February 10, 2014

Mr. Donald P. Kopec Deputy Executive Director Chicago Metropolitan Agency for Planning 333 South Wacker Drive, Suite 800 Chicago, Illinois 60606

Dear Mr. Kopec:

Thank you for the letter of January 27, 2014, regarding the additional information and documentation of the forecasting differences between the original GO TO 2040 financial plan and the GO TO 2040 financial plan update. The Illinois Department of Transportation (IDOT) has reviewed your explanation, and we have concerns in the highway operations expenditure forecast.

As a partner in the development and implementation of GO TO 2040, this agency is aware of both the importance of the plan as well as the challenges of the long-range financial forecasting necessary to complete the update of the GO TO 2040 financial plan. The assumptions utilized in forecasting the highway operations expenditures do not accurately reflect the actual trends of the District 1 highway operations expenditures, please utilize the attached expenditure information. In addition the debt service cost assumptions, which were not included in the original plan, do not reflect a level principal debt service plan in which debt service decreases over time.

IDOT also has concerns regarding the increased highway capital maintenance costs illustrated in the proposed plan update. Although a lower forecast of highway capital maintenance expenditures is shown as a result of a lower actual base for projections coupled with changes in methodology, it is believed that highway capital maintenance costs should be based on actual condition needs and not based on design life cycles. In the attached table provided by the Chicago Metropolitan Agency for Planning (CMAP) staff, the design lifecycles were assumed to be the standard on measure for "safe and adequate" condition. IDOT performs annual inspections of both our highways and bridges and improvements are identified based on various conditions goals. With innovations in construction techniques and materials, for the state highway system it is condition that drives our project priorities rather that design lifecycle.

We appreciate CMAP's efforts to detail the revenue and expenditure forecasting used for the proposed GO TO 2040 plan update through the informational meeting held at your office on February 6, 2014. This event was attended by IDOT staff, the Federal Highway Administration, the Center for Neighborhood Technologies, the Metropolitan Planning Council, as well as many of the other implementers and transportation agencies in the region.

Mr. Donald P. Kopec Page Two February 10, 2014

I understand that IDOT staff raised some of these concerns during that event and insightful input was also received from representatives in attendance. It is hoped that this input will be used to refine CMAP's revenue and expenditure forecasts in advance of the GO TO 2040 plan update.

To that end, I think it would be appropriate, and important, to have the early input of the Policy Committee members in this endeavor. We don't want to wait until this process has completed itself and then backtrack to change the structure of the amended financial plan delaying the GO TO 2040 update process. Please make this discussion an agenda item for the March Policy Committee so that we can thoroughly discuss this and help shape the final product.

As in the past, it is our intent to work in partnership with CMAP and our federal partners to ensure that the GO TO 2040 plan update complies with both the federal requirements and the regional interest.

Thank you again for your letter and, as always, this agency looks forward to continuing to work cooperatively with CMAP in this endeavor.

Sincerely,

Ann L. Schneider Secretary

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Attachments

District One Bureau of Maintenance 5 Year Cost Comparison

1 4	4-4-
INTA	rstate

	FY13		FY12	FY11	FY10	FY09
PROGRAM		Ì				
Pavement	\$ 794,672.00	\$	785,721.00	\$ 848,565.00	\$ 1,523,457.00	\$ 1,923,278.00
Shoulders	\$ 233,127.00	\$	173,614.00	\$ 88,585.00	\$ 63,206.00	\$ 72,197.00
Drainage	\$ 696,641.00	\$	914,250.00	\$ 519,648.00	\$ 479,108.00	\$ 468,875.00
Roadside	\$ 6,991,358.00	\$	7,157,654.00	\$ 5,579,571.00	\$ 5,686,288.00	\$ 5,499,544.00
Bridges	\$ 541,960.00	\$	427,886.00	\$ 491,849.00	\$ 505,226.00	\$ 428,780.00
Direct Services	\$ 88,922.00	\$	41,873.00	\$ 37,322.00	\$ 50,453.00	\$ 23,548.00
Traffic	\$ 813,503.00	\$	808,560.00	\$ 865,152.00	\$ 853,338.00	\$ 812,508.00
Snow & Ice	\$ 7,693,179.00	\$	5,235,495.00	\$ 10,489,842.00	\$ 11,101,170.00	\$ 12,060,662.00
Equipment	\$ 2,636,162.00	\$	2,703,824.00	\$ 2,842,496.00	\$ 2,563,098.00	\$ 2,563,960.00
Indirect	\$ 3,639,773.00	\$	3,890,294.00	\$ 3,671,545.00	\$ 3,867,533.00	\$ 3,546,730.00
Total	\$ 24,129,297.00	\$	22,139,171.00	\$ 25,434,575.00	\$ 26,692,877.00	\$ 27,400,082.00

