Chicago Metropolitan Agency for Planning

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Chicago, Illinois 60606

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Transportation Committee

Agenda
Friday, April 25 2014,
9:30 a.m.
Cook County Conference Room
233 S. Wacker Drive, Suite 800
Chicago, Illinois

1.0 Call to Order/Introductions

2.0 Agenda Changes and Announcements **9:30 a.m.**

3.0 Approval of Minutes—March 7, 2014

4.0 Coordinating Committee Reports

The Regional Coordinating Committee met March 12, 2014. A report on the meeting will be given by the Transportation Committee's representative. The next Local Coordinating Committee meeting will be May 14.

ACTION REQUESTED: Informational

5.0 FFY 10-15 Transportation Improvement Program (TIP) – Leroy Kos

5.1 FFY 10-15 TIP Amendments and Administrative Modifications

TIP Revisions that exceed financial amendment thresholds have been requested. Revisions include line items that have been awarded, moved, or deleted. The TIP amendments and modifications are attached. An amendment for a Transportation Alternative Program (TAP-L) project is included for your consideration.

ACTION REQUESTED: Approval of TIP amendments and concurrence on process for TAP-L requests.

5.2 FTA Subarea Allocation between Indiana-Illinois and Wisconsin-Illinois of Section 5307 and Section 5340 Capital and Planning Funds

At its April 16, 2014 meeting, the RTA Board approved the splits of all funding with northwestern Indiana and southeastern Wisconsin. The 5307/5340 apportionment for the Chicago IL/IN and the Round Lake Beach/McHenry/Grayslake IL/WI urbanized area are based on calculated percentages derived from the annual apportionments, National

Transit Database and Census data. The recommended split between Indiana and Illinois is 4.627932% of the total amount is to be sub-allocated to northwestern Indiana and 95.372068% is to be sub-allocated to northeastern Illinois. The recommended split between Wisconsin and Illinois is 3.942349% of the total amount is to be sub-allocated to southeastern Wisconsin and 96.057651% of the total amount is to be sub-allocated to northeastern Illinois. The estimated Section 5307 and 5340 combined capital and planning funds for northeastern Illinois totals $241,364,054. The recommended distribution to the Service Boards will be: $125,579,499 to the CTA; $80,590,151 to Metra; and $35,194,404 to Pace.

ACTION REQUESTED: Recommendation of approval of the subarea allocation between Indiana-Illinois and Wisconsin-Illinois to the MPO Policy Committee.

5.3 Inactive Projects – John Donovan

The FHWA tracks inactive projects, defined as those that have been obligated with no funds expended in the past twelve months. While progress has been made in reducing the amount of inactive projects further progress must be made in identifying projects before they are obligated and then deemed inactive. Once obligated identifying ways to keep such projects progressing and, in turn, billing should be a priority.

ACTION REQUESTED: Discussion.

6.0 Local Technical Assistance (LTA) Program Call for Projects – Bob Dean

The LTA program is announcing a call for projects beginning in May. The committee will be briefed about the types of projects performed by LTA staff and on the growing importance of implementation.

ACTION REQUESTED: Informational.

7.0 Proposed 2015 UWP – Dolores Dowdle

The UWP project selection has been completed. The recommended program will be presented.

ACTION REQUESTED: Recommendation of approval of the 2015 UWP program to the MPO Policy Committee and Regional Coordinating Committee.

8.0 GO TO 2040 Update – Drew Williams-Clark

Federal Regulations mandate the update of GO TO 2040 by October of 2014. The process includes updating the financial plan, major capital projects, indicators, and implementation action areas. Staff will provide an update on the financial plan and major capital projects before they are discussed at the May meetings of the CMAP Board and MPO Policy Committee. A draft plan summary will also be distributed to all CMAP committees next month for comment.

ACTION REQUESTED: Informational.

8.1 Financial Plan – Lindsay Hollander

Staff have worked with our transportation partners over the past month to refine revenue and expenditure forecasts for the plan update. This month, staff will present updated forecasts. Consistent with GO TO 2040, staff will also present recommendations regarding the allocation of expenditures to operate and maintain the region's transportation system at a safe and adequate level; to move the system toward a state of good repair and make systematic enhancements; and expand capacity of the system through the construction of major capital projects.

ACTION REQUESTED: Discussion.

