *GO TO 2040*. Staff requests that the Policy Committee endorse this document along with the CMAP Board. Upon receiving endorsement, staff will continue to work with the committee to develop specific recommendations or policies in the areas highlighted in the preferred Regional Scenario.

ACTION REQUESTED: Endorsement of the Preferred Regional Scenario

5.2 Financial Plan

Staff will update the committee on the development of the financial plan, including revisions to costs and core revenues, initial estimates of reasonably expected revenues, and implications for overall fiscal constraint.

ACTION REQUESTED: Discussion

5.3 Major Capital Projects

Staff will update the committee on the description and evaluation of major capital projects, including the schedule for the remainder of the evaluation and prioritization process.

ACTION REQUESTED: Information and Discussion

6.0 CMAQ Funding of Private-Sector Diesel Emission Reduction Projects

At its October meeting, the MPO Policy Committee requested more detailed information on private-sector diesel emission reduction projects. A report summarizing the air-quality considerations for such projects and the history of diesel emission reduction projects in the region is included.

ACTION REQUESTED: Information and Discussion

7.0 Legislative Update

CMAP staff will share what legislative activity it is aware of and ask committee members to share what legislation they may be supporting, opposing or otherwise tracking.

ACTION REQUESTED: Information and Discussion

8.0 CMAQ and STP Rescissions

Final rescission amounts have been received from IDOT for the CMAQ program. The CMAQ Project Selection Committee (PSC) has developed a plan for addressing the funding cuts. At its November 20 meeting, the Transportation Committee recommended Policy Committee approval of the rescission implementation plan described in the attached memo. The STP rescission amount received from IDOT is currently being analyzed by staff and may require input from the SAFETEA-LU Committee.

ACTION REQUESTED: Approval of rescission implementation plan for CMAQ rescissions

9.0 ARRA Update

Staff will update the Policy Committee on the status of the ARRA formula programs that provided funding to IDOT, the Council of Mayors and the City of Chicago. Additionally, submittal deadlines have passed for a number of ARRA discretionary programs including the TIGER and the High-Speed Rail programs. The awards for these programs should occur in January. Staff will update the Committee on the status of the various applications.

ACTION REQUESTED: Information

10.0 Regional Freight System Planning

CMAP staff will present an update on the Regional Freight System Planning Recommendations project. Staff will update the committee on the project's progress, including draft policy and project recommendations. The project web site is located at http://www.cmap.illinois.gov/cmp/freightsystem.aspx .

ACTION REQUESTED: Information and Discussion

11.0 Other Business

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. The exact time for the public comment period will immediately follow the last item on the agenda.

15.0 Next Meeting – March 11, 2010

16.0 Adjournment

MPO Policy Committee Members:

	Martin G. Buehler		R. A. Kwasneski		Richard Rodriguez
	Tom Cuculich		John McCarthy		Steve Schlickman
	Bob Davidson		Karen McConnaughay		Jeffery Schielke
	Joseph Deal		Joseph Moreno		Marisol Simon
	Gary Hannig		Philip A. Pagano		Norman R. Stoner
	Elliott Hartstein		Michael Payette		Larry Walsh
	Kenneth Koehler		Thomas Powers		Rocco Zucchero

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MPO Policy Committee

Meeting Minutes
October 8, 2009

Cook County Conference Room
CMAP Offices
Chicago, Illinois

MPO Policy Committee Members:
Lawrence Walsh – Vice-Chairman, Will County, Thomas Cuculich – DuPage County, Joe Deal - Chicago Metropolitan Agency for Planning, Rupert Graham – Cook County (Representing Joseph Moreno), Jack Groner - Metra (Representing Philip A. Pagano), Henry Guerriero – Illinois Tollway (Representing Rocco Zucchero), Ken Koehler – McHenry County, John McCarthy - Private Transportation Providers, Arlene Mulder – Council of Mayors (Representing Jeffrey Schielke), Thomas Powers – Chicago Department of Transportation), Leanne Redden – RTA (Representing Steve Schlickman), Tom Rickert - Kane County (Representing Karen McConnaughay), T.J. Ross - Pace (Representing R. Kwasneski), David Simmons – CTA (Representing Richard Rodriguez), Dick Smith – Illinois Department of Transportation (Representing Gary Hannig), Norman Stoner – FHWA, Paula Trigg - Lake County (Representing Martin Buehler)

Absent: Bob Davidson - Kendall County, Elliott Hartstein - Chicago Metropolitan Agency for Planning, Michael Payette - Class I Railroads, Marisol Simon – Federal Transit Administration

Staff Present: Erin Aleman, Patricia Berry, Randy Blankenhorn, Janet Bright, Bob Dean, Doug Ferguson, Tom Murtha, Holly Ostdick, Ross Patronsky, Joy Schaad

Others Present: Bruce Christensen – Lake County, Chalen Daigle - McHenry County Council of Mayors, Kama Dobbs - DMMC, John Donovan - FHWA, Larry Froman – Village of Lincolnwood, Luann Hamilton – CDOT, Jon-Paul Kohler – FHWA, Adam Letendre – Village of Skokie, Sarah Lutz – McHenry County Department of Transportation, , Lawrence Montegue – MPC, Les Nunes – IDOT, Andy Plummer – RTA, David Seglin – CDOT, Peter Skosey – MPC, Tim Wiberg – Village of Lincolnwood, Kathleen Woodruff – MPC

1.0 Call to Order and Introductions

Vice-Chair Larry Walsh called the meeting to order at 10:05 a.m.

2.0 Agenda Changes and Announcements

An announcement of the upcoming event hosted by Mercy Housing, *Moving Forward Together*, to be held on October 27, 2009 was made. The work of the Regional ARRA Coordinating Council (RACC) will be recognized. The formation of RACC is a CMAP initiative to coordinate stimulus dollars across the region. A marketing flyer was available to meeting attendees.

3.0 Approval of Minutes – June 10, 2009

On a motion by Mr. Deal, seconded by Mr. Smith, the June 10, 2009 minutes were approved.

4.0 Agency Reports

4.1 Council of Mayors' Report

Mayor Mulder reported on the Council of Mayors September 15 meeting. The development of the *GO TO 2040* plan and the looming "end of SAFETEA-LU" rescission were the primary topics . The COM members took action to urge Congress to eliminate the rescission. Illinois stands to lose $290 million. Mayor Mulder noted that the rescission will be discussed further under item 11. Additionally the COM Executive Committee approved a policy to assure that all locally programmed ARRA funds are used by the deadline, approved STP Marks, and approved advanced funding.

4.2 CMAP Report

Executive Director Randy Blankenhorn updated the committee on agency funding. IDOT matched the federal funds available to CMAP, but the comprehensive planning fund was not funded. The restoration of the fund will be addressed next year. IDOT's funding filled $2.7 million out of $3.5 million hole in CMAP's operating budget. However, the comprehensive planning fund is critical to assure the important non-transportation work at CMAP continues. CMAP is working with the Governor and will try to get money back into the state budget by next year. In response to the budget crisis, CMAP has made significant operational cuts to avoid staff layoffs.

Mr. Blankenhorn then reported on the *GO TO 2040* public outreach process and relayed the successful activities that occurred over the summer. He concluded his report, noting that three US Secretaries (EPA, Transportation and HUD) talked about the future of urban regions at a recent luncheon in the region. Mr. Blankenhorn stressed that transportation is an essential component of the overall picture. Mr. Blankenhorn was pleased to have the representatives along with other White House staff at the discussion. CMAP's work is aligning with what is happening at the federal level. Mr. Groner asked Mr. Blankenhorn about the dollar amount of the total shortfall in the CMAP budget. Mr. Blankenhorn responded that the total amount is currently $800,000 out of a $14 million budget, which is not unmanageable. He thanked IDOT again for its support.

5.0 Approval of RTP/TIP Conformity and TIP Amendments

Mr. Patronsky reviewed the semi-annual amendments to the region's Transportation Improvement Program and the associated air quality conformity analysis. He noted that there were no updates to the region's long range plan. No public comments on the TIP amendments or the conformity analysis were received. The Transportation Committee has recommended approval of the TIP/RTP conformity determination and the TIP amendments. Mr. Patronsky said that staff is also requesting an amendment to the TIP to allow Metra to use $6.3 million in ARRA funds for operating assistance in FFY 2010. That amendment does not require inclusion in the air quality conformity analysis. On a motion by Mayor Mulder, seconded by Mr. Groner, the RTP/TIP Conformity and the TIP amendments were approved.

6.0 Approval of multi-year FFY 2010-2011 CMAQ Program and MYB list

Ms. Ostdick reported on the proposed FFY 2010-11 CMAQ program. It fully commits FFY2010 and FFY2011 funds of $94 million. Staff received comments on eleven CMAQ proposals. The comments and proposed responses were included in the packet as was CMAQ memo detailing the program and amounts of funding for future years. She noted that $25.5 million is proposed for FFY2012, $7 million for FFY2013 and $1.6 million for FFY2014. The Multi-Year B list provides a possible pool of projects if the region faces lapsing funds, rescissions or losing state appropriation. MYB projects will be considered by the CMAQ PSC at its May meeting if any of these conditions occur. The Transportation Committee recommends MPO Policy committee approval of the multi-year FFY 2010-2011 CMAQ program. Once approved, the program will be sent to USDOT for eligibility determination. Ms. Ostdick concluded her report, reminding the Policy Committee that there was no call for 2011 projects so the Project Selection Committee and CMAP staff can focus on active project management. The large unobligated balance of the CMAQ program must be addressed. Active Program Management policies adopted by in March restrict programmers to a one time move into another federal fiscal year prior to projects being considered for withdrawal. Mr. Rickert acknowledged that the end of SAFETEA-LU rescission will be addressed later in the agenda, but noted that there was some discussion at the CMAQ Project Selection Committee about whether they should be approving new projects when facing a large rescission. Mr. Blankenhorn said that one reason to move the program forward is to improve previous inefficiencies of project management. Programming funding only through 2011 allows the Project Selection Committee and staff more time to focus on making sure projects that are funded move forward and are getting obligated, so that the rescission and lapsing is not an issue in the future.

Mr. Ross asked about the amount of funding being directed to privately owned railroads for diesel retrofit projects in the CMAQ program. He reminded the committee that last year the Policy Committee asked to be told about these types of projects ahead of time. Mr. Ross said it looked like a lot of public money was going toward private diesel retrofits. Mr. Cuculich asked if policy guidelines had been developed. Ms. Ostdick noted the private railroads are required to provide a higher local match than the typical twenty percent. Mr. Cuculich asked if the CMAQ Project Selection Committee (PSC) had wrestled with the policy issues involved. Ms. Berry said the capacity for pollution reduction for these types of projects is the largest single factor the CMAQ PSC considered. A secondary consideration was the large unobligated balance in the program and the fact that these projects can be implemented quickly. She discussed the move to multi-year programming adopted by the Policy Committee in 2006 for the FFY 2007 program. She also noted that there are many public sector projects programmed that are not moving forward expeditiously. Mr. Cuculich said that while he respected the answer and is aware that the rescission of federal funds is a complicating factor, he has serious concerns if the reason these projects were selected is that the privates are ready to move forward and the public agencies are not. He said we need to wrestle with who gets first priority. Mr. Ross agreed, noting that the public agencies are facing service cuts, fare increases and a lack of capital and should get priority. Mayor Mulder concurred, noting that a municipally sponsored solar panel project did not qualify for the program. Ms. Berry noted that the particular project Mayor Mulder indicated was not eligible for CMAQ funding and that the PSC would not knowingly recommend ineligible projects, but that the point was well taken that there are many public sector proposals that were not included in the proposed program.

Mr. Blankenhorn said the discussion should start at the Policy Committee. The PSC works for the Policy Committee and the Policy Committee should provide direction about what is appropriate and what is not. He assured the Committee that this item would be included on a future agenda with information on why staff and the PSC think these projects have significant benefits in addressing pollutants in the region so the Policy Committee can provide them with direction. Ms. Redden agreed, saying that a summary of the justification for these projects should be brought to the Policy Committee. Mr. Smith emphasized that it is important that the Committee look at the actual affect these projects have on the region’s air quality. Mr. Ross asked how we could assure that these switch engines will continue to operate in the metropolitan area and whether the railroads had moved more modern equipment out of the region because they knew they could access public funds to improve their older equipment. Mr. Patronsky explained that there are contractual arrangements with the railroad that require that the engines stay in the region for at least ten years.

Mr. Rickert noted that there were many public comments submitted in support of these projects and that all projects require a public sponsor. He further stated that he also has concerns about the shortage of funding on the public side. Mr. McCarthy said he was picking up a distinctly anti-private sector tone in the conversation and said the Committee’s goals should be for CMAQ funding to be used for the types of projects that help the region meet the objectives of the program. Mr. Blankenhorn wrapped up the discussion, reiterating that this item will be on a future Policy Committee agenda for discussion. On a motion by Vice-Chair Walsh, seconded by Mr. Smith, the multi-year FFY 2010-2011 CMAQ program and MYB list were approved.

7.0 Naming of Transportation Committee Chair and Vice Chair

Ms. Berry noted that the Policy Committee appoints the Chair and Vice-Chair of the Transportation Committee. The proposed Chair for calendar year 2010 is DuPage County, represented by current Transportation Committee Vice-Chair Chris Snyder. The proposed Vice-Chair for calendar year 2010 is RTA, represented by Sid Weseman. The Transportation Committee has asked that CDOT's representative, Luann Hamilton, continue to serve as their liaison to the Planning Coordinating Committee. Ms. Hamilton has served as the liaison during her last two years as Transportation Committee chair, and all agreed that continuity of representation is important as we move toward the adoption of *GO TO 2040* in October, 2010. On a motion by Mayor Mulder, seconded by Mr. Groner, the Chair and Vice-Chair were named as proposed, with Ms. Hamilton continuing in her role as liaison through October 2010. Mr. Snyder will continue to serve as the Transportation Committee's liaison to the Programming Coordinating Committee.

8.0 Nominating Committee for the office of MPO Policy Committee Vice-chairman

Mr. Groner reported that the nominating committee comprised of himself and Mr. Cuculich, Mayor Schielke, Mr. Buehler and Mr. Deal nominate Mr. Richard Rodriguez of the CTA as Vice Chair of the MPO Policy Committee. On a motion by Mr. Cuculich, seconded by Mr. Smith, Mr. Rodriquez was elected Vice Chair of the MPO Policy Committee.

9.0 *GO TO 2040* Update

Ms. Aleman referenced the *GO TO 2040* public involvement memo and attachments included in the mailing which summarized the summer's public outreach activities. She noted that there were a total of 57 workshops which 1500 people attended. Attendees gave feedback on policy tradeoffs that they were willing to make. Ms. Aleman reminded members that in the summary there is more detail on policy choices. Approximately 2200 people used the online tool, which was created by MetroQuest. Residents supported moderately compact growth and there was strong support for transit expansion. Residents also expressed a desire for enhanced environmental policies. Ms. Aleman told the committee that there a full formal report is forthcoming. The final report is available at: http://www.cmap.illinois.gov/news/invent_charts_12-8-09/

Mr. Dean updated the committee on the schedule for the *GO TO 2040* Plan, which must be completed in October 2010. He referred to the *GO TO 2040* endorsement schedule memo which was included in the meeting packet. The schedule calls for Policy committee review and endorsement of the preferred regional scenario in January 2010 and a priority list of capital projects that meet fiscal constraint in March 2010. A full draft of the comprehensive plan will be released in May 2010 and approval for the entire final plan will occur in October 2010. Mr. Dean informed the committee that a special transportation committee meeting has been scheduled for October 23 to discuss the preferred regional scenario, financial plan, and evaluation results of capital projects in more detail. Mr. Dean asked that MPO Policy Committee members attend the meeting or make sure that staff representing their agencies participate. Finally, Mr. Dean mentioned that an online meeting function (webinar) would be available for this special meeting, so agencies may have multiple representatives participate without travel.

10.0 Legislative Outlook

Mr. Ferguson updated the committee on the SAFETEA-LU bill which is expiring and the one month extension. Congress may or may not pass a longer term extension. The current debate is over the length of the extension. Secretary LaHood is supporting an eighteen month extension and Congressman Oberstar is supporting a three month extension and pushing for earlier action on reauthorization. The total rescinded amount will be $8.7 billion nationwide and Congress has not acted to stop the rescission. Mr. Ferguson reviewed the transportation policy brief, which includes objectives and goals for the next transportation bill and to direct staff on how to provide information to further regional goals. Mr. Ferguson reviewed the five goals included in the memo and further stated that the memo brief includes background information on developing goals. Mr. Cuculich said that the Transportation for Illinois Coalition (TFIC) has done excellent work on this topic and requested that their work be included in the review. He also commented on the Government Accountability Office report on Metropolitan Planning Organizations, *Options Exist to Enhance Transportation Planning Capacity and Federal Oversight* that should be reviewed by the MPO Policy committee members. The report gives an idea of the current federal thinking on the future of MPOs and how MPOs are funded. Mr. Cuculich said the overall tone of the report is to question the effectiveness of MPOs and it is important that CMAP demonstrates effectiveness. The report cited was included in Executive Director Blankenhorn's October 2 weekly email.

Mr. Cuculich also noted that the first point and last point on the policy memo are inconsistent when pertaining to High Speed Rail. He emphasized that if CMAP is endorsing mode agnostic investments then it may be inconsistent to say we need High Speed Rail. Mr. Blankenhorn stated that there is a constant tension between freight and high speed rail. He acknowledged that high speed rail has become highly politicized and that funding has already been identified. Mr. Blankenhorn said staff had struggled with that inconsistency and recognized that there is a problem and a need to clear freight tie ups in the region. It is important to stress the importance of funding for freight as well as other needs.

Mr. Ferguson briefly discussed the climate change legislation being debated in the Senate. The House passed the Climate Change bill in June. The Senate introduced a version of the bill at the Environment and Public Works committee. The bill includes measurements that reduce greenhouse gas, and improvements on sustainability and livability. Since there is an overreliance on oil, the bill sets an aggressive path for carbon dioxide cuts. The Senate bill calls for a 20% cut by 2020. The House has set the target at 17%. The White House

Administration calls for a 14% target so the issue is deciding on what the reduction should be.

11.0 Rescissions

Mr. Stoner started the discussion, saying that FHWA has been put in the uncomfortable position of administering the end of SAFETEA-LU rescissions. The rescission is the result of seeds planted in last few reauthorizations. It is a reality and we have to deal with the fact that the funding coming out of Washington is not at the level authorized under SAFETEA-LU. The latest rescission was a compromise between the White House and Congress. It is a mandate and we have to follow rules. Congress chose not to rescind the rescissions and fiscal constraint of the TIP will need to be addressed.