Regular

			-yun	41		
	FY13	FY12		FY11	FY10	FY09
PROGRAM		 				
Pavement	\$ 630,715.00	\$ 5,071,757.00	\$	6,014,986.00	\$ 5,549,124.00	\$ 8,018,794.00
Shoulders	\$ 1,157,753.00	\$ 1,204,224.00	\$	820,535.00	\$ 695,298.00	\$ 507,273.00
Drainage	\$ 2,885,389.00	\$ 2,826,419.00	\$	2,511,238.00	\$ 2,573,326.00	\$ 2,344,126.00
Roadside	\$ 8,223,310.00	\$ 9,601,742.00	\$	6,742,629.00	\$ 5,104,023.00	\$ 2,891,986.00
Bridges	\$ 699,500.00	\$ 859,358.00	\$	790,872.00	\$ 793,245.00	\$ 871,116.00
Direct Services	\$ 2,604,589.00	\$ 2,766,441.00	\$	2,643,765.00	\$ 2,490,703.00	\$ 2,363,222.00
Traffic	\$ 387,726.00	\$ 446,568.00	\$	416,282.00	\$ 451,437.00	\$ 660,337.00
Snow & Ice	\$ 14,900,481.00	\$ 10,342,236.00	\$	20,693,450.00	\$ 18,896,872.00	\$ 23,907,501.00
Equipment	\$ 6,036,957.00	\$ 6,372,378.00	\$	7,089,958.00	\$ 6,773,199.00	\$ 6,120,948.00
Indirect	\$ 9,041,933.00	\$ 8,395,576.00	\$	8,081,975.00	\$ 7,492,327.00	\$ 7,294,602.00
Total	\$ 46,568,353.00	\$ 47,886,699.00	\$	55,805,690.00	\$ 50,819,554.00	\$ 54,979,905.00

All Systems

	FY13		FY12		FY11		FY10		FY09
PROGRAM									
Pavement	\$ 7,101,688.00	\$	5,857,478.00	\$	6,863,551.00	\$	7,072,581.00	\$	9,942,072.00
Shoulders	\$ 1,390,880.00	\$	1,377,838.00	\$	909,120.00	\$	758,504.00	\$	579,470.00
Drainage	\$ 3,582,031.00	\$	3,740,669.00	\$	3,030,886.00	\$	3,052,434.00	\$	2,813,001.00
Roadside	\$ 15,214,669.00	\$	16,759,396.00	\$	12,322,200.00	\$	10,790,311.00	\$	8,391,530.00
Bridges	\$ 1,241,460.00	\$	1,287,244.00	\$	1,282,721.00	\$	1,298,471.00	\$	1,299,896.00
Direct Services	\$ 2,693,511.00	\$	2,808,314.00	\$	2,681,087.00	\$	2,541,156.00	\$	2,386,770.00
Traffic	\$ 1,201,230.00	\$	1,255,128.00	\$	1,281,434.00	\$	1,304,775.00	\$	1,472,845.00
Snow & Ice	\$ 22,593,660.00	\$	15,577,731.00	\$	31,183,292.00	\$	29,998,042.00	\$	35,968,163.00
Equipment	\$ 8,673,120.00	\$	9,076,202.00	\$	9,932,454.00	\$	9,336,297.00	\$	8,684,908.00
Indirect	\$ 12,681,706.00	\$	12,285,870.00	\$	11,753,520.00	\$	11,359,860.00	\$	10,841,332.00
Time off	\$ 14,129,627.00	\$	14,348,626.00	\$	13,964,311.00	\$	14,389,745.00	\$	13,964,311.00
Total	\$ 90,503,582.00	<u> </u>	84.374.496.00	Ŝ	95,204,576,00	S	91.902.176.00	5	96,344,298,00