8.2 Major Capital Projects – Jesse Elam

As required by federal regulations, the GO TO 2040 update will include a fiscally constrained list of major capital projects. Previously staff has presented to the transportation Committee the overall "universe" of capital projects to be considered in the planning process as well as an evaluation of the costs and benefits of the projects. This month staff will present a recommended list of major capital projects to fit within the plan update's fiscal constraint.

ACTION REQUESTED: Discussion.

9.0 State Legislative Update – Gordon Smith

An update will be given on the activities of the State Legislature.

ACTION REQUESTED: Informational.

10.0 Status of Local Technical Assistance Program and Major Capital Projects

The updated status reports on the LTA program and GO TO 2040 Major Capital Projects are attached.

ACTION REQUESTED: Informational.

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. It should be noted that the exit time for the public comment period will immediately follow the last item on the agenda.

13.0 Next meeting – June 6, 2014

14.0 Adjournment

Committee Members

_____	Charles Abraham	_____	Robert Hann	_____	Leon Rockingham
_____	Reggie Arkell***	_____	Emily Karry	_____	Mike Rogers
_____	Michael Bolton	_____	Jennifer (Sis) Killen**	_____	Steve Schlickman
_____	Bruce Carmitchel	_____	Fran Klaas	_____	Joe Schofer
_____	Lynnette Ciavarella	_____	Don Kopec	_____	Peter Skosey
_____	Michael Connelly*	_____	Wes Lujan	_____	Kyle Smith
_____	John Donovan***	_____	Randy Neufeld	_____	Chris Snyder
_____	John Fortmann	_____	Jason Osborn	_____	Steve Strains
_____	Luann Hamilton	_____	Leanne Redden	_____	Ken Yunker
_____	Alicia Hanlon	_____	Tom Rickert	_____	Rocco Zucchero

*Chair **Vice-Chair ***Non-voting

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Transportation Committee

March 7, 2014 - 9:30 a.m.
DRAFT MINUTES
Cook County Conference Room
233 S. Wacker Drive, Suite 800, Willis Tower
Chicago Illinois

Members Present: Chair Michael Connelly – CTA, Reggie Arkell – FTA, Brian Carlson – IDOT District One, Bruce Carmitchel – IDOT OP&P, Chalen Daigle – McHenry County (via phone), John Donovan – FHWA, Tara Fifer – Cook County, Scott Gryder – Kendall County, Emily Karry – Lake County, Don Kopec – CMAP, David Kralik– Metra, Christina Kupkowski – Will County, Randy Neufeld – Bicycle and Pedestrian Task Force, Mark Pitstick – RTA, Tom Rickert - Kane County, Mayor Leon Rockingham – Council of Mayors, David Seglin – CDOT, Peter Skosey – MPC, Kyle Smith – CNT, Lorraine Snorden – Pace, Chris Snyder – DuPage County, P.S. Sriraj – Academic & Research, Rocco Zucchero – ISTHA.

Members Absent: Charles Abraham – IDOT DPIT, Robert Hann – Private Providers, Wes Lujan – Class 1 Railroads, Mike Rogers – IEPA, Joe Schofer– Academic & Research, Steve Strains – NIPRC, Ken Yunker – SEWRPC.

Others Present: Mike Albin, Garland Armstrong, Heather Armstrong, Jennifer Becker, Mitch Bright, Len Cannata, Jay Ciavarella, Heidi Files, Jessica Hector-Hsu, Jason Hyde, Dan Johnson, Patrick Knapp, Valbona Kokoshi, Aimee Lee, Jim Mitchell, Ed Parks, Brian Plum, Chad Riddle, Chris Staron, Mike Sullivan, Thomas VanderWoude, Mike Walczak, Barbara Zubek.

Staff Present: Erin Aleman, John Allen, Patricia Berry, Randy Blankenhorn, Teri Dixon, Kama Dobbs, Jessica Gershman, Craig Heither, Lindsay Hollander, Leroy Kos, Kristin Ihnchak, Jill Leary, Holly Ostdick, Ross Patronsky, Justine Reisinger, Samantha Robinson, Liz Schuh, Jake Seid, Drew Williams-Clark.

1.0 Call to Order and Introductions

Committee Chair Michael Connelly called the meeting to order at 9:32 a.m.

2.0 Agenda Changes and Announcements

Ms. Dixon announced that Item 5.3 would be changed to "Concurrence with Designated Recipient and Direct Recipients of Federal Transit Administration Section 5307/5340 funding", and that an additional item, 5.5, would be added to consider FHWA Urbanized Area Adjustments to District 1/ CMAP Region.