Ms. Berry noted that there has been discussion with some of the members about the most appropriate way to address the rescissions of locally programmed STP and CMAQ funding. The staff recommendation is for the CMAQ Project Selection Committee (PSC) to recommend a method for addressing the CMAQ rescission and to active the Policy Committee's SAFETEA-LU subcommittee to address the other rescission. Ms. Redden said the Policy Committee may want to provide guidelines to the PSC. She said that from the RTA's perspective the cuts should be focused on projects that have been on the books for a long time, that haven't moved and are unlikely to move. Mr. Blankenhorn emphasized that we need to take a long look at how to implement the rescissions since there will be serious impacts on STP and CMAQ programs. The process needs to be fair and equitable and make sense. Mr. Blankenhorn stated that there will need to be further conversation with staff and committees. Although CMAP and the region fought hard to fix this issue the fix didn't happen and will not happen. We are going to need to be realistic and thoughtful. The best case scenario is that some projects are delayed, worst case is some projects must be dropped.

Mr. Smith stated that it will not be easy and there is no immediate solution. Cumulatively, rescissions have cut almost $800 million statewide. All of the flexibility built into the program is gone. Sustainable revenue for transportation is not going to happen in the next eighteen months. Mr. Smith said IDOT will work with CMAP and we need to work together across the country. Funding has been redirected to Katrina relief and fighting the wars our nation is engaged in. Mr. Blankenhorn agreed, saying all need to work together on a long term solution. One goal is to work together in order to make sure the rescission doesn't creep into the next transportation authorizing legislation. Mr. Blankenhorn explained that continuing resolution hurts us financially and further pain will be felt if continuing resolutions are used long term to keep the programs going.

Mr. Smith agreed, noting that the continuing resolutions are costing $1 billion monthly from transportation programs. An extension to transportation authorizing legislation is critical for not losing current year funding. Congress is key to fixing this issue and the rescissions of FFY 2010 will quickly approach the effect of transportation funds provided in ARRA. Mr. Blankenhorn agreed, noting that all need to focus on getting our congressional delegation on board to encourage an extension.

Mr. Smith said the rescission issue has gotten to the highest levels; Senator Durbin is still interested in repealing the rescission. The Senate is much closer to agreement than the House. The House is using budget rules as reasons for not fixing the rescission. The argument is that rescissions don't need to happen and but Congress is using the rescission to stick to budget rules. The positive thing is that there are people working on a fix and reauthorizations and extensions are on the radar screen.

Mr. Walsh asked Mr. Smith if, in his opinion, the fact that there is no resolution is coming from a lack of a groundswell argument against the rescission. Mr. Smith said he did not think that was the case. For FFY 10 the necessary offset would have been $490 million, which is a small number relative to the federal budget and that all but two or three states contacted their congressional members in support of fixing the rescission. All agreed that sustainable revenue sources for transportation is the key.

12.0 ARRA Update

12.1 ARRA Formula Programs - Transportation

Ms. Berry referred to the one page summary on ARRA formula funds for transportation included in the meeting packet. Ms. Berry described the content of the memo and emphasized that the adopted policy was created to assure that no local funds would be left on the table. Ms. Berry told the committee that the region is in good shape to spend all of the formula funds for transportation that has been received.

12.2 ARRA Discretionary Programs - Transportation

Mr. Ferguson discussed the discretionary funds (TIGER, TIGGER, High Speed Inter-city passenger rail) and mentioned that the deadline has passed for TIGER (Transportation Investment Generating Economic Recovery) applications. Mr. Ferguson gave an overview of project proposals received by USDOT with a total of 49 applications from Illinois requesting $2.3 billion. However, each state has a cap of $300 million. Secretary Lahood will select final projects to be announced in the New Year. On September 21 the FTA announced the recipients of TIGGER (Transit Investments for Greenhouse Gas and Energy Reduction) grants. There were two grants for recipients in Illinois. IDOT was awarded a $4 million grant for the purchase of 31 paratransit hybrid buses which includes 10 vehicles for Pace in the amount of $1.3 million. The CTA was awarded a $1.5 million grant to construct electrified stalls for approximately 80 buses which will help reduce idling. The last high speed passenger rail application deadline was October 2, 2009. There was a summary of the applications included in the meeting packet. The awards for high speed rail will be made during the winter.

Mr. Smith alerted the committee that the chart shared in the packet was outdated and he would make sure that it is updated and redistributed to CMAP. He said Illinois has applied for $5 billion of the $8 billion allotted for high speed rail. Also, project #5 on the list included a joint application by Iowa and Illinois; the total increases to $5 billion if including Iowa. Updated information is available at www.dot.state.il.us/stimulus/hspr.html

12.3 ARRA Formula Programs – Non- Transportation

Mr. Ferguson continued, turning to the non-transportation projects. He referred to the memo which included a description of the regional coordinating council for ARRA. The non-transportation projects focus on programs in housing, weatherization, workforce development and energy efficiency. These four project areas were part of the NSP 1 application and were not ARRA funds. On the NSP2 application CMAP was the lead on a pending application for regional partners. CNT is taking the lead on energy and Chicago Jobs Council is taking the lead on workforce development. CMAP will provide quarterly updates and bi-weekly newsletters about ARRA. Major stimulus activities going on in the region were collected as part of a needs assessment survey of 38 recipients of potential ARRA funds. CMAP is responding with the newsletter, best practices, templates and webinars to support the region. Mr. Ferguson referenced the upcoming October 27 event hosted by Mercy Housing and focusing on partnerships to leverage ARRA funds.

13.0 Greenways and Trails Plan

Mr. Murtha reported that the Transportation Committee recommended MPO Policy committee approval of the 2009 Update to the region's Greenways and Trails Plan at its last meeting. The Trails Plan was originally adopted by NIPC in 1992 and updated in 1997. The Plan Update presents a vision with an anticipated horizon year of 2040. Subsequent to the Transportation Committee meeting, draft text was developed to clarify language suggested by the RTA at the Programming Coordinating Committee. Staff recommends approval with the clarifying language to assure future transportation plans are addressed in the greenway process. On a motion by Ms. Redden, seconded by Mr. Powers, the Northeastern Illinois Regional Greenways and Trail Plan 2009 Update was approved. The Plan is available at http://www.cmap.illinois.gov/greenwaysandtrails.aspx

14.0 Other Business

Mr. Blankenhorn reminded members and attendees that IDOT's fall planning conference will be held at the Allerton Hotel starting on Wednesday, October 14th. Mr. Stoner applauded the CMAP MPO members for their swift implementation of the ARRA formula funds and the good work that is going on to demonstrate accountability. He also announced that Mr. John Donovan is now the official Metropolitan Planning Specialist. Mr. Donovan has been working with CMAP for some time and all welcomed his formal designation.

15.0 Public Comment

Vice-Chair Larry Walsh stated that it has been a pleasure for him to serve as Vice-Chair of the MPO Policy Committee. He went on to applaud Executive Director Randy Blankenhorn, Deputy Director Don Kopec and the CMAP staff for all of their hard work.

15.0 Next Meeting – January 14, 2010

16.0 Adjournment

Motion to adjourn was at 11:07 a.m.

<u>MPO Policy Committee Members:</u>

	Martin G. Buehler		R. A. Kwasneski		Richard Rodriguez
	Tom Cuculich		John McCarthy		Steve Schlickman
	Bob Davidson		Karen McConnaughay		Jeffery Schielke
	Joseph Deal		Joseph Moreno		Marisol Simon
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MEMORANDUM

To: MPO Policy Committee

Date: January 7, 2010

From: Bob Dean, Principal Regional Planner

Re: *GO TO 2040* Preferred Regional Scenario

The current stage of *GO TO 2040* involves the development of the "preferred Regional Scenario," which is meant to communicate the plan's key policy directions without going into a high level of detail on its recommendations. This is an interim product that will be used to communicate the plan's priorities until a draft document is prepared in spring 2010. Attached to this memo is the latest draft of the preferred Regional Scenario report.

The policy directions expressed in this report represent the results of considerable research and technical analysis, an extensive public engagement process during summer 2009, and direct outreach to key stakeholder groups across the region. A draft of the preferred Regional Scenario report was developed in early October and has been under discussion by committees and other stakeholders since that point. The attached report reflects the comments and suggestions received during that time.

At the January 14 meeting, staff will ask the MPO Policy Committee to endorse the preferred Regional Scenario. The Planning Coordinating Committee will be requested to recommend endorsement at its January 13 meeting, and staff will report on the results of this meeting. The Transportation Committee recommended the endorsement of this document at their meeting on January 6.

Receiving endorsement will allow staff to go into further detail on developing the policies and recommendations of *GO TO 2040*. The purpose of requesting endorsement of the report at this point in the process is to ensure that the general direction of *GO TO 2040* is acceptable before going too far in developing specific recommendations.

ACTION REQUESTED: Endorsement of the preferred Regional Scenario.

DRAFT Preferred Regional Scenario

An interim product of the GO TO 2040 plan

January 6, 2010

Table of Contents

1. Introduction

The centennial of Daniel Burnham's and Edward Bennett's *Plan of Chicago* has given us an opportunity to revisit the impact of that plan on our region. It also should challenge us to think about our long-term future. How will future generations look back on the choices that we are making today?

Thinking about our region's future raises many critical questions. What businesses will drive our economy, and what types of employment will be available? How will our transportation system function? Will we have clean air and water? How will we accommodate growth and demographic change? The answers depend on how we respond to challenges facing the region. Today's policy and investment choices will determine quality of life for decades to come.

One of metropolitan Chicago's foremost challenges is to prosper in the rapidly changing global economy. As parts of the economy grow, shrink, or disappear entirely, we must continually reinvent ourselves as a region, continue to retain and attract jobs and businesses, and keep our place as a global economic center. Maintaining a strong and diverse economy brings its own set of challenges. Our infrastructure – including transportation, housing, water, wastewater, stormwater, open space, energy, and telecommunications systems – needs to be maintained and improved to sustain the current economy and allow it to adapt and expand. To achieve sustainable prosperity and continue to attract high-quality jobs to our region, we also must ensure that none of our residents are left behind as the economy and social systems adapt to change.

Reducing consumption of natural resources must also be a high priority. To help create a sustainable future, we must limit our emissions of greenhouse gases – the chemicals that cause climate change – and also be prepared to adapt to a future in which climate change has occurred. We must address our energy supply and demand, by embracing clean energy sources and by reducing consumption. Also, our region's demand for water continues to increase, while supplies do not; if current trends continue, parts of the region could face water shortages by 2040.

The resources to achieve our goals are finite. Every decision requires trade-offs, every expenditure has "opportunity costs," and every policy has consequences. Especially in today's daunting economic climate, we must ensure that policies and investments make the best possible use of public and private funds.

In short, the region has difficult decisions to make, and the need for action is clearly immediate. Many of today's challenges are the result of policy decisions made -- or deferred -- in past decades. Yet the benefits of effective planning can actually emerge quite rapidly when the will to implement those plans is strong.

As a region, we must seize this moment. And with its *GO TO 2040* plan, the Chicago Metropolitan Agency for Planning (CMAP) is prepared to lead. *GO TO 2040* is the region's long-range comprehensive plan to link transportation, land use, the natural environment, economic prosperity, housing, and human and community development. This preferred Regional Scenario builds on the Regional Vision and on many months of research and public input. It provides the clear path toward completion and implementation of the first truly comprehensive regional plan for northeastern Illinois.

2. The preferred Regional Scenario's role in *GO TO 2040*

To meet its many challenges, our region needs to carefully choose and implement policies and investments that will lead to positive results, both now and well into the future. The long-range, comprehensive *GO TO 2040* plan is meant to do just this for metropolitan Chicago. Led by the Chicago Metropolitan Agency for Planning (CMAP), which was formed in 2005 to integrate transportation and land use planning in the region, the *GO TO 2040* plan will set the course to sustain our region's prosperity through 2040 and beyond.

This report is an important interim product of the *GO TO 2040* plan. It describes the *GO TO 2040* preferred Regional Scenario, which is a combination of actions that will prepare the region to achieve its goals for 2040. The scenario goes beyond the broad goal statements of the Regional Vision by identifying in more detail the best course of action to reach the vision's goals. But it does not go so far as recommending specific policies, investments, and implementation responsibilities; that level of detail will be stated in the full *GO TO 2040* plan.

While the future cannot be predicted with certainty, CMAP's analysis and outreach indicate that if the preferred Regional Scenario becomes our region's reality, it will bring substantial quality-of-life benefits. Infrastructure will be more effective to use and efficient to maintain. The economy will be stronger, and public costs will be contained. The environment will be healthier, and pressure on natural resources will be eased. The region as a whole will be a more equitable place to live and work.

To attain this future, our region must focus on the policies and investments that matter most. We need to:

- Create more compact, mixed-use, livable communities to serve as the building blocks of our region's future development.
- Invest more effectively in education and workforce development, while fostering a business climate that encourages job growth and innovation by the private sector.
- Improve the region's high-quality system of parks and open space, while using conservation measures to reduce our consumption of energy and water.
- Plan multi-modally for transportation and target transportation investments to achieve outcomes such as economic growth, environmental protection, or congestion reduction, while finding more sustainable ways to finance infrastructure improvements.
- Track our region's performance to assess where to make improvements to reach the desired future.

These priorities are described in more detail later in this report, and they will be at the core of implementing the *GO TO 2040* plan.

Many communities and other organizations around the region are already working toward these goals and have made substantial progress toward achieving them. These significant and important efforts will be highlighted in the full plan. In seeking to implement the priorities of *GO TO 2040*, it is important to recognize that the plan builds on past and ongoing work by many other groups.

Building on the Regional Vision

The preferred Regional Scenario builds on the Regional Vision that CMAP put forth in June 2008. The Regional Vision describes where our region should be in 2040, organized by themes such as quality of life, economic competitiveness, environment, and many others. During the 18 months since it was adopted, CMAP and its partners have carried out intensive research and analysis of potential implementation strategies, while also conducting extensive public outreach to get residents' and stakeholders' views for how they would implement the vision. While regional unanimity isn't possible, the public feedback has been extremely supportive of the general implementation strategies under consideration, with most residents clearly wanting better transit, more compact development, and preservation of natural resources.

To take the *GO TO 2040* plan to completion and implementation, this preferred Regional Scenario is the next major step, in which CMAP is articulating the strategies the region should pursue to make its Regional Vision a reality. In addition to extensive, thoughtful input from residents and stakeholders, the research that underpins these policy directions has been rigorous. It includes more than three dozen in-depth strategy papers (http://www.goto2040.org/strategy_papers.aspx), authored by CMAP and its partners on topics suggested by the Regional Vision. CMAP also continues to publish a series of Regional Snapshot reports (http://www.cmap.illinois.gov/snapshot.aspx) that analyze broad areas requiring further in-depth study, such as the jobs-housing balance, air quality, the Latino population, infill, and more. Ongoing work includes an analysis of regional taxation issues and a study of infrastructure and economic development as it relates to the freight industry. CMAP also continues developing the Regional Indicators project (http://www.goto2040.org/indicators.aspx), a close partnership with The Chicago Community Trust to establish metrics to predict and measure progress by the region and its communities in implementing the Regional Scenario and Vision.

The next section briefly recaps the Regional Vision's central themes and how each relates to policy directions in the preferred Regional Scenario.

Regional Vision themes and Regional Scenario policy directions

The *GO TO 2040* Regional Vision describes our desired future in terms of the region's **quality of life**, **natural environment**, **social systems**, **economy**, and **governance**. The economy theme contained a section on **transportation** that is also treated as a separate theme below. Throughout all of these vision themes, three other cross-cutting issues recur: **sustainability**, **equity**, and **innovation**.

Vision Theme: Quality of Life. The Regional Vision describes a future quality of life based on “attractive, interdependent communities” that offer a “range of housing options,” “diverse… transportation and recreation choices,” and access to “employment, education, health care, and other regional assets [such as] an abundance of art forms.”

> ***Scenario Policy Direction:*** *To strengthen existing communities, and to find opportunities to encourage new development and redevelopment in livable communities that are denser and designed for mixed uses.*

Vision Theme: Natural Environment. The Regional Vision describes a future environment in which “open space [is] preserved and enhanced,” the region consumes “less energy and fewer natural resources," treats "water…as a critical natural resource," preserves "the overall ecological health and diversity of the region," and improves its residents' health through "the availability of open space, transportation and recreation options, healthy food, clean water, and clean air."

> ***Scenario Policy Direction:*** *To improve the region's system of parks and open space, providing recreation options and protecting ecosystem function, and to conserve natural resources. This requires increasing the resources devoted to protection of an open space network, designing communities to meet environmental goals, taking a proactive approach to both supply and demand for energy and water, supporting green jobs and industry, and directly incorporating local food systems in the long-range plan.*

Vision Theme: Social Systems. The Regional Vision describes future social systems that "foster an educated, healthy, safe, and involved populace," housing that is "safe, decent, affordable, and stable" and that follows fair housing practices, and "access to quality education, jobs, health care, cultural and social amenities, and transportation" for all residents.

> ***Scenario Policy Direction:*** *To pursue a balanced housing supply, with denser development that helps increase affordability while minimizing household transportation costs, and to support and encourage policies and programs to fill gaps that cannot be met by the private market. To improve the quality of education in the region, by eliminating gaps and increasing collaboration across early childhood, K-12, and higher education systems.*

Vision Theme: Economy. The Regional Vision describes a future economy with a "global status" that "ensures superior job opportunities" by "enhancing our…education systems and physical infrastructure… [as well as] workforce development programs and other training" and being a "center of innovation across all disciplines."

> ***Scenario Policy Direction:*** *To support economic growth and innovation without overly involving the public sector in private sector decisions, by investing in infrastructure, education, and workforce training for jobs of all skill levels, by seeking ways to support new economic sectors such as green jobs, and by creating a supportive business environment, including addressing tax policy.*

Vision Theme: Transportation. The Regional Vision describes a future multi-modal transportation system that is "safe, accessible, easy to navigate, affordable, and coordinated with nearby land use," reduces congestion and improves regional mobility, and supports "reinvestment in our existing communities…leading to environmentally sensitive and fiscally efficient outcomes."

> ***Scenario Policy Direction:*** *To maintain existing infrastructure of all types and gain operational efficiencies from it, make additional investments in transit and freight, use innovative and sustainable finance and system management ideas, link transportation investments with housing and land use, and encourage choices that result in livable, walkable, transit-supportive communities.*

Vision Theme: Governance. The Regional Vision describes a region where "governance systems [are] characterized by high degrees of intergovernmental coordination" with links between physical planning and "social systems like health care, public safety, education, and social services."

> ***Scenario Policy Direction:*** *To increase data sharing, governmental transparency, and intergovernmental collaboration, and to remove artificial barriers across programs at the local, regional, state, and federal levels.*

3. Policy directions and outcomes of the preferred Regional Scenario

This section describes the most important policy directions that are contained within the preferred Regional Scenario. The intent is to communicate priorities rather than to present an exhaustive list of all of the policies that the plan may support or encourage. It focuses only on policies that are the most important or that require the deepest analysis and discussion.