District One FY13 Cost Summary

D		int	erstate Systems	5	1	R	egular Systems	
Program	Lane Miles		\$	\$/L.M.	Lane Miles		\$	\$/L.M.
Pavement	1526.4	\$	794,672.00	\$520.62	7223.3	\$	630,715.00	\$87.32
Shoulder	1526.4	\$	233,127.00	\$152.73	7223.3	\$	1,157,753.00	\$160.28
Drainage	1526.4	\$	696,641.00	\$456.39	7223.3	\$	2,885,389.00	\$399.46
Roadside	1526.4	\$	6,991,358.00	\$4,580.29	7223.3	\$	8,223,310.00	\$1,138,44
Bridges	1526.4	\$	541,960.00	\$355.06	7223.3	\$	699,500.00	\$96.84
Direct Serv.	1526.4	\$	88,922.00	\$58.26	7223.3	\$	2,604,589.00	\$360.58
Traffic	1526.4	\$	813,503.00	\$532,96	7223.3	\$	387.726.00	\$53.68
Snow & Ice	1526.4	\$	7,693,179.00	\$5.040.08	7223.3	\$	14.900.481.00	\$2.062.84
Equipment	1526.4	\$	2,636,162.00	\$1,727.05	7223.3	\$	6.036.957.00	\$835.76
Indirect Serv.	1526.4	\$	3,639,773.00	\$2,384.55	7223.3	\$	9,041,933.00	\$1,251.77
	1526.4		\$24.129.297.00	\$15.807.98	7223.6		\$46,568,353,00	\$6,446,70

Duaman	Ali Systems							
Program	Lane Miles		\$	\$/L.M.				
Pavement	8749.7	\$	7,101,688.00	\$811.65				
Shoulder	8749.7	\$	1,390,880.00	\$158.96				
Drainage	8749.7	\$	3,582,031.00	\$409.39				
Roadside	8749.7	\$	15,214,669.00	\$1,738.88				
Bridges	8749.7	\$	1,241,460.00	\$141.89				
Direct Serv.	8749.7	\$	2,693,511.00	\$307.84				
Traffic	8749.7	\$	1,201,230.00	\$137.29				
Snow & Ice	8749.7	\$	22,593,660.00	\$2,582.22				
Equipment	8749.7	\$	8,673,120.00	\$991.25				
Indirect Serv.	8749.7	\$	12,681,706.00	\$1,449.39				
Time Off	8749.7	\$	14,129,627.00	\$1,614.87				
Totals	8749.7		\$90,503,582,00	\$10,343,62				

^{*} L.M. = Through lanes, Ramps and Frontage Roads
** Includes: Labor \$ W/ Fringe, Applied Equip. \$, Direct Matl. \$, Applied
Indirect (Dist.\$, C.B.M. \$)

Note: Regular system totals do not include Municipal Maintenance agreement lane miles or District costs in the Maintenance agreement subsections. Agreement Totals:

Lane Miles = 2389.5 Cost = \$7,133,,697

Summer Maintenance Agreement Cost = \$14,515

Snow & Ice Maintenance agreements Costs =\$23,749

3,437 Labor Hours and \$308,117 were spent by the District in Municipal Maintenance Agreement Subsections.

Applied Equipment Dollars are calculated using District models.

FY13COSTSMWL

District One FY12 Cost Summary

P	Interstate Systems			Regular Systems			
Program	Lane Miles	\$ 7	\$/L.M.	Lane Miles	\$	\$/L.M.	
Pavement	1639.9	\$785,721.00	\$479.13	7110.4	\$5,071,757.00	\$713.29	
Shoulder	1639.9	\$173,614.00	\$105.87	7110.4	\$1,204,224.00	\$169.36	
Drainage	1639.9	\$914,250.00	\$557.50	7110.4	\$2,826,419.00	\$397.50	
Roadside	1639.9	\$7,157,654.00	\$4,364.69	7110.4	\$9,601,742.00	\$1,350.38	
Bridges	1639.9	\$427,886.00	\$260.92	7110.4	\$859,358.00	\$120.86	
Direct Serv.	1639.9	\$41,873.00	\$25.53	7110.4	\$2,766,441.00	\$389.07	
Traffic	1639.9	\$808,560.00	\$493.05	7110.4	\$446,568.00	\$62.80	
Snow & Ice	1639.9	\$5,235,495.00	\$3,192.57	7110.4	\$10,342,236.00	\$1,454.52	
Equipment	1639.9	\$2,703,824.00	\$1,648.77	7110.4	\$6,372,378.00	\$896.21	
Indirect Serv.	1639.9	\$3,890,294.00	\$2,372.28	7110.4	\$8,395,576.00	\$1,180.75	
	1639.9	\$22,139,171.00	\$13,500.32	7110.4	\$47,886,699.00	\$6,734.74	