3.0 Approval of Minutes – January 17, 2014

On a motion by Mr. Skosey and a second by Mr. Rickert, the minutes of January 17, 2014 were approved as presented.

4.0 Coordinating Committee Reports

Mr. Kralik reported that the Local Coordinating Committee met on February 12, 2014 and received an overview of the Berwyn Zoning Ordinance project. The committee discussed the types of future LTA projects that are desired to fill local needs and make use of CMAP's expertise. He reported the next call for LTA project will be issued in May, with project selection approval expected in October. The Regional Coordinating Committee will meet on March 12, 2014.

5.0 FFY 10-15 Transportation Improvement Program (TIP)

5.1 FFY 10-15 TIP Amendments and Administrative Modifications

Mr. Kos reported that TIP amendments and modifications, updated March 4, 2014, were attached to the agenda. He stated that one project change was included in the report on Wednesday March 5 and updated on the website. Mr. Carmitchel made a motion, seconded by Mr. Seglin, to approve the FFY 10-15 TIP amendments. The motion carried.

5.2 Semi-annual GO TO 2040/TIP Conformity Analysis and TIP Amendment

Mr. Kos reported that the semi-annual GO TO 2040/TIP conformity analysis and TIP amendment public comment period closed on February 18, 2014 and no comments were received. Mr. Skosey made a motion, seconded by Mr. Rickert to recommend the semi-annual GO TO 2040/TIP conformity analysis & TIP amendment for approval to the Regional Coordinating Committee and MPO Policy Committee. The motion carried.

5.3 Concurrence with Designated Recipient and Direct Recipients of Federal Transit Administration Section 5307/5340

Ms. Berry reported that program guidance for the Urbanized Area Formula program was issued by the Federal Transit Administration on January 16, 2014. This guidance (Circular 9030.1E) establishes rules for Designated Recipients among other changes. While FTA encourages designation of a single Designated Recipient for each large Urbanized Area, nothing precludes the designation of multiple Designated Recipients. RTA, CTA, Metra and Pace have been the designated recipients of FTA Urbanized Area Formula program funds in prior years. Ms. Snorden made a motion, seconded by Mr. Rickert, to recommend that the MPO Policy Committee and the Regional Coordinating Committee concur that RTA, CTA, Metra, and Pace be designated as Designated Recipients for the Section 5307/5340 Urbanized Area Formula program funds. Mr. Pitstick offered a friendly amendment to the motion to include recommending that the agreement between the MPO, state and transit operators be updated. The amendment was accepted and the motion, as amended, carried. Mr. Arkell stated that the designation can be a one-time action, and so years and amounts should be left out of the designation letter.

5.4 Section 5310 Proposed Program of Projects - Continuation Projects

Mr. Ciavarella reported that the federal Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program is designed to improve mobility by removing barriers to transportation services and expanding the transportation mobility options available. Following up on the recently updated Human Services Transportation Plan (HSTP) for northeastern Illinois, the RTA released a call for existing operating and mobility management projects that previously received funding under the SAFETEA-LU JARC/New Freedom programs. Mr. Ciavarella said the proposed projects, totaling $4.2 million, are available for public comment until March 30, 2014. The RTA Board will consider adoption of the proposed projects at their April 19 meeting. He reported that an open call for new projects to be funded with Section 5310 funds will be issued in May, for consideration by the RTA Board in October. An update on the recommended program will be provided to the transportation committee prior to the RTA Board consideration. Mr. Rickert and Ms. Snorden thanked the RTA for their outreach efforts.

5.5 FHWA Urbanized Area Adjustments to District 1/CMAP Region (Item Added)

Mr. Jim Mitchell of Gewalt Hamilton, representing IDOT District 1 reported that, based on conversations between the IDOT Central Office and FHWA, IDOT District 1 is seeking concurrence to modify the previously considered urban area boundaries to define Somonauk and Lake Holiday as a separate urban cluster independent of the Chicago urbanized area and to define Coal City, Braidwood, Wilmington and Godley as a separate urban cluster independent of the Chicago urbanized area. The recommendation does not affect the metropolitan planning area boundary that is currently awaiting approval by the Governor's office. Mr. Carmitchel made a motion, seconded by Mr. Seglin to recommend the proposed modifications to the urban area boundaries for approval to the MPO Policy Committee. The motion carried.