By pursuing and implementing the policies of the preferred Regional Scenario as described in this report, our region will reap significant and lasting quality-of-life benefits. We should expect a stronger economy with lower fiscal costs; a healthier environment; better-performing infrastructure systems; and a more equitable region. Throughout this section, a series of charts and qualitative descriptions contrast the expected regional characteristics of pursuing the preferred Regional Scenario with the results of continuing current trends. The region is expected to grow significantly by 2040, adding over two million people and one million jobs; depending on how we plan for the future, the effects of this growth can be either positive or negative for our region and communities.

Traditionally, comprehensive plans have chapters that separate transportation, housing, environment, and other topics. This report deliberately avoids that structure by linking inter-related issues that cannot be addressed effectively in "silos." Instead, the policies and investments of the preferred Regional Scenario are divided between those that relate to physical infrastructure and those that relate to the overall policy environment. The section covering physical infrastructure is further broken down between infrastructure that is best addressed at the local level and infrastructure that is more regional in nature.

Within this framework, the plan's main priorities can be summarized in three points:

- Support local actions that help to create livable communities.
- Prioritize regional infrastructure investments to achieve long-term goals.
- Foster a policy environment that supports sustainable prosperity for the region.

As explained in the introduction, this preferred Regional Scenario report does not contain detailed recommendations for action, which will instead be included in the draft *GO TO 2040* plan to be released in May 2010.

Local infrastructure

The many planning decisions made at the local level have, in sum, major regional impacts. This section describes the approach of *GO TO 2040* to community livability, affordability, and conservation of natural resources. The plan's overall intent in this area is to support the efforts of local governments to improve livability within their communities and to encourage a future pattern of more compact, mixed-use development that focuses growth where infrastructure already exists.

Local control

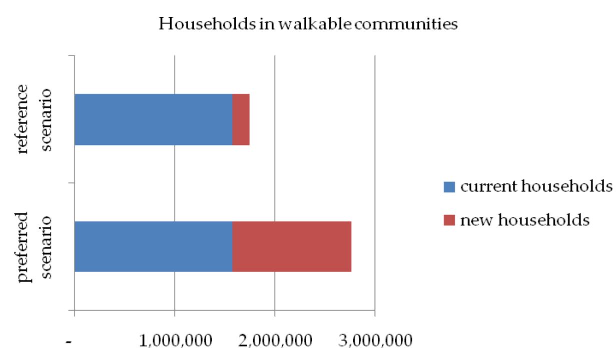
It is important for local control of land use to continue, and none of the plan's recommendations should be interpreted as conflicting with this local responsibility. The plan will support intergovernmental coordination and cooperation, while recognizing that land use decision-making authority rests with individual local governments.

Livable communities

The region's development pattern is extremely diverse, reflecting the unique characters of our many communities; growth between now and 2040 will be equally diverse. The plan will seek to accommodate our region's growth in livable communities that are well-designed, walkable, and offer access to the region's assets. These outcomes can often be achieved through moderately dense, mixed-use development, and the plan will recommend that local governments pursue opportunities for development of this type, while recognizing that the interpretation and application of these concepts will vary by community. In this report, the definition of "denser" development is expected to differ between communities, but it generally means densities that are somewhat higher than prevailing patterns of development in that area. The use of high-quality design principles to guide denser development is critically important to ensure it fits within communities, and the plan will highlight this as a key consideration. The definition of "mixed use" also varies between communities, and can refer to mixing land uses (such as residential, office, or retail) within a single structure or on the same block, or even simply providing connections between residential and commercial areas of a community.

Walkability

The design of our communities is critical for quality of life. The community-focused development pattern of the preferred Regional Scenario, and its investment in alternative transportation, is expected to *increase the number of people living in walkable communities*, defined as those with a Walk Score ™ (www.walkscore.com) of 75 or over.



The plan will also recommend that much of the region's growth occur as "reinvestment," in areas within existing communities across the region that are already served by infrastructure, while recognizing that some development in currently undeveloped areas will also be necessary to support expected growth. As noted above, local governments will continue to have responsibility for land use decision-making, including the appropriate implementation of reinvestment projects in a way that respects local character and historic context, provides sufficient parks and open space, and addresses other local priorities.

Increasing the livability of our communities is critically important to the plan's goals. Long-range modeling of different future land use patterns showed that moderately dense development that focuses on reinvestment can have significant positive impacts in lowering the costs of infrastructure, reducing congestion and supporting alternative transportation modes, improving housing affordability, and minimizing environmental impacts. Denser, mixed-use development creates more accessible communities, allowing older residents to "age in place," improving mobility for disabled residents, and leading to an overall healthier region. Supportive land use is also critically important to support the expansion of public transit, another of the plan's key recommendations.

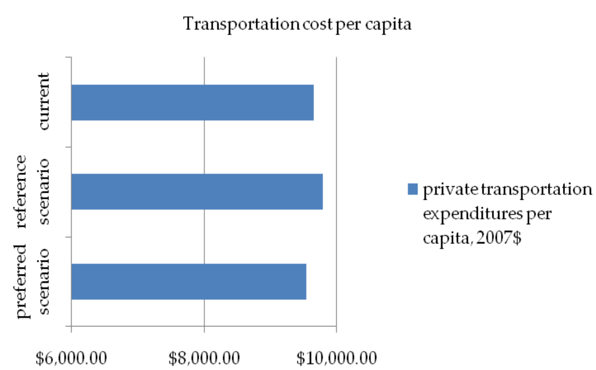
Effects on elderly and disabled residents
Long-range planning must be sensitive to all members of all communities, including those with special needs or mobility restrictions such as elderly or disabled residents. The preferred Regional Scenario includes design features to improve the accessibility of our region's communities, as well as investments in transit service and non-motorized transportation. These improvements, as well as a mix of land uses that brings residences and destinations closer together, make it easier for elderly or disabled residents to get around their communities. Therefore the preferred Regional Scenario is expected to *improve quality of life for elderly and disabled residents*.

The plan will focus on strategies to help local governments overcome challenges and pursue opportunities for redevelopment. One important element is the economic and financial feasibility of redevelopment projects. The public sector cannot create a market for redevelopment where none exists, but it can invest in infrastructure that makes redevelopment projects more viable. In particular, transit improvements are critical for supporting growth and can be a catalyst for redevelopment. The viability of development in these places can also be increased by, for example, remediating brownfields, reconsidering parking policies and requirements, reusing existing building stock where possible, and locating public buildings in areas where redevelopment is sought. Location of schools has been found to be especially important to livable communities and deserves particular attention in the plan.

Housing affordability

The *GO TO 2040* plan treats housing as a critical part of the region's infrastructure. The plan's main direction is to pursue a balanced supply of housing distributed throughout the region, ensuring that each household has access to the region's assets. A balanced housing supply that provides options positively affects many measures of quality of life, allowing people to live closer to work and improving choices for lower-income groups such as older residents and young households. It is especially important to provide opportunities for affordability in places with transit service as part of transit oriented development projects. As noted above, one benefit of a denser overall development pattern is increased affordability, particularly if the costs of transportation and housing are considered together. When households are able to spend less of their income on those items, a higher portion of their income can be spent in other areas, and the entire economy benefits.

Housing and transportation (H+T) cost
Addressing housing and transportation cost together highlights the increased transportation cost that households face in lower-density, auto-dependent areas, even if housing costs in those areas are inexpensive. This can be calculated through the "H+T index," a measure developed by the Center for Neighborhood Technology (CNT). The preferred Regional Scenario is expected to *reduce H+T costs* due to its investments in transit infrastructure and increased development in areas with high transit access. *(Transportation costs are shown below; calculation of housing cost is underway.)*



The majority of the region's affordable housing is created by the private sector, and this is expected to continue. A key strategy for creating an adequate and regionally balanced supply of affordable housing is for local governments to support and permit its construction. Affordability and balance are broad concepts, and there will be varying ways that local governments define these terms to meet local needs. Similarly, there are a variety of housing policy options that work best when targeted to specific situations, rather than broadly applied. For example, housing preservation, inclusionary zoning, or removal of regulatory barriers are solutions that may be appropriate in different parts of the region. In addition to supporting affordable housing provided through the private market, the plan will support appropriate roles for other supplemental public programs.

Resource conservation

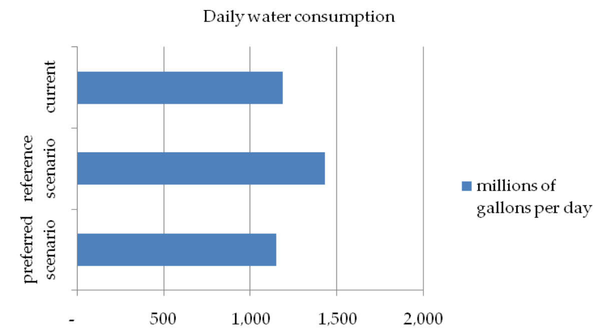
The plan will call for increased efforts to conserve resources, including water and energy; these can be effectively applied at the local level or by individual households and businesses. This will include a focus on green design for new developments and buildings, energy codes to guide new development, retrofits or renovations of existing buildings, and support for the growth of green jobs. Many of these improvements, in addition to imparting environmental benefits, also reduce energy costs for households and businesses, increasing affordability.

The plan will also treat our farmland and food supply as an important natural resource, emphasizing local food production and access to fresh food as a means to reduce energy consumption, improve health and the natural environment, support the agricultural economy, and increase a sense of community. Local food systems can be strengthened by local actions as well as broader regional or state policy, and the plan will identify actions at a variety of levels that support local food systems.

Resource conservation will help to reduce the region's greenhouse gas emissions, but it is only part of the solution. Cleaner energy sources are needed to power our buildings, and cleaner fuels and more efficient vehicles must be part of the solution to reduce emissions from the transportation sector. While these issues are addressed at a larger scale than the region, the plan will support efforts to develop cleaner energy sources or use technological advancements to reduce our greenhouse gas emissions.

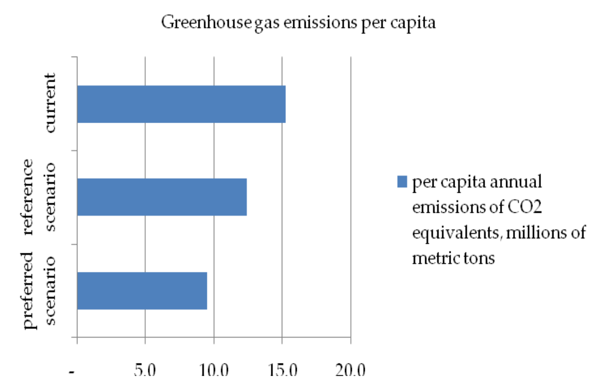
Water use

Water supply is an issue of growing importance for the region, particularly in those parts of the region reliant on groundwater, where increased pressure on water supplies is being felt. The preferred Regional Scenario is expected to *reduce water consumption* due to its denser development pattern, which allows water systems to operate more efficiently; it also includes water conservation measures which would reduce consumption.



Energy and greenhouse gas emissions

The region's principal sources of greenhouse gas emissions are the electricity and natural gas used to power our buildings and the consumption of gasoline by vehicles on our roads. With its focus on livable communities, conservation measures, and a more efficient transportation system, the preferred Regional Scenario is expected to *reduce regional energy consumption and greenhouse gas emissions*. However, these actions do not by themselves fully achieve national goals; technological changes and adoption of alternative energy sources, which are not assumed in the preferred Regional Scenario, are likely necessary to reach these goals.



Regional infrastructure

Local land use decisions and regional infrastructure investments are interrelated and should be mutually supportive. Our region relies on a strong infrastructure system for its future prosperity and livability. Regional infrastructure is defined here to include both "gray" infrastructure, primarily including transportation, energy, telecommunications, water, stormwater, and wastewater systems, as well as "green" infrastructure, referring to networks of open space including waterways. The plan's overall approach in this area is to prioritize infrastructure investments to gain the most long-term benefit.

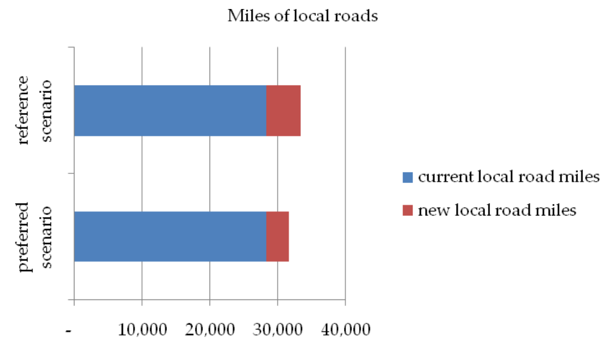
Maximizing use of existing infrastructure

Priority will be given to the preservation and maintenance of existing infrastructure at a level that is safe and adequate. In the transportation area, this involves continued routine maintenance activities, but also maximizing the use of infrastructure and preserving its capacity through technological and operational solutions. For other areas such as water, stormwater, and sewer systems, this means replacing our aging pipes and other infrastructure, which requires significant investment; in the case of green infrastructure, it means maintaining and managing our existing high-quality open space.

This focus on preservation and maintenance is expected to have positive economic impacts. Research has found that reinvestment in existing infrastructure generally has greater economic benefit than new construction. Also, a more compact, mixed-use development pattern – discussed in the previous section of this report – can reduce the need for additional physical infrastructure, lowering future construction and maintenance costs. Ensuring that infrastructure is sufficient to support this redevelopment should be a priority.

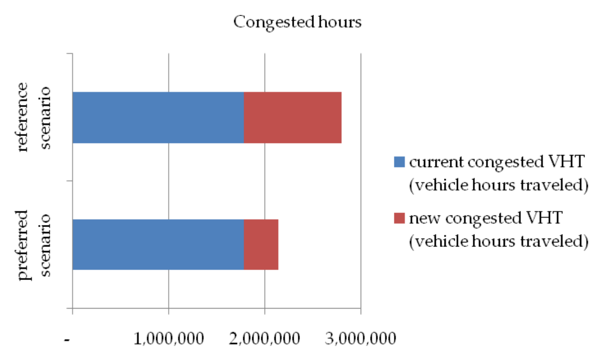
Infrastructure cost

The region has an enormous supply of physical infrastructure, and maintaining it is costly. The preferred Regional Scenario is expected to *reduce the cost of new infrastructure needed to support growth* by reinvesting in our existing communities, allowing resources to be focused on improving our existing infrastructure and making strategic improvements. In this chart, miles of new local roads are used as an indicator of the overall need for new local infrastructure.



Congestion

The region's traffic congestion is among the worst in the nation, with negative impacts on the economy, environment, and quality of life. The transportation investments and more efficient land use pattern in the preferred Regional Scenario are expected to *reduce congestion* compared to a reference scenario that projects current trends, although congestion will still rise in absolute terms compared to today. While the number of congested hours in the region will increase by 2040, it will rise at a lower rate than population growth, meaning that congested hours per capita will decline.



Prioritizing investments

In the current economic climate, it is critically important for the region to prioritize investments based on long-term impacts, ensuring that we are making the best use of scarce funding. Major transportation capital projects, such as new roadways or rail lines, will be evaluated and prioritized in a later step of plan development. For other non-transportation infrastructure, prioritization of investment will be a recommendation of *GO TO 2040*, and the plan will call for the relevant decision-making groups to use evaluation criteria that include long-term economic impacts when making infrastructure investment decisions. Regional infrastructure should also be designed to enhance environmental features and be sensitive to local context.

As noted above, maintenance and preservation of existing infrastructure is a priority, but the region also needs to improve and enhance our infrastructure. In the transportation area, this is particularly important in the areas of public transit and freight, and these topics are covered in more detail later in this section. Beyond these, strategic highway improvements should be targeted to achieve particular economic goals or to reduce congestion hotspots. Also, bicycle and pedestrian travel is important, and a multimodal "Complete Streets" approach to transportation planning will be supported by the plan.

Water, stormwater, sewer, and other public infrastructure systems face similar issues. New growth will require the expansion of these systems, but they should be evaluated and prioritized to best meet the region's goals. Energy and telecommunications systems are also critical, and the public and private sectors will be encouraged to work together to consider long-term economic impacts when making investment decisions and to ensure that regulations governing energy and telecommunications infrastructure do not limit the ability of private industry to adapt and innovate.

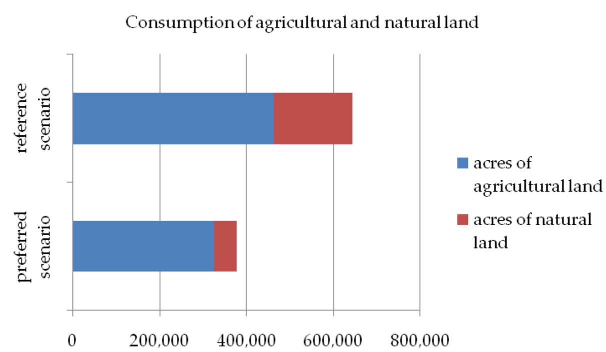
Green infrastructure

The plan will also address strengthening the region's green infrastructure, made up of an interconnected network of land and water, ranging from large open space areas to small-scale green stormwater management practices. Such a network will benefit our natural environment, improve biodiversity, and support ecosystem function. Green infrastructure also improves the health of our residents, and the region's overall economy, and public support for additional regional and local open space has been shown to be strong.

Prioritization is no less important for this type of infrastructure, and the plan will recommend that acquisition and restoration activities be targeted in the most sensitive or valuable environmental lands to preserve biodiversity, increase the supply of parks and open space in parts of the region that have shortages of these features, and provide important connections between open space areas. This approach also highlights the value of open space for stormwater management and considers waterways to be part of the green infrastructure system.

Land preservation

The conversion of farmland and open space to developed uses will occur to some extent as our region grows, but reducing the rate of consumption is important. The preferred Regional Scenario encourages reinvestment in existing communities, county and local efforts to preserve agriculture, support for local food systems, preservation of sensitive environmental land, and incorporation of natural lands and agricultural activities into some new developments; therefore, it is expected to *reduce the rate of consumption of farmland and open space*.



Water quality

The quality of the region's lakes, rivers, streams, and other water bodies is important for health and biodiversity. A good proxy for possible impacts to water quality is the amount of impervious surface, areas like driveways, streets, and roofs which produce runoff. The preferred Regional Scenario is expected to *improve water quality* through reinvestments in existing communities, preservation of open space, and the use of green, low-impact design techniques for development and redevelopment.