Dunavan	All Systems						
Program	Lane Miles	\$	\$/L.M.				
Pavement	8750.3	\$5,857,478.00	\$669.40				
Shoulder	8750.3	\$1,377,838.00	\$157.46				
Drainage	8750.3	\$3,740,669.00	\$427.49				
Roadside	8750.3	\$16,759,396.00	\$1,915.29				
Bridges	8750.3	\$1,287,244.00	\$147.11				
Direct Serv.	8750.3	\$2,808,314.00	\$320.94				
Traffic	8750.3	\$1,255,128.00	\$143.44				
Snow & Ice	8750.3	\$15,577,731.00	\$1,780.25				
Equipment	8750.3	\$9,076,202.00	\$1,037.24				
Indirect Serv.	8750.3	\$12,285,870.00	\$1,404.05				
Time Off	8750.3	\$14,348,626.00	\$1,639.79				
Totals	8750.3	\$84,374,496.00	\$9,642.47				

* L.M. = Through lanes, Ramps and Frontage Roads

** Includes: Labor \$ W/ Fringe, Applied Equip. \$, Direct Matl. \$, Applied
Indirect (Dist.\$, C.B.M. \$)

Note: Regular system totals do not include Municipal Maintenance agreement lane miles or District costs in the Maintenance agreement subsections. Agreement Totals:

Lane Miles = 2,398.5 Cost = \$6,979,649

Summer Maintenance Agreement Cost = \$14,091

Snow & Ice Maintenance agreements Costs =\$23,054

5,473 Labor Hours and \$505,168 were spent by the District in Municipal Maintenance Agreement Subsections.

Applied Equipment Dollars are calculated using District models.

FY12COSTSMWL

District One FY11 Cost Summary

	Interstate Systems			Regular Systems			
Program	Lane Miles	\$	\$/L.M.	Lane Miles	\$	\$/L.M.	
Pavement	1639.9	\$848,565.00	\$517.45	7110.4	\$6,014,986.00	\$845.94	
Shoulder	1639.9	\$88,585.00	\$54.02	7110.4	\$820,535.00	\$115.40	
Drainage	1639.9	\$519,648.00	\$316.88	7110.4	\$2,511,238.00	\$353.18	
Roadside	1639.9	\$5,579,571.00	\$3,402.38	7110.4	\$6,742,629.00	\$948.28	
Bridges	1639.9	\$491,849.00	\$299.93	7110.4	\$790,872.00	\$111.23	
Direct Serv.	1639.9	\$37,322.00	\$22.76	7110.4	\$2,643,765.00	\$371.82	
Traffic	1639.9	\$865,152.00	\$527.56	7110.4	\$416,282.00	\$58.55	
Snow & Ice	1639.9	\$10,489,842.00	\$6,396.64	7110.4	\$20,693,450.00	\$2,910.31	
Equipment	1639.9	\$2,842,496.00	\$1,733.33	7110.4	\$7,089,958.00	\$997.13	
Indirect Serv.	1639.9	\$3,671,545.00	\$2,238.88	7110.4	\$8,081,975.00	\$1,136.64	
	1639.9	\$25,434,575,00	\$15,509,83	7110.4	\$55,805,690,00	\$7.848.46	

D	All Systems						
Program	Lane Miles	\$	\$/L.M.				
Pavement	8750.3	\$6,863,551.00	\$784.38				
Shoulder	8750.3	\$909,120.00	\$103.90				
Drainage	8750.3	\$3,030,886.00	\$346.38				
Roadside	8750.3	\$12,322,200.00	\$1,408.20				
Bridges	8750.3	\$1,282,721.00	\$146.59				
Direct Serv.	8750.3	\$2,681,087.00	\$306.40				
Traffic	8750.3	\$1,281,434.00	\$146.44				
Snow & Ice	8750.3	\$31,183,292.00	\$3,563.68				
Equipment	8750.3	\$9,932,454.00	\$1,135.10				
Indirect Serv.	8750.3	\$11,753,520.00	\$1,343.21				
Time Off	8750.3	\$13,964,311.00	\$1,595.87				
Totals	8750.3	\$95,204,576.00	\$10,880.15				

Note: Regular system totals do not include Municipal Maintenance agreement lane miles or District costs in the Maintenance agreement subsections, Agreement Totals: Lane Miles =2,398.5

Cost = \$6,743,319 Summer Maintenance Agreement Cost = \$13,666

Snow & Ice Maintenance agreements Costs =\$22,360

3,715 Labor Hours and \$284,680 were spent by the District in Municipal Maintenance Agreement Subsections.