6.0 Health, Land Use and Transportation Workshop Outcomes

Ms. Robinson reported that with the help of CMAP's Human and Community Development Working Committee, CMAP held its first Making the Connection: Community Health, Land Use, and Transportation Planning Workshop on Monday, December 9, 2013. An overview and detailed summary of the Workshop was included in the committee's packet. The audience for the workshop included nearly 50 representatives from Counties and the City of Chicago—large jurisdictions that are active in public health, land use, and transportation planning. The workshop focused on discussing coordination between public health, land use and transportation, as well as understanding how CMAP can work with Counties and the City of Chicago to integrate these three areas into Local Technical Assistance (LTA) work.

7.0 GO TO 2040 Update

Mr. Williams-Clark reported that staff is updating the implementation action areas, the financial plan, the indicators, and the major capital projects to inform the GO TO 2040 plan update. These components are expected to be complete in the early spring so that the plan update can be drafted for public comment release at the June, 2014 meetings

of the CMAP Board and MPO Policy Committee. Mr. Williams-Clark said the status of the updates to the financial plan, indicators and major capital projects will be reviewed in detail by staff leading those efforts. He concluded his portion of the report, saying that final draft text of the Regional Mobility implementation actions areas, based on numerous comments from the transportation committee, is available for download on the committee website. The goal of the implementation actions is to move the policies of GO TO 2040, including those in the financial plan, forward.

7.1 Plan Indicator Targets

Mr. Heither reviewed the revised indicators that will serve as benchmarks for monitoring the progress of plan implementation and presented an overview of the process CMAP used to develop short- and long-term target values for the indicators. He stated there are 28 total indicators, including 8 related to transportation.

Mr. Neufeld asked why "walk scores" was not selected as a data source. Mr. Kyle Smith stated that he likes density and that "walk scores" are based on amenities and the conditions of the walking environment. Mr. Pitstick asked why the region cannot commit to completing a sidewalk inventory. Mr. Neufeld noted that while important, such and effort is not easy.

In response to a question from Ms. Snorden, Mr. Heither stated that vanpools, ADA trips and call-and-ride service are not included in transit measures. Mr. Heither further noted that a continuing dialogue with RTA and CDOT is occurring, sensitivity testing is underway and all are working to assure that it is a meaningful measure.

Mr. Kyle Smith noted that CNT is very interested in the jobs measure and will follow up with CMAP staff.

Mr. Carlson questioned whether the goal of 90% of the NHS system in a state of good repair was realistic for non-interstate facilities. Mr. Heither noted that this is one of the adopted goals of GO TO 2040 and that the measure is an aggregate. Mr. Williams-Clark added that the goal represents where we would like to be and the indicators will measure how far we progress toward that goal. Mr. Carmitchel stated that if the goal is not realistic, it should not be tied to the financial plan allocation of resources. Mr. Rickert added that he understands the goal, but is concerned about throwing money after a goal when the system really is adequate. Mr. Carlson cautioned that the FHWA definition of "structurally deficient" bridges includes all bridges that can carry less than 40 tons. He noted that many bridges are purposely designed for lower weights, and are structurally sound. He stated he is concerned that this interpretation of "structurally deficient" could impact the level of resources directed towards bridges. Mr. Connelly suggested that a different definition that accounts for these "under designed" but structurally sound bridges should be considered. Mr. Heither said

the indicators are not specifically tied to the financial plan. Mr. Carlson asked if it is realistic to have the goal of having arterials in as good a shape as the interstate system. Mr. Williams-Clark said that the plan update to be considered in 2018 will include a more robust evaluation of the arterials. Ms. Fifer added that the language is aspirational.

Mr. Heither noted that work continues on data gathering and in response to a question from Mr. Snyder, Mr. Heither explained that seasonal variations in the "congested hours" indicator are accounted for by using second quarter data from FHWA's urban congestion reports.

Mr. Skosey noted that there is a tradeoff between data availability and the usefulness of the indicators. Mr. Heither said the transportation data archive, when fully functional, will give the region better data.

7.2 Financial Plan

Ms. Hollander provided an update on the Financial Plan and the actions that will be required to carry out policy changes that will be necessary to generate the assumed reasonably expected revenues during the planning period. She stated that the next step in development of the plan will be the allocation of resources to achieving a state of good repair, completing systematic enhancements, and completing major capital projects.