Transportation system finance and expansion

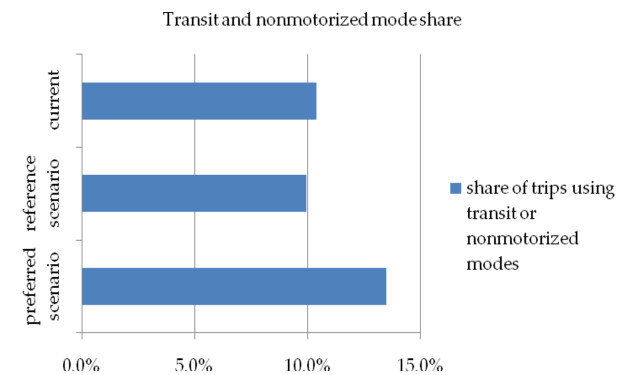
Any recommendations for improvement or expansion of the transportation system will require reconsideration of existing resource distribution or additional funding beyond what is now available. Due to the scale of our needs and the difficulty of increasing taxes, we will need innovative ways of financing transportation improvements beyond the federal and state gas tax and other conventional sources, although these sources will remain important. Options being explored include Vehicle Miles Traveled (VMT) fees to replace or supplement the gas tax, "value capture" strategies as part of new transit service extensions, public-private partnerships for new facilities, user fees such as congestion pricing, and others.

Transit improvements have broad support across the entire region, and improving transit regionwide is a high priority of *GO TO 2040*. Improvements to transit service have been shown to reduce greenhouse gas emissions, improve the regional economy, provide important connections between jobs and housing, and support reinvestment in existing communities; these benefits are recognized by residents, as evidenced by the high level of support for public transit expressed during CMAP's public engagement. The plan will support new transit service or expansion of service into areas that are currently underserved, provided that it is complemented by land use planning and infrastructure investment that supports transit. There is an extremely strong link between the success of transit service and the character of nearby development, so the importance of supportive land use planning cannot be overemphasized. Also, inter-regional high speed rail will be an important element of the plan's approach to transit, requiring extensive coordination outside of the region.

The region's freight system is a critical component of the regional – and national – economy, and the plan will recommend freight improvements to preserve this important asset. These include rail-focused freight investments (including and going beyond the CREATE program) and a similar system of truck-focused infrastructure improvements. Beyond physical infrastructure, having a skilled labor force able to access jobs within the freight industry is also important, and the plan will also recommend improving the links between education and training opportunities and the needs of the freight industry.

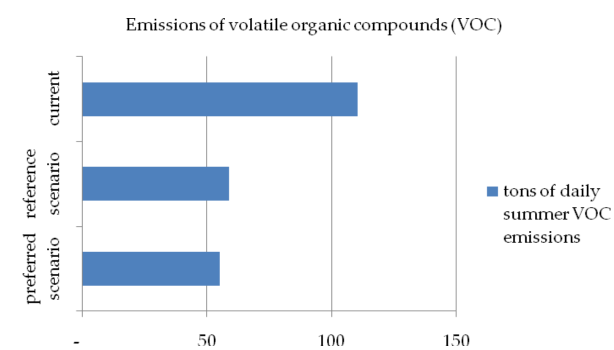
Transit and nonmotorized transportation

Providing transportation options will increase the use of public transportation, walking, and biking. Allowing more use of these transportation modes can reduce congestion, improve the natural environment, and create more livable communities. The preferred Regional Scenario is expected to *increase the use of alternative transportation modes* through investment in transportation improvements and through denser, mixed-use development patterns.



Air quality

The region's air quality has been continually improving for several decades, due primarily to technological improvements and stricter federal regulations. The preferred Regional Scenario is expected to continue to *improve air quality* through increased use of transit and non-motorized transportation modes. The chart below shows daily emissions of volatile organic compounds, an ozone precursor; other pollutants show similar trends.

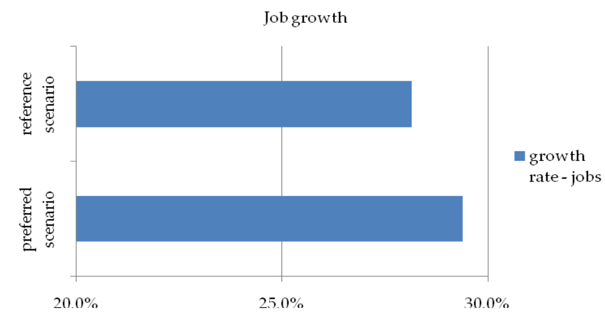


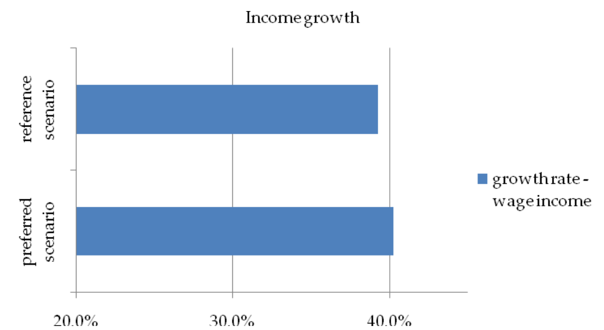
Policy environment

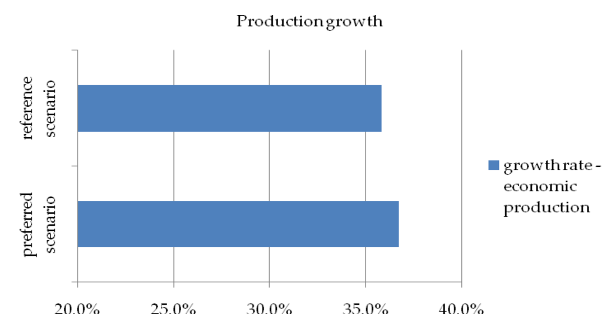
GO TO 2040 will address broad issues of governance and policy, which are equally important as physical infrastructure is to our region's future. Many of these issues are beyond the traditional focus of regional planning agencies, but some, including human capital, innovation, tax policy, and the equitable distribution of economic benefits, are too important to the region's future prosperity for a comprehensive plan to ignore. To help the region to attract and retain businesses and jobs, the plan needs to support activities that make the region attractive to the private sector and contribute to a skilled workforce. The plan's overall approach in this area is to support activities that create a favorable policy environment for sustainable prosperity, contribute to regional job growth, and contribute to the region's status as a global economic center.

An important role for CMAP is to address these broader policy issues by providing data and tracking key indicators. These indicators will be used to measure how well the plan is meeting its goals, and to establish accountability for its implementation. An initial report on the status of key indicators will be released as part of the completed *GO TO 2040* plan in October 2010.

Economic competitiveness
Economic prosperity is caused by many factors, including high-quality infrastructure, a skilled labor force, a supportive business environment that fosters innovation, and a good regional quality of life, among others. The preferred Regional Scenario is expected to *improve regional prosperity* by addressing these contributors to economic growth. The charts below show the increased jobs, wages, and economic production created by the infrastructure investments in the preferred Regional Scenario.







Human and community development outcomes
Many positive impacts of the preferred Regional Scenario are in areas beyond physical planning. Investing in human capital, in infrastructure for walking and biking, and in low-income communities is expected to have *positive impacts on human and community development outcomes* in areas such as education, health, safety, hunger, food systems, workforce development, arts and culture, emergency preparedness, and human relations. More detailed evaluation of these outcomes is online at www.goto2040.org/human_community_development.

Workforce and human capital

The quality of our labor force will be one of the most important factors influencing future prosperity. The economic importance of a skilled, educated workforce is recognized by our region's leaders and the general public, and is reinforced by research that shows education levels to be the strongest predictor of future economic growth for regions. Improving the labor force will require increases in the quality of education systems in the region, particularly by identifying and eliminating gaps between early childhood, K-12, and higher education systems; another recommendation will be to increase collaboration between these education levels through a comprehensive P-20 (preschool through advanced education) approach. Similarly, gaps between education systems, employer needs, and workforce development programs need to be addressed, with particular attention to increasing the role of community colleges as a critical link in this relationship. These efforts should include workforce training programs for jobs that do not require advanced education and should support development of skills that are relevant to green businesses. Also, the region will need to continually attract and retain skilled and educated workers and will support arts and culture and other amenities that are shown to be effective at this.

Innovation

To support our future prosperity, the plan will seek to facilitate a business environment that encourages innovation. The plan's approach is based on the concept that the public sector does not by itself create innovation, but that it can support it. In particular, appropriate directions for the plan are to coordinate with public and private sectors and educational institutions to support innovation, and to collect and disseminate data on innovation trends. The plan will call for a particular focus on "green jobs," including manufacturing components for alternative energy generation or similar industries and construction employment involving energy or water conservation.

Tax policy

The plan must recognize the importance of tax policy to economic growth and development decisions within the region. The current tax system causes the region's local governments to rely on sales and property tax as their primary revenue sources, with far-reaching land use, development, and economic impacts. Critical issues to address in the plan include the impact of state revenue distribution arrangements, property tax classifications, and rate increase limitations; sustainability of the state motor fuel tax; local tax capacity; and other sales, property, or income tax issues that affect development decisions, local government finance, transportation system funding, or funding of other *GO TO 2040* priorities.

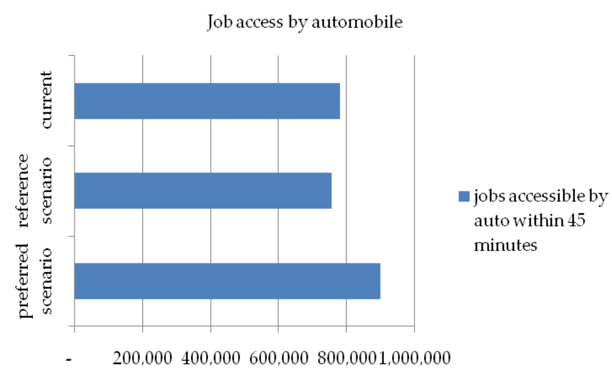
Distribution of growth

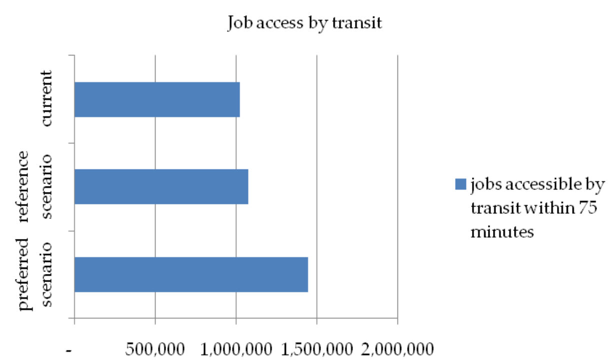
The plan must address the distribution of economic growth, specifically ensuring that the economic benefits of *GO TO 2040* are distributed fairly throughout the region and have a positive impact on our lowest-income population groups. A goal of the plan is reduction of poverty, which improves health and education outcomes while reducing crime, hunger, and other negative outcomes. In turn, improving the economic situation of lower-income people creates additional economic growth, as their workforce participation is increased. The plan also seeks to maintain jobs in the region that pay a good wage but do not require advanced education.

A critical part of this approach is to encourage economic growth through reinvestment in disadvantaged communities, particularly those with existing concentrations of affordable housing, but the public sector cannot by itself successfully

Job access

Access to jobs is measured by the number of jobs that the "average" resident can travel to within a certain amount of time. Compared to a reference projection of current trends, the transportation system investments and improved jobs-housing balance of the preferred Regional Scenario are expected to *increase job access*.





create this growth. Instead, the plan will recommend long-term solutions such as investments in infrastructure and in the labor force, as well as providing access between these areas and job centers. The plan should ensure that the benefits and burdens of the region's economic growth are shared fairly among its communities.

Data sharing and transparency

Across the region, an enormous number of federal, state, regional, and local agencies currently collect administrative data for their own use. The plan will call for real-time sharing of this data by public agencies with each other, as well as other organizations and residents, which will improve efficiency for a variety of public services. Such increased transparency of data and improved intergovernmental data sharing is vitally important for emergency preparedness, and it will be an important factor in the success of the Regional Indicators project.

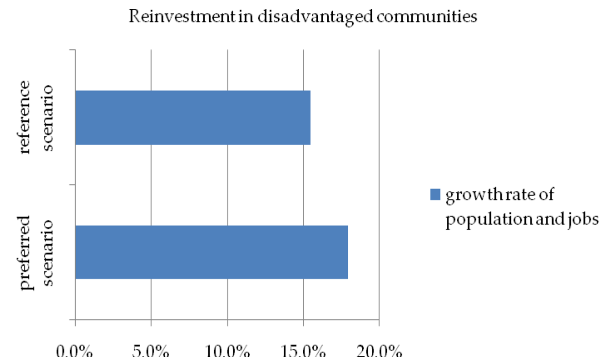
Coordinated investment

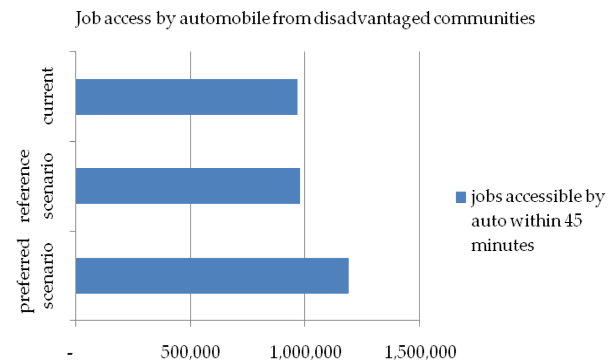
GO TO 2040 should serve as a sustainable "roadmap" for the region's future and help guide investment decisions at the federal, state, and local levels. This requires an examination of how to improve the ways in which investment decisions are currently made. Many of our most pressing problems – in the areas of transportation, housing, climate change, economic vitality, and environmental quality – cannot be solved solely by the individual actions of any level of government. These issues truly "spill over" across jurisdictional borders, and their solutions demand coordinated investment by all levels of government.

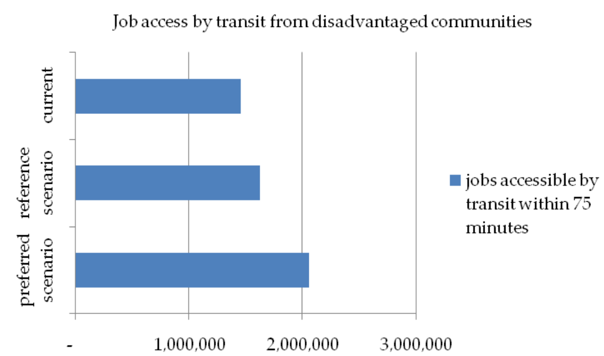
For regional planning and community-level implementation to be aligned effectively, the "silos" that separate federal and state funding and regulatory programs need to be removed, giving metropolitan regions the flexibility in identifying the best ways to achieve identified outcomes, rather than merely meet the program-based requirements of specific grants. While pilot programs will be necessary early on, funding sources need to be sustainable and significant over the longer term, and administrative and regulatory barriers need to be addressed.

Equity and "environmental justice"

An important regional goal is to ensure that the benefits and burdens of regional decisions are shared by all socioeconomic groups, specifically including low-income and minority populations. (In federal regulations related to regional transportation, this is termed "environmental justice.") This concept is being measured in terms of economic reinvestment and increased access to jobs in areas with high concentrations of low-income or minority populations. The preferred Regional Scenario is expected to *increase economic reinvestment* and *increase access to jobs* in these areas.







Increasing intergovernmental coordination to achieve coordinated investment will be among the plan's key recommendations. In a number of areas at the federal and state levels, public programs would deliver better services by coordinating efforts across agencies. One example is increased coordination among state and federal agencies charged with early childhood education, health, and hunger. Another example is the formation of stronger partnerships among transportation, housing, and environmental agencies to foster greater investment in livable and sustainable communities. At the local level, our multitude of municipalities and other local governments should be communicating and cooperating regarding goals and priorities but also basic service delivery, which in some cases may prove duplicative. Efficiencies can be gained through increased levels of local coordination, communication, and -- where appropriate -- shared or consolidated services.

For comprehensive plans like *GO TO 2040* to truly help direct investment decisions, federal and state support for plan implementation is vitally important. For the plan's policies and priorities to become a reality, federal and state investments need to be targeted to local governments and regions not only for comprehensive planning, but for comprehensive implementation.

4. How the preferred Regional Scenario was developed

Several years of research, analysis, and public engagement were used to develop the preferred scenario described in this report. Through a series of regional snapshot reports and strategy research papers written during 2008 and 2009, CMAP developed a base of understanding of the many important issues and potential policy responses that confront the region. These research papers are available at www.goto2040.org/strategy_papers.aspx and www.cmap.illinois.gov/snapshot.aspx.

Based on this research and feedback from experts around the region, three alternative future scenarios, each featuring a distinct combination of policy and investment choices, were developed. These were compared to a "reference scenario" which continued current trends, and the pros and cons of each were analyzed. Descriptions and analysis of the three scenarios were released for public comment during summer 2009, and are available online at www.goto2040.org/scenarios.

A wide variety of public engagement activities took place during summer 2009. Participants could choose their depth of participation, ranging from taking a two-question survey to exploring CMAP's scenario evaluation results in detail. Opportunities were available for face-to-face contact at over fifty workshops, online participation that did not require direct interaction, or visits to CMAP booths or kiosks located around the region. The primary public engagement tool used during the summer was an interactive software tool, called MetroQuest, which let users experiment with different types of transportation investments and development patterns and view the outcomes of these decisions. More detail on the public engagement process is available online at http://www.cmap.illinois.gov/WorkArea/downloadasset.aspx?id=18112.

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MEMORANDUM

To: **MPO Policy Committee**

Date: **January 7, 2010**

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

Re: ***GO TO 2040*: Transportation Financial Plan & Additional Revenues**

GO TO 2040 will include a constrained financial plan for its transportation elements. Previous memos to the Transportation Committee have explained the process of developing the financial plan, covering the following topics:

- Introduction to the financial plan (May 15, 2009)
- Context and time frame of process for estimating revenues and costs (June 12, 2009)
- Description of categories of transportation costs (July 31, 2009)
- Estimate of core revenues (September 18, 2009)
- Estimate of "safe and adequate" maintenance and operations costs (October 23, 2009)
- Description of "reasonably expected" revenues (October 23, 2009)
- Estimate of "reasonably expected" revenues (January 6, 2010)
- Estimates of financial constraint (January 6, 2010)

This memo provides a brief summary of the transportation financial plan, as well as potential additional revenues for consideration. For more detailed information on the financial plan, please consult the memos referenced above that are available on our Web site at http://www.cmap.illinois.gov/transportation/minutes.aspx. Staff would like the Policy Committee's feedback on the additional revenues highlighted in this memo.

Transportation Financial Plan

Revenues

The transportation financial plan, a part of *GO TO 2040*, will estimate both transportation costs and revenues. Calculating revenues has two primary components. The first component, "core revenues", is the projection of revenues that the region currently receives for transportation, without assuming any changes to tax rates or funding formulas. CMAP has consulted with RTA, IDOT, the Tollway and others in refining these numbers. At this point, we anticipate federal, state, and local “core revenues” to equal roughly **$350 billion**, in year of expenditure dollars, over the thirty year planning horizon.