Applied Equipment Dollars are calculated using

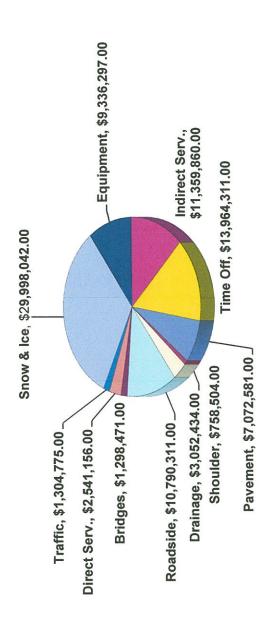
Applied Equipment Dollars are calculated using District models.

FY10COSTSMWL

^{*} L.M. = Through lanes, Ramps and Frontage Roads

** Includes: Labor \$ W/ Fringe, Applied Equip. \$, Direct Matl. \$, Applied

Indirect (Dist.\$, C.B.M. \$)



District One FY09 Cost Summary

_	In	iterstate Systems		Regular Systems			
Program	Lane Miles	\$	\$/L.M.	Lane Miles	\$	\$/L.M.	
Pavement	1639.9	\$1,923,278.00	\$1,172.80	7137.4	\$8,018,794.00	\$1,123.49	
Shoulder	1639.9	\$72,197.00	\$44.03	7137.4	\$507,273.00	\$71.07	
Drainage	1639. 9	\$468,875.00	\$285.92	7137.4	\$2,344,126.00	\$328.43	
Roadside	1639.9	\$5,499,544.00	\$3,353.58	7137.4	\$2,891,986.00	\$405.19	
Bridges	1639.9	\$428,780.00	\$261.47	7137.4	\$871,116.00	\$122.05	
Direct Serv.	1639.9	\$23,548.00	\$14.36	7137.4	\$2,363,222.00	\$331.10	
Traffic	1639.9	\$812,508.00	\$495.46	7137.4	\$660,337.00	\$92.52	
Snow & Ice	1639.9	\$12,060,662.00	\$7,354.51	7137.4	\$23,907,501.00	\$3,349.61	
Equipment	1639.9	\$2,563,960.00	\$1,563.49	7137.4	\$6,120,948.00	\$857.59	
Indirect Serv.	1639.9	\$3,546,730.00	\$2,162.77	7137.4	\$7,294,602.00	\$1,022.03	
Totals	1639.9	\$27,400,082,00	\$16.708.39	7137.4	\$54.979.905.00	\$7,703.07	

_	All Systems						
Program	Lane Miles	\$	\$/L.M.				
Pavement	8777.3	\$9,942,072.00	\$1,132.70				
Shoulder	8777.3	\$579,470.00	\$66.02				
Drainage	8777.3	\$2,813,001.00	\$320.49				
Roadside	8777.3	\$8,391,530.00	\$956.05				
Bridges	8777.3	\$1,299,896.00	\$148.10				
Direct Serv.	8777.3	\$2,386,770.00	\$271.93				
Traffic	8777.3	\$1,472,845.00	\$167.80				
Snow & Ice	8777.3	\$35,968,163.00	\$4,097.86				
Equipment	8777.3	\$8,684,908.00	\$989.47				
Indirect Serv.	8777.3	\$10,841,332.00	\$1,235.16				
Time Off	8777.3	\$13,964,311.00	\$1,590.96				
Totals	8777.3	\$96,344,298.00	\$10,976.53				

Note: Regular system totals do not include Municipal Maintenance agreement lane miles or District costs in the Maintenance agreement subsections. Agreement Totals: Lane Miles =2,442.2

Cost = \$6,354,972 Summer Maintenance Agreement Cost = \$12,737

Snow & Ice Maintenance agreements

Costs =\$20,840

3,149 Labor Hours and \$245,134 were spent by the District in Municipal Maintenance Agreement Subsections.

Applied Equipment Dollars are calculated by a District model.

FYO9COSTSMWL

^{*} L.M. = Through lanes, Ramps and Frontage Roads

** Includes: Labor \$ W/ Fringe, Applied Equip. \$, Direct Matl. \$, Applied
Indirect (Dist.\$, C.B.M. \$)