Mr. Seglin asked why an increase in federal motor fuel tax (MFT) was not included, along with the proposed increase in state MFT and stated that 2016 seems unrealistic for implementing a state MFT increase. Ms. Hollander explained that an increase in Highway Trust Fund revenue is assumed as part of the core revenues and that the specifics of that increase, whether from MFT or other sources, are not included. Mr. Seglin stated that the plan assumes an increase in revenue to the region from performance-based funding, but at the recent workshop held at CMAP, other regions that have implemented performance-based funding reported little to no change in the distribution of funds.

Mr. Neufeld stated that politics affects the amount of funding available for strategies such as MFT increases and variable parking pricing, where the local business district may be promised a portion of the revenue generated. Ms. Hollander noted that for variable parking pricing, the financial plan assumes only 50% of the additional revenue generated would be available for transportation.

Mr. Skosey noted that the financial plan seems to be focusing on only transportation related revenues but that there is discussion in the state legislature about expanding other bases such as sales tax. Ms. Hollander noted that GO TO 2040 supports an expanded sales tax base, with lower rates, but that is not being considered as a transportation revenue source.

In response to a question from Mr. Rickert, Ms. Hollander explained that the proposed regional user fee would be a flat fee applied to vehicle registrations in the Chicago region only. Mr. Rickert noted that increased expenditure estimates seem high. Ms. Hollander noted that most of the increase is for operating expenditures from including debt service and implementer data on higher costs.

Mr. Kopec stated that it is important to realize the impact of reasonably expected revenues on the ability to allocate resources beyond maintaining a safe and adequate system. He stated that if the region is not serious about implementing the policies that will generate the reasonably expected revenues, there will be no capital program.

Mr. Carmitchel noted that IDOT has concerns about maintenance and operations cost assumptions and is working with CMAP staff to address those concerns. A meeting is scheduled for March 19. Mr. Rickert agreed that more flexibility on expenditure assumptions is needed.

In response to a question from Mr. Skosey, Ms. Hollander explained that while certain fund sources, such as tolls, are restricted in their use, the financial plan assumes that all sources as a whole are flexible enough to be treated as available region-wide.

Mr. Snyder asked whether the stated highway expenditures over 26 years, expected to total $200 billion, which equates to $7-8 billion per year, is consistent with what we are experiencing now. Ms. Hollander explained that all assumptions are required to be in "year of expenditure" dollars and that staff applied a 3% per year inflation rate for capital costs and a varying inflation rate on operating costs based on unit cost and life cycle information provided by various groups of implementers.

Mr. Rickert stated that as Mr. Kopec had noted earlier, if our reasonably expected revenues are not realistic, we may lock ourselves out of funding any major capital projects.

7.3 Major Capital Projects (Jesse Elam)

Mr. Elam reported that CMAP is evaluating the benefits and costs of proposed capital projects to help prioritize them for inclusion within the plan's fiscal constraint. He said that for GO TO 2040, a major capital project is defined as one that adds new capacity on expressways or similar capacity additions for transit. He reviewed the year-of-expenditure costs for the major capital projects, including both capital and operations and maintenance costs provided by implementers. He explained that only new capital costs are included in the constraint determination for major capital projects and that any revenue generated by the project would reduce the capital cost.

Mr. Elam reviewed the results of performance measure evaluation for the projects. In response to a question from Mr. Kyle Smith, Mr. Elam stated that the Gold Line was not evaluated because it was not recommended by the phase 1 study. In response to questions from Mr. Carlson, Mr. Elam stated that the next step will be for staff to recommend priorities and that the performance measures, costs and consideration of the construction already underway on projects will be considered. Mr. Arkell noted that USDOT has guidance for conducting benefit-cost analyses and asked if CMAP would be taking that step. Mr. Elam stated that a full benefit-cost analysis was not anticipated.

In response to a question from Mr. Seglin, Mr. Elam stated that the 53% offset in cost of the Illiana Expressway is from toll revenue only and that private funding contributed to the project is not considered a source of revenue.

In response to several questions, Mr. Williams-Clark stated that the MPO Policy Committee would be discussing all of these items at their next meeting on March 13.

8.0 Status of Local Technical Assistance (LTA) Program

Mr. Connelly noted that the LTA program status report was included in the meeting packet.