The core revenue forecast for *GO TO 2040* has been constructed somewhat differently than in past plans. The first difference is the use of “year of expenditure” dollars, rather than constant dollars. This is commensurate with the federal requirement for MPO long range plans. The second difference is that staff has spent more effort analyzing local “own-source” revenues. These are non state and federal sourced revenues used by municipalities, counties and townships for transportation purposes.

In addition, FHWA/FTA guidance on the fiscal constraint permits MPOs to calculate revenues that can “reasonably be expected”. What is “reasonable” usually constitutes a judgment call, based upon the current political and policy climate at various levels of government. CMAP is seeking an additional **$35 billion** in these “reasonably expected revenues”, which would bring the combined revenue total to roughly **$385 billion**. Please see the later section on “additional revenues” for more information on these potential sources.

<u>Expenditures</u>
Initial results show that the vast majority of the region’s transportation resources are devoted to maintaining and operating the current transportation system in a safe and adequate condition. According to current estimates, **$359 billion** is devoted to basic maintenance and operations. Current estimated costs to maintain the system at a safe and adequate level are as follows:

- Roadway maintenance: $152 billion
- Roadway operations: $57 billion
- Transit maintenance: $30 billion
- Transit operations: $117 billion

This leaves only $26 billion for “state of good repair” projects (eliminating maintenance backlogs), strategic improvements (such as arterial add-lanes projects, new or expanded bus services, pedestrian or bicycle improvements, and many others), and constructing major capital projects. Please note that these are current estimates, and may change based on new information. The remaining $26 billion is a *financially constrained* figure, meaning that the plan will recommend additional improvements beyond what can be funded within available revenues. Clearly, this level of funding will not allow the region to make much progress in addressing our substantial transportation needs. Even if all of the $26 billion were devoted to achieving a state of good repair, it would not be sufficient. The same is true for other project classifications as well; $26 billion would not be enough to make all of the strategic improvements or construct all of the major capital projects that are desired.

For the purposes of initiating discussion at the Transportation Committee, staff proposed that the estimated remaining $26 billion be split roughly into thirds among the three project categories. This distribution is **not** a recommendation, but a starting point for discussion**:**

- $9 billion for additional maintenance activities that move toward state of good repair
- $9 billion for strategic improvements and enhancements
- $8 billion for major capital projects.

Because maintenance and strategic improvement projects are treated systematically rather than as individual projects, assignment of projects and costs into these categories can be fuzzy. In contrast, the level of funding for major capital projects must be firm, because the plan must include a list of fiscally constrained capital projects.

Two clear conclusions can be drawn from this result. First, careful prioritization of transportation projects is necessary, and gaining cost savings from operational efficiencies should be sought wherever possible. Second, current and reasonably expected revenues are not sufficient to make the transportation investments that our region needs to support economic growth. Going beyond basic maintenance and operations of the current transportation system will require additional revenues beyond what is now available.

Additional Revenue Sources

Transportation finance is expected to be one of the key policy issues of *GO TO 2040.* Relative to exploring and identifying new transportation funding sources, *GO TO 2040* should first recommend the careful examination of specific transportation investments to ensure that each is an effective long-term investment for the region. Every investment in a transportation project should be based on regional priorities, using performance-driven criteria that lead to decisions that are transparent and outcome-based. The plan should guide the programming decisions of the various transportation implementing agencies and call for a change in the funding splits on both the highway and transit side.

The total 30 year revenue figure of $385 billion includes "core revenues" as well as additional "reasonably expected revenues". The latter consists of additional funds above and beyond what the region receives today. These revenue sources will only arise from changes in public policy or new and innovative financing strategies by project implementers. CMAP staff believes that the merits of these additional revenue sources deserve careful consideration and discussion.

<u>State Motor Fuel Tax Increase</u>

While the State of Illinois motor fuel tax has remained $0.19 per gallon since 1990, rate increases do have historical precedent. Since 1929, the tax rate has been increased nine times- five of these increases occurred between the years 1983-1991, in response to steadily declining revenues during the 1970s. Since the tax is imposed "per gallon" rather than "per dollar", State MFT revenues have failed to keep pace with inflation and the cost of construction materials as expressed through the construction cost index (CCI). Since both state and federal motor fuel tax revenues must be used for transportation-related expenditures, a lack of MFT inflation indexing will continue to impact the ability of the State and local governments to maintain and enhance the system.

To date, the CMAP Board has formally supported an Illinois House Bill (House Bill 1 (Bradley)) amending the motor fuel tax law by raising the rate by 8 cents to 27 cents per gallon. A number of transportation policy advocates in northeastern Illinois have also advocated various similar measures for raising the state MFT tax, as well as indexing the rate to inflation.

CMAP estimates that an 8-cent gas tax adjustment, indexed to inflation and assumed to begin in 2012, would yield **$19.4 billion in new revenue** for transportation in northeastern Illinois over the planning horizon.

Transportation Allowances from Federal Climate Change Legislation

H.R. 2454 (the American Clean Energy and Security Act of 2009) passed the full House of Representatives on June 26, 2009. S. 1733 (the Clean Energy Jobs & American Power Act) passed out of the Senate Environment and Public Works Committee on November 5, 2009. Both pieces of legislation would limit greenhouse gas emissions via a cap –and-trade system and require the use of more renewable energy. The time horizon for both bills extends to the year 2050.

These proposed cap-and-trade systems would work by setting annual limits on GHG emissions. Entities would comply by either reducing emissions, holding an allowance for each ton of GHG emitted, or acquiring an offset credit. The federal government would sell a portion of the allowances and distribute the remainder to various entities including the private sector, households, and units of government. A percentage of these allowances would be distributed through States and MPOs for the purposes of "clean transportation".

While it is difficult to forecast how final legislation will eventually proceed, CMAP believes that some percentage of these proposed allowances can be considered "reasonably expected" based upon the policy climate surrounding the climate change legislation. While CMAP will continue to monitor this ongoing legislation, it can be expected that a 2% transportation allowance allocation would result in roughly **$1.2 billion** in new revenues for transportation for northeastern Illinois.

Congestion Pricing

Congestion pricing seeks to apply economic principles of supply and demand to efficiently allocate scarce road space. Experience from other places shows that congestion pricing can raise considerable revenues by forcing travelers to consider the true marginal cost of their travel through direct user pricing; correspondingly some travelers choose to change their time, mode, or route of travel, or choose not to travel at all. CMAP has studied "managed lanes" strategies as part of the *GO TO 2040* process. If included as a reasonably expected revenue source, congestion pricing would be considered as a strategic enhancement within the Plan's preferred scenario and assume no additional expressway capacity, unless included as part of a specific major capital project proposal.

While the implementation of congestion pricing in northeastern Illinois is not unanimously supported, there has been a considerable level of coordination among local transportation agencies in studying its impacts and proposing specific projects to the federal government for implementation dollars. In December 2007, CMAP, in coordination with the Illinois Tollway, Illinois Department of Transportation, Regional Transportation Authority, and Pace submitted a Congestion Reduction Demonstration proposal to the United States Department of Transportation. The submittal proposes congestion pricing along the I-90/Jane Addams Memorial Tollway. The proposal can be found here: http://tinyurl.com/2m2bxu. While the proposal was not selected by USDOT for funding, it demonstrates a regional commitment among both planners and implementing agencies to a careful implementation of congestion pricing.

Furthermore, The Illinois Tollway, in partnership with the Metropolitan Planning Council and Wilbur Smith Associates (WSA), is in the final stages of a two-year study to develop strategies that will reduce congestion in the region. The study models the impacts of congestion pricing on the Tollway, as well as IDOT expressways, and considers the diversion to local roads. It considers a range of scenarios, routes, and configurations to help reach desired goals. This study has included outreach to a range of local implementers and the general public. Initial results have been shared with CMAP's Transportation Committee. See more information about this study here: http://www.cmap.illinois.gov/WorkArea/DownloadAsset.aspx?id=16529

The Tollway study includes a range of evaluation measures for prioritizing congestion pricing on different expressway segments across the region. The measures include weekday congestion, constructability, peak period traffic management potential, and revenue potential (net, including operating costs). CMAP used revenue estimates from this study to construct forecasts, which also assume no additional added capacity. In other words, these are simply based upon conversions of existing lanes. The estimates assume a conservative $0.15 per mile toll rate. CMAP assumes revenues from congestion pricing will flow to the region beginning in the year 2020.

Projects scoring "medium to high" in terms of overall implementation potential comprise roughly 2.5% of the region's total expressway lane miles. Based on the study, these projects are estimated to generate roughly $343,000 net annual revenue per lane mile. In this scenario, anticipated revenues total **$1.6 billion** over the planning horizon. A more aggressive forecast could assume that 20% of the expressway network's lane miles will be priced. In this scenario, anticipated revenues would total **$13.2 billion** over the planning horizon.

<u>Variable Parking Pricing</u>

Like other parking management strategies, applying variable rates to parking can be used to influence traveler mode choice, time and amount of travel, and to shift drivers from a congested location. Variable pricing seeks to apply a free market-inspired pricing system to more efficiently allocate parking supply, with higher prices charged at times and locations of peak demand. Variable pricing has the promise of both effective congestion mitigation and the ability to raise considerable revenues for the public sector. Like other strategies listed in this memo, CMAP intends to advocate for the careful implementation of parking pricing in local municipalities, where appropriate. Revenues from parking can help local governments fund a variety of services, including transportation improvements.

CMAP recently analyzed the revenue potential of variable parking pricing in a strategy report entitled *Parking Management Strategies*. In variable pricing scenarios, it is estimated that variable pricing could raise considerable revenues for northeastern Illinois. Given 3.2 million off-street spaces, and numerous on-street spaces, the report makes the conservative estimate that 2 million of the spaces are free. Charging a nominal fee of $1 / day for weekdays only would provide $520 million in annual revenues for the region. These estimates are for illustrative purposes only; pricing should be determined on a local level, with consideration of transit facilities, bicycling and walking amenities, land value, and demand.

For purposes of the *GO TO 2040* fiscal constraint, CMAP again chose to analyze potential parking revenues in a very conservative fashion. A beginning assumption is that 1% of the above spaces would be priced in the first year. Thus, $5.2 million in new revenues would be generated. Each subsequent year would price an additional 1% of spaces- thus by the year 2040, 30% of these currently free spaces would be priced. With a final assumption that 50% of these revenues would be used for transportation purposes by local governments, implementation of this above strategy would yield just over **$1.2 billion** in new revenues for transportation.

A more aggressive approach could simply assume that the quantity of priced parking spots will increase at a rate of 2% per year. Thus, by the year 2040, 60% of these currently free spaces would be priced (again, assuming $1 a day, with 50% of revenues be used for transportation). The aggressive approach would yield around **$2.4 billion** in new revenues for transportation.

Public-Private Partnerships

Public Private Partnerships have strong support from federal agencies as an innovative finance mechanism. The City of Chicago has used PPPs for asset sales. Illinois lacks State-enabling legislation that allows IDOT and the Tollway to enter into PPPs. The Volpe Center produced a strategy report on PPPs for CMAP. This report is largely an overview of the range of different PPP arrangements, State and Federal policy on PPPs, and the potential role of the MPO. The report can be found here: http://www.goto2040.org/WorkArea/DownloadAsset.aspx?id=14844

CMAP believes that PPP revenues should be estimated on the project level and should be associated with a particular major capital project proposal. As analysis and discussion of major capital projects continues, some project sponsors may include PPP as a financing mechanism, but this will be done on a project-by-project basis, not systematically. Thus, at this time, CMAP would not be including PPP as a reasonably expected revenue source. *GO TO 2040* will lend policy support to PPP in the Plan's narrative, and it is anticipated that the CMAP Board will continue to advocate for the prudent use of PPP for transportation and other capital projects in northeastern Illinois.

The "55/45" Split for Northeastern Illinois

State of Illinois highway funding from the Road Fund and Construction Account has traditionally been allocated on the basis of an informal agreement that sends 45 percent to northeastern Illinois and 55 percent to the remainder of the state. A breakdown of the highway awards for IDOT District 1 (includes both federal and State funds for IDOT highways and local roads) compared to the statewide resources since 1992 shows that District 1 has received 43 percent, relative to the rest of the State. IDOT District 1 covers the CMAP planning area except for Kendall County, which is located in District 3. The CMAP Board believes that decisions on the division of transportation funding should be based on clear criteria and performance measures, rather than on such an arbitrary allocation.

The revenue potential for northeastern Illinois from such a change would be quite large. CMAP estimates that shifting the allocation to 50/50 could yield an additional **$8 billion** or more in year of expenditure dollars for the region between 2011 and 2040.

Value Capture for Transit

A local option for increasing revenues for transportation funding is the concept of value capture by creating assessment districts as well as tax increment financing. Value capture attempts to capture some of the increase in value due to the transportation improvements that benefit the affected properties. Assessment districts are special property taxing districts where the cost of transportation infrastructure is paid for by properties that are deemed to benefit from the transportation infrastructure. These assessments can be applied to the full value of the subject property, or a Tax Increment Financing technique can involve issuing bonds to finance public transportation infrastructure improvements, then paying off the bonds with dedicated revenues from the increment in property taxes that would result from such improvements. This could be categorized as a PPP if a developer constructed the transportation infrastructure with private funds to increase the value of the development and turned over the infrastructure to a public entity for operation.

Similar to PPP, CMAP has not estimated "value capture" revenues at this point, since these revenues should be included as a financing strategy for a new major capital project proposal.

Vehicle Miles Traveled (VMT) Tax

One funding mechanism that has received a lot of attention recently is the idea of a vehicle miles traveled (VMT) tax to charge road users a fee based upon distance driven. The fee could be charged in a number of ways that can take into account vehicle type, weight, use, and other travel characteristics. This has the potential of replacing MFTs at the federal and state level. The use of global position system (GPS) as the measurement tool could also create a more dynamic mechanism that would not only be able to measure vehicle miles traveled but also to prorate fees for peak period travel in congested conditions. One major drawback would be the considerable costs and challenges of implementing such a system. Estimates for implementing a national system range from 10 to 15 years. We expect to lend policy support in the plan's narrative to continue to research this mechanism.

ACTION REQUESTED: Information and discussion

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MEMORANDUM

To: **MPO Policy Committee**

Date: **January 7, 2010**

From: **Ross Patronsky, Senior Planner**

Re: **Transportation Financial Plan and Major Capital Projects**

As the long-range transportation plan for the region, *GO TO 2040* is required by federal law to include a fiscally constrained list of major transportation capital projects. The process of developing this list includes identifying and evaluating potential projects; determining the level of fiscal constraint (that is, how much funding is likely available for major capital projects); and prioritizing which projects will be included on the fiscally constrained list. At the January 14 meeting, staff will update the committee on each of these steps.

Identifying and evaluating potential projects

Major capital projects are large projects with a significant effect on the capacity of the region's transportation system, including extensions or additional lanes on the interstate system, entirely new expressways, or similar changes to the passenger rail system. Arterial expansions and intersection improvements are not defined as major capital projects; neither are bus facilities, unless they involve a dedicated lane on an expressway. This definition is consistent with federal guidance as well as the definition of major capital projects used in past regional transportation plans prepared by CATS.

Over fifty major capital projects have been identified. Over the past several months, these were evaluated using measures endorsed by the CMAP Board and MPO Policy Committee in June. Project descriptions, maps, and results of the evaluations are available online at:
www.cmap.illinois.gov/WorkArea/DownloadAsset.aspx?id=18302
or in tabular form at:
www.cmap.illinois.gov/WorkArea/DownloadAsset.aspx?id=18303

The results of the project evaluations are intended to be used to provide information about each project. They will not be weighted or summarized to produce an overall project score or ranking; they are meant to be considered as discussions about project prioritization occur.

In some cases, the evaluation did not produce a clear result concerning a project's impact on the regional transportation system. The regional travel model, which was used for this analysis, is designed for evaluating major regional transportation system changes; individual projects sometimes were too limited in impact to have a measurable outcome. This was particularly true for transit projects or projects that were fairly small in scope.

Staff believes that the evaluation results can be used to assist in prioritization of projects, but they cannot be (and were never intended to be) the sole determinant of a project's level of priority. Other important factors will also be considered, such as more detailed project-level analyses done by implementing agencies during the project development process, and the level of support for a project from the public, elected officials, and implementing agencies.

Fiscal constraint and the transportation financial plan

A second critical step is determining how much funding is likely to be available for major capital projects between now and 2040. The top priority is to maintain and operate our current transportation system in a safe and adequate condition. Beyond this, funding can be used to move the system toward a "state of good repair" (eliminating maintenance backlogs); make strategic improvements (such as arterial add-lanes projects, new or expanded bus services, pedestrian or bicycle improvements, and many others); or constructing major capital projects.

Since spring 2009, staff has been providing regular reports to the Transportation Committee on revenue and cost calculations. A summary of the work so far is available online at: www.cmap.illinois.gov/WorkArea/DownloadAsset.aspx?id=18300 and other documents are on the committee website: www.cmap.illinois.gov/transportation/minutes.aspx. The Transportation Committee discussed this topic at their January 6 meeting.

The initial results of this work show that the vast majority of the region's transportation resources are devoted to maintaining and operating the current transportation system in a safe condition. According to current estimates, approximately $385 billion in revenue (dollars are in year of expenditure) is anticipated by 2040, and $359 billion of that is devoted to basic maintenance and operations. This leaves only $26 billion for "state of good repair" projects, strategic improvements, and major capital projects. Please note that these are current estimates, and may change based on new information.

This is a *financially constrained* figure, meaning that the plan will recommend additional improvements beyond what can be funded within available revenues. Clearly, this level of funding will not allow the region to make much progress in addressing our substantial transportation needs. Even if all of the $26 billion were devoted to achieving a state of good repair, it would not be sufficient. The same is true for other project classifications as well; $26 billion would not be enough to make all of the strategic improvements or construct all of the major capital projects that are desired.

For the purposes of initiating discussion, staff proposes that the estimated remaining $26 billion be split roughly into thirds among the three project categories. This distribution is **not** a recommendation, but a starting point for discussion: $9 billion for additional maintenance activities that move toward state of good repair; $9 billion for strategic improvements and enhancements; and $8 billion for major capital projects.

Because maintenance and strategic improvement projects are treated systematically rather than as individual projects, assignment of projects and costs into these categories can be fuzzy. In contrast, the level of funding for major capital projects must be firm, because the plan must include a list of fiscally constrained capital projects.

Two clear conclusions can be drawn from this result. First, careful prioritization of transportation projects is necessary, and gaining cost savings from operational efficiencies should be sought wherever possible. Second, current and reasonably expected revenues are not sufficient to make the transportation investments that our region needs to support economic growth. Going beyond basic maintenance and operations of the current transportation system will require additional revenues beyond what is now available.

Major capital project prioritization

Ultimately, it is expected that *GO TO 2040* will include projects in three categories:

- Projects that are *fiscally constrained*, meaning that their costs can be covered within the region's expected transportation revenue. This is the highest priority category of major capital projects.
- Projects that are beneficial and supported by the plan, but that are *fiscally unconstrained*. These are projects that have significant regional benefits and support for their implementation, but do not have identified revenues. If additional revenues for these projects are identified, they can be moved to the fiscally constrained category.
- Projects that are the lowest priority or likely to be constructed beyond the plan's 2040 horizon. These may be used for *future corridors* and corridor preservation activities may still be appropriate but the projects will not be recommended within the plan.

By March, staff expects to have a preliminary staff recommendation for the overall fiscal constraint and the assignment of capital projects into constrained, unconstrained, and future corridor lists. This will be a preliminary recommendation intended for discussion purposes. It will be brought to the Transportation and the Planning Coordinating Committees in March and modified if necessary based on the discussion.

From late March to early May, comments from stakeholders will be sought on the preliminary recommendation. In May, the Transportation and the Planning Coordinating Committees will be requested to recommend the endorsement of the categorization of major capital projects into constrained, unconstrained, and future corridor lists. The MPO Policy Committee and CMAP Board are expected to be asked for endorsement at their June meetings.

ACTION REQUESTED: Information and discussion.

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, IL 60606

312-454-0400 (voice)
312-454-0411 (fax)
www.cmap.illinois.gov

MEMORANDUM

To: MPO Policy Committee

Date: January 5, 2010

From: CMAQ Project Selection Committee

Re: Programming CMAQ Funds to Private-Sector Diesel Emission Reduction Projects

This memo is in response to a request from MPO Policy Committee members for background information on the use of CMAQ funds for diesel emission reduction projects where the vehicles are owned by a private entity. The CMAQ Project Selection Committee recommends that we continue to fund these types of projects.

The use of such partnership has been recognized in FHWA's CMAQ guidance, which states that "these partnerships have become a critical part of CMAQ." Other public-private sector projects have been programmed with CMAQ funds in the region, notably a commuter boat purchased by a private operator with CDOT sponsorship, a truck stop electrification project to be built and operated by a private company sponsored by the Tollway, and the I-GO carsharing service, operated by the Center for Neighborhood Technology and sponsored by CDOT and IDOT.

Air Quality Background

The Chicago region, including northeastern Illinois and northwest Indiana, is in nonattainment of national standards for ground-level ozone and fine particulate matter. Ozone is created by two precursor pollutants, volatile organic compounds and nitrogen oxides, in the presence of sunlight. Fine particulates are produced directly, and also by the interaction of other compounds in the atmosphere, notably nitrogen oxides.

Diesel engines produce significant amounts of nitrogen oxides and fine particulate matter and are one of the largest sources of fine particulate matter emissions. While new diesel engines are much cleaner, older engines produce these emissions in sufficient quantities to be a major cause of the region's mobile source emissions. Since diesel engines have a long life, older engines will continue to operate in the region for many years, and in some cases decades, emitting significant quantities of pollutants.

Since the region is in nonattainment of the air quality standards, the Illinois Environmental Protection Agency has developed a State Implementation Plan (SIP) to describe what steps will be taken to achieve the standards. These steps are distributed among four sectors: point sources, area sources, on-road mobile sources, and off-road sources. For the on-road mobile source sector, the SIP establishes "budgets," or levels of emissions that may not be exceeded to meet the standards. CMAP transportation plans and programs must demonstrate conformity with these budgets. In striving to meet the mobile source budgets, especially for direct fine particulates and nitrogen oxides, steps must be taken to reduce diesel emissions.

Additional information on mobile source budgets and air quality in northeastern Illinois is available. One source is the air quality snapshot developed as part of the information gathering effort for *GO TO 2040*, the region's official comprehensive plan. For further information about the region's air quality conditions and considerations, see the snapshot at:
http://www.cmap.illinois.gov/snapshot.aspx#Air.

Diesel Emission Reduction Strategies

A number of strategies are used to reduce diesel emissions. These include idle reductions, alternative fuels, and measures to reduce the emissions from the engine. The latter category can be divided into:

- Retrofit – adding a device, such as a filter or oxidation catalyst to an existing engine exhaust system to reduce the emissions. The engine must be capable of accommodating the device; some older engines don't work with the retrofit device. The vehicle must also be able to accommodate the device; sometimes there is not a workable location where it can be installed.
- Repower – replacing an older engine with a new engine that meets a more stringent emission standard. This is a good choice if the engine cannot be retrofit and the vehicle has a significant life expectancy.
- Replace – replacing the entire vehicle is considered if the vehicle is near the end of its useful life or obsolete in other ways.

Various studies have shown that diesel emission reduction strategies are highly cost-effective, in part due to the fact that the diesel engine fleet tends to be older than the gasoline engine fleet, but also due to the nature of the pollutants emitted by diesel engines.

In addition, diesel emission reduction projects reduce the exposure of vulnerable populations such as children, and reduce "hot spots" of emissions in areas near idling or concentrations of vehicles, such as schools, transit centers, freight yards, rail yards, and construction sites. This has been recognized by school districts, which have requested funds to retrofit school buses, and by municipalities eager to sponsor locomotive switch engine projects for yards located in their communities. IEPA also recognizes the value of these projects and has sponsored a project in which they will help smaller school districts retrofit their buses in addition to sponsoring locomotive repower projects.

CMAQ Funding

Diesel emission reduction projects have been eligible for CMAQ funding since the inception of the program, although not all types of projects were eligible, and the emphasis in CMAQ programming nationwide was clearly on other types of projects.

As the program progressed, and the automobile fleet in general became cleaner, the merits of diesel emission reduction projects became clearer, and CMAQ funding began to be used for these types of projects.

Northeastern Illinois has funded diesel emission reduction projects as far back as the mid-1990's when the CTA used CMAQ funds to test fuel cell buses. Projects have become more frequent in recent years, and have included:

- CTA – Purchase of hybrid-electric buses (2001)
- CTA – Engine upgrade and purchase of ultra low-sulfur diesel (2003)
- Pace – Purchase of ultra low-sulfur diesel fuel (2005)
- Tollway –Truck stop electrification (2006)
- CDOE – Chicago diesel fleet retrofit (2007)
- CTA – Bus cold start devices (2007)
- Chicago Public Schools – School bus retrofit (2008)
- Riverdale - CSXT Barr Rail Yard switch engine retrofit (2008)

Other regions across the country used CMAQ funds for many of the same types of projects as in northeastern Illinois. In recognition of these projects' importance, SAFETEA-LU included language giving priority to diesel emission reduction efforts. According to SAFETEA-LU Cost Effective Emission Reduction Guidance, Amended Section 149, Subsection(3) Priority: "States and metropolitan planning organizations shall give priority in distributing funds received for congestion mitigation and air quality projects and programs from apportionments derived from application of sections 104(b)(2)(B) and 104(b)(2)(C) to—''(i) diesel retrofits, particularly where necessary to facilitate contract compliance, and other cost-effective emission reduction activities, taking into consideration air quality and health effects."(PUBLIC LAW 109–59—AUG. 10, 2005 119 STAT. 1463).

Railroads, too, have recognized that being a good neighbor to the communities in which they operate by reducing emissions and reducing fuel consumption from their locomotives benefits their own operations. Thus, they have undertaken CMAQ-funded projects in New York and Michigan as well as participating in very large state-funded programs in Texas and California. The Union Pacific railroad has submitted a letter (attached) in support of continuing these projects.

In these cases, and in northeastern Illinois too, the focus has been on switch engines, which frequently have the oldest, most polluting engines in the fleet, and also stay in the region where the air quality problems are the greatest. For CMAQ funded projects in particular, the funds may only be used in nonattainment areas, so the funds have not been used for line-haul engines that spend most of their time outside the region to which the funds were apportioned.

Recent CMAQ Diesel Emission Reduction Program

Beginning in 2009, diesel emission reductions were classified separately from other CMAQ projects in the region. In that year, ten projects were funded for just over $19,500,000 in federal funds. Of this, just under $9,600,000 was for locomotive repower projects for private railroads. In addition, IEPA 's project to fund school bus retrofits is anticipated to fund retrofits to buses owned by school districts.

The funding for private railroads was a significant increase in funding for public-private sector projects; the first private railroad to receive funding was the CSX in 2008, also for a locomotive repower project.

As the 2009 program was developed, the CMAQ Project Selection Committee recognized that, as private entities and as beneficiaries of improved fuel economy for the new engines they acquire, the private railroads should be expected to contribute above the minimum twenty percent match required for CMAQ projects. The staff proposed program for FFY 2009 included a thirty-five percent match. The Committee requested that the staff proposal be revised to require a fifty percent match. All the railroads declined to participate at this match level. Investigation revealed that California had encountered similar resistance to a fifty percent match requirement for their state-funded diesel retrofit program. Given this, a thirty-five percent match was requested. This match level was accepted by all railroads but one. That project was dropped from the recommended program. The Project Selection Committee agreed to revisit the match requirement as the program evolves, to see whether a larger match could be obtained as the railroads understood the full benefits they will realize and also become acclimated to the new equipment in their fleets.

To address the requirement that the locomotives being repowered would benefit the region the Project Selection Committee required that they stay in the region for ten years, a condition to which the railroads agreed. To enforce this provision, the contract between IDOT, the sponsoring municipality and the railroad specifies this requirement and provides that the CMAQ funds be paid back if the condition is not met. The applicable part of the contract (section 2) is attached.

An additional concern is that a project not simply fund expansion of the railroad's operation. To that end, the contract requires the destruction of the power plant being replaced.

In 2010, the CMAQ Project Selection Committee programmed thirteen diesel emission reduction projects, totaling $42.3 million. Of this, $11.2 million was for projects actually in 2012 and 2013. Of the remaining $31.1 million, just under $20.9 million was programmed to private railroads, out of $31 million in federal funds requested. The public agencies requesting diesel emission reduction funds were programmed for all funds they requested.

Further Information

Much has been written about diesel emission reduction efforts, the CMAQ program, and northeastern Illinois' program of projects. The public comments received on these projects as part of the outreach effort on the FY 2010-2011 proposed program are attached. Some links with further information include:

FHWA CMAQ Guidance:
http://www.fhwa.dot.gov/environment/cmaqpgs/cmaq08gd.pdf

Diesel project benefits:
http://www.marama.org/diesel/urbanfleets/documents/Urban_Fleets_%20050512_%20WescottDieselStudy.pdf

http://www.epa.gov/otaq/regs/nonroad/locomotv/420f09025.pdf

SAFETEA-LU Public Law 109–59 109th Congress, August 2005:
http://frwebgate.access.gpo.gov/cgi-bin/getdoc.cgi?dbname=109_cong_public_laws&docid=f:publ059.109.pdf
Cost Effective Emission Reduction Guidance, p. 320-322 of 836

Thomas A. Zapler
Director Public Affairs - Northern Region

November 11, 2009

Ms. Patricia Berry
Chicago Metropolitan Agency for Planning
233 S. Wacker, Suite 800
Chicago, IL 60606

Dear Ms. Berry:

As demonstrated by the CREATE Project, the railroad industry's goal when seeking public funds for railroad projects is that the public expense will be equal to the public benefits and the railroads' financial contribution will equal our benefit.

The Union Pacific believes that the CMAQ funded GenSet Diesel Retrofit Projects meet that goal. The switch engines currently used in the Proviso Yard have a long, useful life because they are easily repaired and rebuilt. These engines can continue to be used legally for at least ten more years. Their emissions would continue at their current levels for those ten years.

Our CMAQ proposal to retrofit switch engines at Proviso to GenSet technology will, in our opinion, reduce the NOx emission by 85%, diesel particulate matter by 75%, fuel consumption by 25% with a corresponding 25% reduction in greenhouse gas emissions for each engine.

In order to achieve the emission reductions resulting from GenSet technology as soon as possible, federal, state and local agencies have provided funding incentives for several years to retrofit switch engines with GenSet technology. The funds used to provide these funding incentives come from taxes, fees, etc., that the Union Pacific, other businesses and individuals pay. In addition, the Union Pacific contributes 35% of the cost of the CMAQ grants.

We are convinced that the GenSet retrofits are a very cost effective way to improve air quality that Union Pacific is paying its fair share to achieve.

Sincerely,

Thomas A. Zapler

cc: Don Kopec
Tom Murtha
Ross Patronsky
Lanny Schmid
Mike Payette

(TAZ\111109-001)

WHEREAS, in the interests in the health and safety of its employees, customers and the communities it serves, the COMPANY proposes to contribute to the clean and efficient operation of its transportation operations including removing from its roster, and providing as retrofit/trade-in allowance, the three (3) locomotives listed in Exhibit B; and

WHEREAS, pursuant to federal law, monies have been provided for Congestion Mitigation and Air Quality (CMAQ) improvements; and

WHEREAS, the PROJECT, or portions of the PROJECT, at the request of the COMPANY, are being programmed with the United States Department of Transportation, Federal Highway Administration (FHWA), for implementation with the use of federal funds under the Federal CMAQ Program; and

WHEREAS, the DEPARTMENT will provide CMAQ funding for the PROJECT, as set forth in Exhibit A; and

WHEREAS, the parties mutually agree to accomplish the proposed improvements through the use of Federal and/or State funds which are provided under applicable Federal or State act, law or appropriation.

NOW, THEREFORE, in consideration of the premises and of the mutual covenants and agreements as hereinafter contained the parties hereto agree as follows:

SECTION 1. The COMPANY will perform or cause to be performed the PROJECT work. It is understood that the COMPANY will contract for portions or all of the PROJECT work.

SECTION 2. The GenSet locomotives will operate out of the COMPANY's Clearing Rail Yard in Bedford Park, Illinois, for a period of at least ten years. The ten year performance period shall begin on the date the GenSet locomotives pass the STATE's final inspection, as required in Section 7 herein. The GenSet locomotives will not be removed from the Northeast Illinois CMAQ Non-attainment area, hereinafter referred to as the "AREA," during that time except for maintenance and servicing deemed necessary by the COMPANY to ensure the good working order of this equipment. The GenSet locomotives will only be absent from the AREA during the time needed to transport them to the appropriate maintenance and service facility, the time during which maintenance and service is being performed, and the time needed to transport them back to the rail yard. The COMPANY may transport GenSet locomotives to or from its maintenance and service facility either as a working unit or non-working unit in an engine consist. All maintenance and servicing on the GenSet locomotives will be paid for by the COMPANY. During the 10 year term covered under this agreement, the COMPANY shall not exchange, retire, trade in, or dispose of any of the three (3) GenSet Locomotives covered by this agreement without prior written approval from the STATE. In the event that any of the GenSet locomotives funded under this agreement are taken out of service prior to the end of the 10 year performance period, the COMPANY shall provide a refund to the STATE in the amount of $8,125.00 (one-one hundred twentieth of the STATE's contribution of $975,000.00 per locomotive) times the number of months remaining in the required 10 year performance period for that locomotive, unless otherwise agreed to in writing by the STATE and the COMPANY. During their 10 year performance period, if any of the GenSet locomotives are taken out of service for any reason other than routine maintenance and service, COMPANY shall immediately inform the STATE in writing.

SECTION 3. The term "PROJECT COST," as herein used, is defined as the actual costs incurred by the COMPANY or the COMPANY's contractor for the performance of the PROJECT work. Reimbursable costs must be directly related to the actual purchase price of the GenSet locomotives, as set forth in Exhibits A and B.

SECTION 4. The PROJECT COST will be met in part by contributions from the federal government. Federal Congestion Mitigation and Air Quality Funds will be applied to the eligible items of the PROJECT COST at the established federal participation ratio of sixty-five percent (65%) up to an amount not to exceed Two Million Nine Hundred Twenty-five Thousand Dollars ($2,925,000.00). The balance of the PROJECT COST, after the deduction of federal funds, will be charged to and paid by the COMPANY in the manner and at the times hereinafter set forth.

July 31, 2009

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Re: 2010 CMAQ Funding

Dear CMAP Committee,

Diesel pollution is a serious health problem. Diesel exhaust contains toxic air contaminants, carcinogens, ozone smog-forming elements, and fine particulate matter (or soot). According to the EPA, the "soot" in diesel exhaust can "**pose a significant health risk because they can pass through the nose and throat and lodge themselves in the lungs. These fine particles can cause lung damage and premature death. They can also aggravate respiratory conditions such as asthma and bronchitis**[1]." According to the Clean Air Task Force, it is estimated that diesel fine particles cause 755 deaths, 1,021 heart attacks, 476 cases of chronic bronchitis, and 17,017 of asthma attacks each year in the Chicago metropolitan area[2]. The Clean Air Task Force also ranks Chicago third in the national list of metropolitan areas with the gravest diesel impacts[3].

Given the serious health threat from diesel pollution, we are writing to urge you to fully fund the following 2010 Congestion Mitigation and Air Quality (CMAQ) applications for projects that would reduce diesel exhaust emissions.

Transit Applications

- CTA—$14.9 million to retrofit 430 buses with diesel particulate filters.
- PACE—$5.85 million to retrofit 90 buses with diesel multi-stage filters.

Railroad Applications

- Amtrak—$1.5 million to replace one switcher engine with a genset at Amtrak's South Chicago Railyard.
- Norfolk Southern—$13 million to update 10 line haul (GP38) locomotives by replacing them with Electro-Motive Diesel (EMD) Eco Engines.
- Indiana Harbor Belt—$7.1 million to replace 8 switcher engines with gensets at Blue Island, Alsip, Argo & Norpaul Railyards.
- Indiana Harbor Belt—$1.5 million to replace 1 switcher engine with a genset at Blue Island, Alsip, Argo, Norpaul and Calumet City Railyards.

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[1] US Environmental Protection Agency. *Diesel Exhaust and Your Health.* February 8, 2008 http://epa.gov/cleanschoolbus/humanhealth.htm (July 29, 2008)
[2] Clean Air Task Force. *Diesel & Health in America: The Lingering Threat.* February 2005. http://www.catf.us/publications/view/83 (May 22, 2008)
[3] Clean Air Task Force. *Diesel & Health in America: The Lingering Threat.* February 2005. http://www.catf.us/publications/view/83 (May 22, 2008)

- CSX—$6 million to replace four switcher engines with gensets at Barr Rail Yard in Riverdale.
- Belt Railway Company—$4.3 million to replace 3 switcher engines with gensets at Clearing Yard.
- Union Pacific—$12.8 million to replace 8 switcher engines with gensets at Proviso Yard in Melrose Park.
- Metra—$3.5 million to replace 2 switcher engines with gensets.

City/County/Regional Applications

- IDOT—$1.9 million to retrofit 14 trucks with diesel oxidation catalysts and replace 11 pieces of non-road equipment with new, including diesel particulate filters.
- Cook County Department of Environmental Control—$2.9 million to retrofit 151 on-road and off-road vehicles with diesel particulate filters.
- Lake County—$36,000 to retrofit 10 trucks with diesel oxidation catalysts.
- Village of Riverdale—$275,000 to replace four vehicles (2 dump trucks and 2 senior shuttle buses).
- Village of Itasca—$75,000 to replace a dump truck (model year 2000) with a new dump truck meeting the latest emission standard.
- Village of Hoffman Estates—$277,000 to retrofit numerous diesel equipment (trucks, fire engines, non-road equipment) with diesel particulate filters and do a series of engine replacements.

The above retrofit projects would lead to significant reductions in diesel pollution in the Chicago metropolitan area. To this end, we strongly urge you to fully fund these proposals as a vital step in satisfying the goals of CMAQ and improving air quality in the Chicago metropolitan area. In the event the cost of funding for these projects exceeds the total amount of 2010 CMAQ funding, we urge you to prioritize funding for these projects in the 2011 CMAQ funding cycle and subsequent cycles.

Sincerely,

Joel Africk
President & CEO
Respiratory Health Association
of Metropolitan Chicago

Lynda DeLaforgue
Co-Director
Citizen Action/Illinois

Dr. Quentin Young
Founder & Chairman
Health & Medicine Policy Research
Group

Jacky Grimshaw
Vice President
Center for Neighborhood Technology

Dr. Carolyn Lopez
Interim Executive Director
Institute of Medicine of Chicago

Susan Swart
Executive Director
Illinois Nurses Association

Ron Burke
Midwest Office Director
Union of Concerned Scientists

Nancy Petrik
President
Illinois Association of School Nurses

Max Muller
Program Director
Environment Illinois

Mark Bishop
Deputy Director
Healthy Schools Campaign

Andrew Weithe
Program Coordinator
Illinois Student Environmental Coalition

Mike Skuja
Executive Director
Southeast Environmental Taskforce

Rev. Roger Dart
Church in Society Committee Chair
Chicago Metropolitan Association
United Church of Christ

Peter Nicholson
Executive Director
Foresight Design Initiative

Ellen Rendulich
Director
Citizens Against Ruining the
Environment

Katie Jordan
President
Coalition of Labor Union Women,
Chicago Chapter

Rosa Perea
Assistant Director
Centro Comunitario Juan Diego

Frank H. Richter
President
Richter Foundation

Alex Sproul
Green Sanctuary
Unitarian Church of Evanston

Alice Furumoto-Dawson, Ph.D.

Peter Orris, MD, MPH
Robyn Gabel
Executive Director
Illinois Maternal and Child Health
Coalition

Brian Imus
State Director
Illinois PIRG

Esther Sciammarella
Executive Director
Chicago Hispanic Health Coalition

Carmen Velasquez
Executive Director
Alivio Medical Center

Rev. Dr. Clare Butterfield
Executive Director
Faith in Place

Bishop James Alan Wilkowski
The Evangelical Catholic Diocese of the
Northwest

Martha Jungenberg
SSA #13 Program Manager/LIRI
Outreach Coordinator
Back of the Yards Neighborhood
Council

Ilana Bodini
Coordinator
Healthy Chicago Lawn

Eraina Dunn
Executive Director
Human Action Community Organization

RESPIRATORY HEALTH ASSOCIATION℠
of Metropolitan Chicago

August 30, 2009

Chicago Metropolitan Agency for Planning
233 South Wacker Drive, Suite 800
Chicago, IL 60606

Re: 2010 CMAQ Funding

Dear CMAP Committee,

We would like to add a follow up comment to a July 31, 2009 collective letter from members of the Illinois Campaign to Clean Up Diesel Pollution calling for funding of proposed CMAQ diesel emissions reduction projects. As stated previously, we urge the funding of cost-effective diesel retrofit projects in the FY 2010 funding cycle and, where not possible due to limited funds, prioritization of such projects in future year funding cycles.

The Illinois EPA sponsored a project proposal in partnership with the Norfolk Southern Railway Company for both FY2009 and FY2010. The project was not funded in the FY2009 program and is not recommended for any funding in the FY2010 program or future years. Although the Norfolk Southern Application is not a Gen-Set locomotive proposal, rather it is a project that will repower pre-1973 locomotives with Tier 2 compliant diesel engines, we still believe the emissions benefits from the project are worthy of being funded. Due to FY2010 funding constraints, we hope the CMAQ Committee can recommend this project or a portion of it for funding in FY2011, with the remainder of the project programmed for FY2012. Because of the number of recommended CMAQ funded diesel emission reduction projects being pushed out to FY2011 because of FY2010 funding constraints, we encourage the Committee to also consider that this project be included on the new "b list" for potential funding if any CMAQ projects slated for funding are withdrawn from consideration and funding is freed up to fund other proposals.

We continue to see great value and a prudent focus on cost-effectiveness in the CMAQ Committee's decisions to increase funding of diesel retrofit projects over the last several years. Such projects bring significant public health benefits to the region, particularly in the areas where the projects are located and among populations that are most sensitive to the effects of air pollution – the elderly, children and those who live with lung and heart disease. In general, if funding awarded for CMAQ projects that fail to come to fruition is returned and reprogrammed, we would strongly encourage the Committee to prioritize all diesel retrofit projects for that funding. Such projects are within the upper echelons of cost-effectiveness and can be initiated and completed quickly when compared to the entire range of CMAQ funded projects.

Sincerely,

Ashley Collins

Ashley Collins
Environmental Health Associate
Respiratory Health Association of Metropolitan Chicago

ILLINOIS ENVIRONMENTAL PROTECTION AGENCY

1021 North Grand Avenue East, P.O. Box 19276, Springfield, Illinois 62794-9276 • (217) 782-2829
James R. Thompson Center, 100 West Randolph, Suite 11-300, Chicago, IL 60601 • (312) 814-6026

PAT QUINN, GOVERNOR DOUGLAS P. SCOTT, DIRECTOR

217 785-4140

August 26, 2009

Mr. Ross Patronsky
Chief of the CMAQ Program
Chicago Metropolitan Agency for Planning
233 South Wacker Drive
Chicago, IL 60606

Dear Mr. Patronsky:

The Illinois Environmental Protection Agency (Illinois EPA) appreciates this opportunity to comment on the proposed FY2010 Congestion Mitigation and Air Quality Improvement (CMAQ) program. The Illinois EPA commends the Chicago Metropolitan Agency for Planning (CMAP) staff and the CMAQ Project Selection Committee for its continued commitment to reducing fine particulate matter emissions through its proposed funding of several diesel emissions reductions programs affecting transit buses and locomotives.

The Illinois EPA, in partnership with the Norfolk Southern Railway Company submitted CMAQ funding applications in FY2009 and FY2010. This project, which involves replacing 40+ year old short haul locomotive engines with new Tier 2 compliant engines, has not been selected for funding. Now that the CMAQ Project Selection Committee is considering programming both FY2010 and FY2011, the Illinois EPA requests that a portion of the Illinois EPA/Norfolk Southern project be funded in FY2011 with the remainder programmed in FY2012. If this project cannot be programmed in FY2011, we request that it be included on the newly-developed "B list" for potential funding if monies become available through the withdrawal or close-out of other projects. As you are aware, locomotive repower projects are one of the most cost-effective CMAQ project types and can be initiated and completed in an expeditious time frame.

Thank you for your consideration of this request. Please contact Mike Rogers at 217 524-4408 if you have any questions.

Sincerely,

Laurel L. Kroack
Chief, Bureau of Air

David R. Brady
President

Carol A. Lumpkins
Clerk

VILLAGE OF BEDFORD PARK

6701 South Archer Avenue • P.O. Box 128
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www.villageofbedfordpark.com

December 28, 2009

To: MPO Policy Committee

From: David R. Brady
Village President, Bedford Park

Re: CMAQ Funds to Private Sector Diesel Emissions Reduction Projects

The Village of Bedford Park fully supports programming CMAQ funds to private sector diesel emissions reduction projects. The Indiana Harbor Belt Railroad located in Bedford Park is utilizing funds from the project to retrofit existing engines. We feel that this project will help the air quality in our Village and in surrounding communities. Northeastern Illinois has participated in such projects since the mid 1990's and we are very thankful that the funding has expanded to the private sector in shared project funding. We greatly appreciate CMAP's work on this project that can only benefit air quality in the Chicago area.

Respectfully,

David R. Brady
Village President

"PRESERVING THE PAST TO ENHANCE THE FUTURE"

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, IL 60606

312-454-0400 (voice)
312-454-0411 (fax)
www.cmap.illinois.gov

MEMORANDUM

To: **MPO Policy Committee**

Date: **January 6, 2010**

From: **CMAP Transportation Committee**

Re: **Addressing Rescissions and Dormant Projects**

Purpose: The rescission of unobligated Highway Trust Fund contract authority balances required by the 2005 transportation authorization law known as "SAFETEA-LU" and the 2007 energy law resulted in an $83 million reduction in the northeastern Illinois Congestion Mitigation and Air Quality Improvement (CMAQ) program funds. In response, the CMAQ Project Selection Committee (PSC) considered six options involving shifting or cancelling projects. The PSC discussed these options at its October 30, 2009 and November 17, 2009 meetings, and recommends moving all projects with no obligated funds (of any phases) into a "CMAQ A" list. The PSC recommendation has a substantial purpose beyond addressing the $83 million rescission; it affords the region the opportunity to directly address dormant projects by enhancing the active program management policies adopted by the MPO Policy Committee and the CMAP Board in March 2009.

Discussion: The proposed plan allows the region to absorb the CMAQ rescission without being forced to prematurely identify which projects are dormant. Unobligated projects will be moved out of the Transportation Improvement Program (TIP) and onto a CMAQ A list. The projects will be moved from the CMAQ A list to the fiscally constrained TIP by action of the CMAP Transportation or MPO Policy Committee. That action can occur when the project sponsor notifies their Planning Liaison or CMAP staff (depending on sponsor) that the project is ready for obligation and the reviewing agencies (IDOT/RTA) confirm that status. The Planning Liaison, sponsor or CMAP staff as appropriate will make the TIP change.

In addition to removing enough projects from the TIP to meet fiscal constraint, this option has the added benefit of enhancing the PSC's active program management policies. It requires project sponsors to aggressively manage their projects to ensure inclusion in the TIP before requesting authorization. Languishing projects are still subject to active program management requirements – following a one-time move, there is a deadline for obligating project funds. If the deadline is not met, the project will be considered for withdrawal from the program. Ultimately this allows for a "first ready, first funded" approach to bringing projects back into the TIP and will allow for dormant projects to be identified and withdrawn from the program. Implementation of the recommendation will also provide a pool of unobligated funds which can be allocated for cost increases for projects that are ready to be obligated.

Projects included in the CMAQ Multi-Year B list approved in October 2009 will be reviewed in May 2010 to identify candidates for programming only if sufficient progress is not made in obligating projects on the CMAQ A list.

Below are some implementation specifics of the proposal:

- All CMAQ projects with 100% unobligated funds (all phases) will be moved to a CMAQ A list.
    - $187,765,004 Federal Funds
    - 131 projects
    - These numbers are subject to change if progress is made prior to the MPO Policy Committee's January 14, 2010 meeting.
    - The CMAQ A list will include all of the newly programmed FFY 2010 and FFY 2011 projects which do not move forward prior to the January 14 meeting.
- The CMAQ A list projects will be removed from the TIP if the MPO Policy Committee approves this approach.
    - The projects will still have a TIP ID number.
    - Projects will appear in the TIP database, but with the fiscal year changed to CMAQ A, which means that the project is not currently funded.
    - The project can still move forward with pre-obligation activities by reviewing agencies (RTA, IDOT).
    - The project cannot be obligated until it is within the selected year of the TIP.
- The project sponsor will be required to request that the project be moved into the selected year of the TIP so it can be obligated.
    - Reviewing agencies will have to confirm the project is ready to be moved into the current year of the TIP.
    - Planning liaisons, the sponsor or CMAP staff (depending on sponsor) will administratively make these changes; if funding becomes limited and more projects are ready for obligation than funds available; a CMAQ PSC meeting will be called.
    - TIP changes are scheduled in coordination with the FTA grant cycles, IDOT letting schedule and federal authorization dates, therefore projects following those schedules will not be delayed due to pending TIP changes
    - The Transportation Committee meets every month in 2010 except for February and October; the MPO Policy Committee can also approve TIP changes and meets in October.
    - Transit Projects will be added to the TIP when the RTA approves the agencies' programs or amended program with the project included.
- Active Program Management of the CMAQ A list
    - Projects that do move into the selected year of the TIP will be held to the same programming policies approved by the MPO Policy Committee and CMAP Board in March 2009.
    - Projects that remain on the CMAQ A list will also be subject to the same programming policies approved by the MPO Policy Committee in March 2009.

TIP Project ID	Project Sponsor	Brief Description	Total Programmed	Obligated	Percent Unobligated	project bal	First Programmed Year
01-00-0030	CDOT	130th St and Torrence Ave	$3,300,000	$0	100.0%	$3,300,000	2002
01-03-0019	Chicago Park District	Lakefront Trail Expansion, Ardmore Ave to Sheridan Rd	$300,000	$0	100.0%	$300,000	2003
01-05-0005	Chicago Park District	Jackson Park/59th St Bicycle Path	$578,000	$0	100.0%	$578,000	2005
01-06-0005	CDOT	Walk to Transit - Pedestrian Improvements to Intersections near CTA Rail Stations	$1,620,000	$0	100.0%	$1,620,000	2010
01-06-0074	CDOE	Chicago Diesel Fleet Retrofit Project	$3,529,800	$0	100.0%	$3,529,800	2009
01-08-0002	CDOT	Bloomingdale Trail	$2,640,000	$0	100.0%	$2,640,000	2008
01-08-0003	CDOT	Signal Controller Upgrade and Timing Program	$1,920,000	$0	100.0%	$1,920,000	2008
01-08-0007	CDOT	79th St from IL 50/Cicero Ave to Ashland Ave	$5,460,000	$0	100.0%	$5,460,000	2008
01-09-0002	CDOT	Weber Spur Trail UPRR (Former CNW)	$2,240,000	$0	100.0%	$2,240,000	2009
01-09-0005	CDOT	Traffic Management Center Integrated Corridor Management	$1,520,000	$0	100.0%	$1,520,000	2009
01-09-0006	IEPA	Retofit of Amtrak Switcher Engines	$2,400,000	$0	100.0%	$2,400,000	2010
01-10-0004	CTA	Diesel Particulate Filter Retrofit for CTA Buses	$11,920,000	$0	100.0%	$11,920,000	2010
01-97-0087	CDOT	Broadway Ave and Sheridan Rd from Devon Ave to Hollywood Ave	$292,000	$0	100.0%	$292,000	2005
02-03-0001	Morton Grove	IL 58/Dempster St from Ferris Ave to Central Ave	$3,860,281	$0	100.0%	$3,860,281	2004
02-05-0004	Glenview	Greenwood Rd at Glenview Rd	$41,580,081	$0	100.0%	$48,000	2006
02-05-0004	Glenview	South Greenwood Rd sidewalks from Linneman St to Glenview Rd	$107,680	$0	100.0%	$107,680	2010
02-08-0001	Glenview	Techny Trail Segment 3 - Along W Side of Lehigh Av	$508,000	$0	100.0%	$508,000	2008
02-08-0005	Evanston	Sheridan Rd from Central St to Chicago Ave	$674,000	$0	100.0%	$674,000	2010
02-09-0002	Evanston	Yellow Line Infill Stations Dodge/Asbury/Ridge Engineering Feasibility Study	$220,000	$0	100.0%	$220,000	2009
02-10-0001	Lincolnwood	Lincolnwood Union Pacific (UP) Rail Line/Weber Spur Bike/Multiuse Trail	$4,908,000	$0	100.0%	$4,908,000	2010
02-10-0002	Lincolnwood	Lincolnwood Commonwealth Edison (ComEd) Utility ROW / Skokie Valley Bike/Multiuse Trail	$816,000	$0	100.0%	$816,000	2010
02-10-0003	Glenview	Patriot Blv at Independence Ave	$256,000	$0	100.0%	$256,000	2010
02-97-0006	Cook County Highway Department	Old Orchard Rd from Harms to Skokie Blvd (new limits E of I-94/Edens Expy to W of IL 41/Skokie Blvd	$800,000	$0	100.0%	$800,000	2000
03-03-0103	Palatine	Palatine Rd from Smith St to US 14/Northwest Hwy	$1,477,000	$0	100.0%	$1,477,000	2005
03-08-0001	Des Plaines	Des Plaines River Walk from Golf Rd to Algonquin Rd	$1,048,000	$0	100.0%	$1,048,000	2008
03-08-0005	IDOT	Barrington Rd at Buttitta/Laurie Ln	$320,000	$0	100.0%	$320,000	2008
03-09-0006	Arlington Heights	Douglas Ave Multi-use Path	$90,000	$0	100.0%	$90,000	2009
03-09-0007	Des Plaines	City of Des Plaines Bike Network Implementation Stage 1	$124,000	$0	100.0%	$124,000	2009
03-09-0008	Hoffman Estates	Higgins Rd Pedestrian and Bicycle Project	$600,000	$0	100.0%	$600,000	2009
03-09-0009	IDOT	IL 19/Irving Park Rd at Barrington Rd	$336,000	$0	100.0%	$336,000	2009
03-09-0010	IDOT	IL 59/Sutton Rd between N and S Ramp at US 20/Lake St	$792,000	$0	100.0%	$792,000	2009
03-09-0011	IDOT	I-290/IL 53 SB exit ramp at IL 53/Biesterfield Rd	$376,000	$0	100.0%	$376,000	2009
03-09-0012	Buffalo Grove	Dundee Rd Sidewalk	$520,169	$0	100.0%	$520,169	2009
03-10-0001	Arlington Heights	McDonald Creek Bike Path Improvements (sidepath and park path)	$242,000	$0	100.0%	$242,000	2010
03-10-0002	Arlington Heights	Green Bike Facility	$112,000	$0	100.0%	$112,000	2010
03-10-0003	Hoffman Estates	Diesel Fleet Emissions Reduction Project	$221,600	$0	100.0%	$221,600	2010
03-10-0004	Hoffman Estates	IL 59 at Shoe Factory Rd	$1,024,000	$0	100.0%	$1,024,000	2010
04-00-0010	Schiller Park	Des Plaines River Rd Continuous Left Turn Lane from River St to Winona	$344,000	$0	100.0%	$344,000	2000
04-08-0002	Northlake	Grand Ave Sidewalk from Northwest Ave to Rhodes Ave	$1,973,000	$0	100.0%	$1,973,000	2008
04-09-0002	Berkeley	Union Pacific Proviso Railyard Switcher Engine Retrofit	$7,280,000	$0	100.0%	$7,280,000	2010
04-09-0004	IDOT	US 12/45/Mannheim Rd at Lawrence Ave	$580,000	$0	100.0%	$580,000	2009
04-10-0001	Oak Park	Augusta St bike lane from IL 43/Harlem Ave to Austin Blv	$43,200	$0	100.0%	$43,200	2010
04-10-0002	Oak Park	Division St from IL 43/Harlem Ave to Austin Blv -- on-street facility	$38,400	$0	100.0%	$38,400	2010
04-10-0003	Oak Park	Chicago Ave bike lane from IL 43/Harlem Ave to Austin Blv	$65,900	$0	100.0%	$65,900	2010

TIP Project ID	Project Sponsor	Brief Description	Total Programmed	Obligated	Percent Unobligated	project bal	First Programmed Year
04-10-0004	Oak Park	Village Wide Bus Shelters	$79,700	$0	100.0%	$79,700	2010
05-09-0002	Cicero	Cicero Rail Yard Switch Engine Retrofit	$1,820,000	$0	100.0%	$1,820,000	2009
05-10-0001	Berwyn	Bicycle Parking and Marketing	$25,840	$0	100.0%	$25,840	2010
06-01-0004	Justice	Justice-79th St Ped Fac from 88th Ave to Roberts Rd	$323,800	$0	100.0%	$323,800	2003
06-03-0002	Justice	Roberts Rd Sidewalk-79th to 87th St	$116,000	$0	100.0%	$116,000	2003
06-06-0061	Palos Heights	Cal Sag Greenway Bike Trail from IL 83 to 127th St	$360,000	$0	100.0%	$360,000	2009
06-09-0004	Bedford Park	BRC, Clearing Yard Switcher Retrofit	$5,723,250	$0	100.0%	$5,723,250	2010
06-09-0005	IDOT	104th Ave/Flavin Rd at 95th St	$2,520,000	$0	100.0%	$2,520,000	2009
06-09-0007	Palos Park	80th Ave from 121st St to 123rd St	$107,200	$0	100.0%	$107,200	2009
06-10-0002	Worth	IL 7/Southwest Highway Sidewalks - 76th Ave to IL 43/Harlem Ave	$275,000	$0	100.0%	$275,000	2010
07-03-0012	Lan-Oak Park District	Lansing Greenway Connection from Grand Illinois Trail to Thorn Creek Trail	$323,014	$0	100.0%	$323,014	2005
07-06-0002	University Park	Cicero Ave Shared Use Path	$258,800	$0	100.0%	$258,800	2006
07-06-0003	Robbins	Bio Refueling Station at the Robbins Energy Center	$132,774	$0	100.0%	$132,774	2006
07-08-0009	Homewood	Village of Homewood Bicycle Network - Near and Mid-Term Priorities	$113,690	$0	100.0%	$113,690	2008
07-10-0001	Tinley Park	183rd St at Oak Park Ave	$2,208,000	$0	100.0%	$2,208,000	2010
07-10-0002	Oak Forest	158th St and 155th St Sidewalk Project between Laramie Ave and Cicero Ave	$138,400	$0	100.0%	$138,400	2010
07-10-0003	IDOT	Lincoln Hwy from Chicago Rd to State St	$408,000	$0	100.0%	$408,000	2010
07-96-0003	University Park	University Parkway Bike Facility and Intersection Improvement at Governors Highway	$1,357,600	$0	100.0%	$1,357,600	2000
08-00-0008	IDOT	IL 53 from North Ave/IL 64 to St Charles Rd	$209,000	$0	100.0%	$209,000	2006
08-00-0010	IDOT	IL56/Butterfield Rd from Naperville Rd to IL59	$790,000	$0	100.0%	$790,000	2006
08-04-0001	Downers Grove	Eastern Corridor Bikeway and Bikeway Connections	$558,000	$0	100.0%	$558,000	2004
08-05-0002	DuPage County	DuPage County Transit Service Marketing	$480,000	$0	100.0%	$480,000	2005
08-05-0005	Oak Brook	Oak Brook Employment Area Distributor Service	$960,000	$0	100.0%	$960,000	2005
08-06-0004	Villa Park	South Villa Ave Sidewalk from Wildwood Ave to Park Blv	$436,200	$0	100.0%	$436,200	2006
08-07-0003	DuPage County DOT	Thorndale Ave from I-290 Entrance Ramp to Park Blvd	$464,000	$0	100.0%	$464,000	2009
08-08-0001	Villa Park	Ardmore Ave at High Ridge Rd	$627,000	$0	100.0%	$627,000	2008
08-09-0004	DuPage County DOT	75th St from Ranch View Dr to Woodward Ave	$584,000	$0	100.0%	$584,000	2009
08-09-0005	DuPage County DOT	County Farm Rd/Army Trail Rd from Schick Rd/Green Rd to Birchbark Tr/84 Ct	$542,000	$0	100.0%	$542,000	2009
08-09-0006	DuPage County DOT	55th St at Cass Ave	$1,847,000	$0	100.0%	$1,847,000	2009
08-10-0002	Bensenville	Jefferson St Sidewalk Improvements, Evergreen St to York Rd	$259,200	$0	100.0%	$259,200	2010
08-10-0003	DuPage County DOT	Glen Ellyn Rd from Army Trail Rd to Armitage Ave	$440,000	$0	100.0%	$440,000	2010
08-10-0004	DuPage County DOT	Geneva Rd from President St to Swift Rd	$484,000	$0	100.0%	$484,000	2010
08-97-0010	Oakbrook Terrace	CERMAK RD (22ND STREET) FROM IL 56 BUTTERFIELD ROAD (DUPAGE/OAK BROOK) TO IL 83 KINGERY HWY (DUPAGE/OAK BROOK TERRACE)	$377,406	$0	100.0%	$377,406	2007
09-01-0004	Kane County DOT	Kane County-Orchard Road Interconnect	$368,000	$0	100.0%	$368,000	2001
09-05-0005	North Aurora	Ruby Bikeway	$143,059	$0	100.0%	$143,059	2005
09-06-0001	Geneva	Geneva North Central Trail	$199,000	$0	100.0%	$199,000	2006
09-09-0005	Elgin	Kimball St and National St from State St to Dundee Ave/ Villa St	$103,200	$0	100.0%	$103,200	2009
09-09-0006	Elgin	Elgin Bikeway Plan Route 1 NE Quadrant	$338,200	$0	100.0%	$338,200	2009
09-09-0007	Elgin	Elgin Bikeway Plan Route 4 SW Quadrant	$2,721,000	$0	100.0%	$2,721,000	2009
09-09-0008	IDOT	US 20 from Plank Rd/Coombs Rd to Nesler Rd	$200,000	$0	100.0%	$200,000	2009
09-09-0014	Batavia	IL 31 and Wilson St from Main St to IL 25	$88,000	$0	100.0%	$88,000	2009
09-10-0002	Sleepy Hollow	Bike Path (multiuse sidepath) Parallel to Sleepy Hollow Rd, south to Township Property	$91,200	$0	100.0%	$91,200	2010
09-10-0003	Kane County	Fabyan Pwy from Nagle Blv to IL 25	$2,060,700	$0	100.0%	$2,060,700	2010
09-10-0004	St. Charles	IL 64 from Tyler Rd to 7th Ave	$112,000	$0	100.0%	$112,000	2010

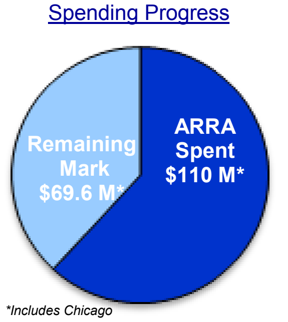
TIP Project ID	Project Sponsor	Brief Description	Total Programmed	Obligated	Percent Unobligated	project bal	First Programmed Year
09-10-0005	Kane County DOT	Dunham Rd/Kirk Rd from Stearns Rd to IL 56/Butterfield Rd	$1,736,800	$0	100.0%	$1,736,800	2010
09-10-0006	Aurora	Farnsworth Ave from Molitor/Diehl Rd to E New York St	$1,076,000	$0	100.0%	$1,076,000	2010
09-94-0068	Kane County Forest Preserve District	Fox River Trail Gap Project - Section B	$600,000	$0	100.0%	$600,000	2008
10-04-0003	North Chicago	IL 137/Sheridan Rd Genesee St - 22nd St/MLKing Dr	$1,115,614	$0	100.0%	$1,115,614	2004
10-08-0001	Lake Zurich	S Old Rand Rd and Surryse Rd Sidewalks	$264,374	$0	100.0%	$264,374	2008
10-08-0002	Wauconda	Garland Rd from Gossell Rd to Old Rand Rd	$245,000	$0	100.0%	$245,000	2008
10-09-0004	IDOT	US 12/Rand Rd at Bonner Rd	$276,000	$0	100.0%	$276,000	2009
10-09-0005	IDOT	IL 137/Buckley Rd at O'Plaine Rd	$276,000	$0	100.0%	$276,000	2009
10-09-0007	Lake County DOT	Rollins Rd from US 12 to Lotus Dr	$1,348,000	$0	100.0%	$1,348,000	2009
10-09-0008	Lake County DOT	IL 83 from US 45 to Westmoreland Dr	$441,600	$0	100.0%	$441,600	2009
10-09-0009	Lake County DOT	Cab Connector	$80,000	$0	100.0%	$80,000	2009
10-09-0010	Round Lake Beach	Various Sidewalks Round Lake Beach	$491,820	$0	100.0%	$491,820	2009
10-09-0011	IDOT	US 14/Northwest Hwy at Kelsey Rd	$276,000	$0	100.0%	$276,000	2009
10-10-0002	Grayslake	Washington St Bike Path (sidepath)	$760,480	$0	100.0%	$760,480	2010
10-10-0003	Lake County	Prairie Crossing Bike Path/Midlothian Rd	$2,044,800	$0	100.0%	$2,044,800	2010
10-10-0004	Lake County	Diesel Retrofit Project	$23,400	$0	100.0%	$23,400	2010
10-10-0005	Round Lake Park	IL 134/Main Street Sidewalk Project, from west village limit to east village limit	$268,000	$0	100.0%	$268,000	2010
11-00-0201	McHenry County Division of Transportation	IL Rt 31 West Bypass of Algonquin	$316,000	$0	100.0%	$316,000	2004
11-07-0001	McHenry County Division of Transportation	Virginia Rd at IL 31(southwest quadrant)	$350,000	$0	100.0%	$350,000	2008
11-08-0002	Crystal Lake	E Crystal Lake Ave Sidewalks from Main St to Pingree Rd	$200,000	$0	100.0%	$200,000	2008
11-09-0008	IDOT	IL 47 from IL 176 South Junction to IL 176 North Junction	$500,000	$0	100.0%	$500,000	2009
11-09-0009	Lake in the Hills Parks & Recreation Dept	Village Bike Rack Installation	$22,664	$0	100.0%	$22,664	2009
12-06-0002	Will County Department of Highways	Gougar Rd at US 30	$1,056,000	$0	100.0%	$1,056,000	2006
12-08-0003	Will County Department of Highways	Laraway Rd at Cedar Rd	$3,273,600	$0	100.0%	$3,273,600	2008
12-08-0010	Joliet	Joliet Metra Lot 1 at Washington St	$272,000	$0	100.0%	$272,000	2008
12-09-0009	Bolingbrook	Lily Cache Ln from Veterans Pwy to IL 53/Bolingbrook Dr	$331,000	$0	100.0%	$331,000	2009
12-09-0011	IDOT	IL 53/Baltimore St & IL 102/Water St from First St to Kahler Rd	$256,000	$0	100.0%	$256,000	2009
12-09-0012	Lockport	IL 7/9th St from Lincoln St to Farrell Rd	$319,000	$0	100.0%	$319,000	2009
12-10-0001	Romeoville	135th St Metra Parking Lot	$3,420,000	$0	100.0%	$3,420,000	2010
12-10-0002	Romeoville	Romeoville Metra Station and Parking	$1,012,000	$0	100.0%	$1,012,000	2010
13-06-0001	RTA	Park and Ride Transit for the Northeastern Region	$1,200,000	$0	100.0%	$1,200,000	2006
13-08-0009	Pace	Rideshare Marketing	$350,000	$0	100.0%	$350,000	2008
13-09-0002	IDOT	IDOT Maintenance Fleet Emissions Reduction	$800,000	$0	100.0%	$800,000	2009
13-09-0003	IEPA	Chicago Area Diesel Retrofit Program	$1,000,000	$0	100.0%	$1,000,000	2009
13-10-0001	CTA	Suburban Station Bike Parking Improvements	$19,200	$0	100.0%	$19,200	2010
13-10-0002	Riverdale	Indiana Harbor Belt Railroad Retrofit	$4,641,000	$0	100.0%	$4,641,000	2010
13-10-0005	IEPA	Norfolk Southern Railway Co Switchyard Diesel Locomotive Retrofit Project	$3,380,000	$0	100.0%	$3,380,000	2010
13-10-0006	Pace	Diesel Engine Retrofits	$4,680,000	$0	100.0%	$4,680,000	2010
13-10-0007	Metra	Installation of GenSets on Two Metra Switch Engines	$2,800,000	$0	100.0%	$2,800,000	2010
13-10-0008	CDOE	Metropolitan Mayors Caucus Idling Reduction Program	$140,600	$0	100.0%	$140,600	2010
13-10-0010	IDOT	I-55 from Naperville Rd to Lorenzo Rd Expansion of Congestion Monitoring, Incidence Detection and Traveler Information	$2,760,000	$0	100.0%	$2,760,000	2010
16-10-0005	CTA	Purple Line Weekend Express Service	$361,708	$0	100.0%	$361,708	2010
17-08-0001	Pace	Smaller 26' Transit Vehicles	$2,150,000	$0	100.0%	$2,150,000	2008
			$187,765,004				

CMAP Region ARRA Expenditure Report

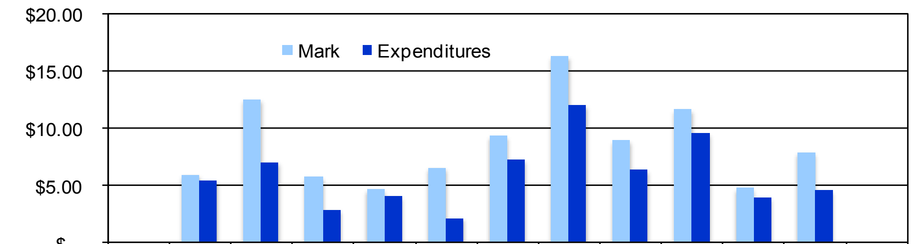
The Suburban Councils received $94 million and Chicago received $85.9 million for a combined $179.9 million in ARRA funding. $110.3 million in ARRA funds has been let (Includes projects scheduled for the January letting).

Local Share: Mark and Expenditures (Includes projects scheduled for the January Letting)

Spending Progress

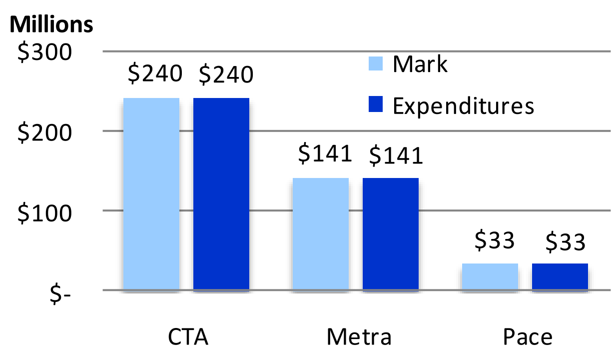


*Includes Chicago



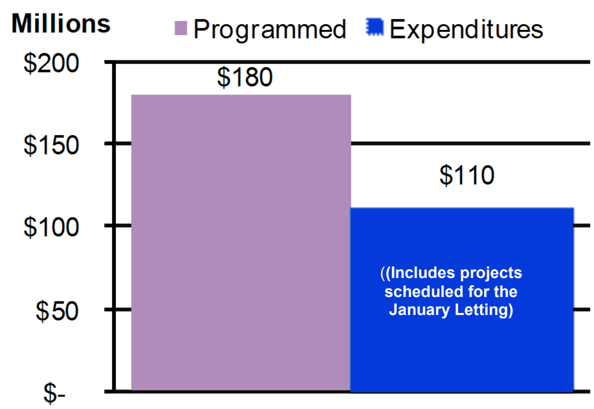
	CHI	NS	NW	NC	CE	SW	SO	DU	KA/K	LK	MC	WI	Total
Mark	$85.9	$5.9	$12.5	$5.7	$4.6	$6.5	$9.3	$16.3	$8.9	$11.6	$4.7	$7.9	$179.9
Expenditures	$45.5	$5.4	$7.0	$2.8	$4.0	$2.1	$7.2	$12.0	$6.3	$9.5	$3.9	$4.6	$110.3

ARRA Transit Expenditures



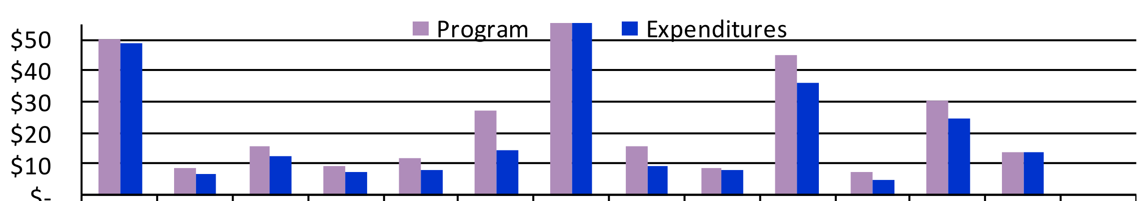
CTA received an additional $1.5 million and Pace $1.3 million in competitive stimulus funds.

Total Local Programmed and Expenditures



The CMAP Council of Mayors Executive Committee adopted a policy at its September 15, 2009 meeting to ensure all ARRA funds are spent.

State Projects: Program and Expenditures (Includes projects scheduled for the January Letting)



	CHI	NS	NW	NC	CE	SW	SO	DU	KA/K	LK	MC	WI	RE	Total
Program	$50	$9	$15	$9	$12	$27	$77	$16	$9	$45	$7	$30	$14	$321
Expenditures	$49	$6.9	$13	$7.6	$7.9	$14	$74	$9.5	$8.0	$36	$5.2	$25	$14	$269

Chicago Metropolitan Agency for Planning
CMAP
www.cmap.illinois.gov

January, 2010
For more information contact Shana Alford at (312) 386-8619 or SAlford@cmap.illinois.gov

All figures are in millions and represent the federal amount.