9.0 Other Business

Mr. Kyle Smith said that the Active Transportation Alliance would be hosting a brown bag to launch the "Transit Future" campaign led by CNT and ATA on April 3 from 12:00 – 1:30 p.m. at CMAP and encouraged the committee members to attend.

Mr. Rickert requested that CMAP staff not schedule the Regional Freight Leadership Task Force at the same time as the Transportation Committee.

10.0 Public Comment

Heather Armstrong stated that there is no room for an additional merge lane on I-290 in the Oak Park and Forest Park areas. Mr. Carlson stated that reconstruction of I-290 is still in the preliminary engineering phase and provided the project website information to Ms. Armstrong.

Garland Armstrong stated that the policies are complex and that the region needs to figure out how to get together on the policies so costs don't go overboard.

Rick Harnish of Midwest High Speed Rail stated that there are a number of major capital projects that would be stronger if linked with a rail connection, known as the "16th Street Connector", between Union Station and McCormick Place. He stated that right-of-way owned by the CN, BNSF and UP railroads exists for the connection and that the rail needs to be reconstructed. In response to a question from Mr. Skosey, he stated that Metra or IDOT should sponsor the project for inclusion in GO TO 2040.

11.0 Next Meeting

The next Transportation Committee Meeting is scheduled for April 25, 2014.

12.0 Adjournment

On a motion by Mr. Skosey, and a second by Mr. Seglin, the meeting adjourned at 11:46 a.m.

Transportation Committee Members:

_____	Charles Abraham	_____	Robert Hann	_____	Leon Rockingham
_____	Reggie Arkell***	_____	Emily Karry	_____	Mike Rogers
_____	Michael Bolton	_____	Jennifer (Sis) Killen**	_____	Steve Schlickman
_____	Bruce Carmitchel	_____	Fran Klaas	_____	Joe Schofer
_____	Lynnette Ciavarella	_____	Don Kopec	_____	Peter Skosey
_____	Michael Connelly*	_____	Wes Lujan	_____	Kyle Smith
_____	John Donovan***	_____	Randy Neufeld	_____	Chris Snyder
_____	John Fortmann	_____	Jason Osborn	_____	Steve Strains
_____	Luann Hamilton	_____	Leanne Redden	_____	Ken Yunker
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MEMORANDUM

To: **Transportation Committee**

From: Dolores Dowdle
Deputy Executive Director, Finance and Administration

Date: April 11, 2014

Re: FY 2015 Unified Planning Work Program (UPWP)

The Unified Planning Work Program (UPWP) lists the planning projects the Chicago Metropolitan Agency for Planning (CMAP) and other agencies undertake each year to enhance transportation in northeastern Illinois and to fulfill federal planning regulations. The UPWP time frame is consistent with the State of Illinois fiscal year, which starts July 1. The final UPWP document includes the transportation planning activities to be carried out in the region, detailing each project's description, products, costs and source of funding.

On March 20, the UPWP Committee approved a proposed FY 2015 Unified Planning Work Program, totaling $21,305,358. This includes $16,757,725 in FHWA and FTA regional planning funds and $4,547,633 in local match funds. Attached is the summary of the allocation of funding and awarded projects.

ACTION REQUESTED: Recommend approval of FY 2015 Unified Planning Work Program

UNIFIED PLANNING WORK PROGRAM EXECUTIVE SUMMARY

The Fiscal Year 2015 (FY 15) Unified Planning Work Program (UPWP) for transportation planning for northeastern Illinois programs a total expenditure of $21,305,358 in metropolitan planning funds from the Federal Transit Administration (FTA), the Federal Highway Administration (FHWA), state and local sources. The program is fiscally constrained, as the new budget totals are within the IDOT estimated funding marks. The FY 2015 UPWP programs $16,757,725 in FHWA/FTA funds and $4,547,633 in state or local sources to provide for the necessary matching funds.

The UPWP was developed through the UPWP Committee of the Chicago Metropolitan Agency for Planning (CMAP). The eight voting members of the UPWP committee are the City of Chicago, CTA, Metra, Pace, CMAP, RTA, the Council of Mayors and the counties. IDOT chairs the committee and votes in instances of a tie. Non-voting members include IEPA, FHWA and FTA. Member agencies of the UPWP Committee traditionally receive UPWP funding, but any other MPO Policy Committee member agency can submit proposals or sponsor submissions from other entities.

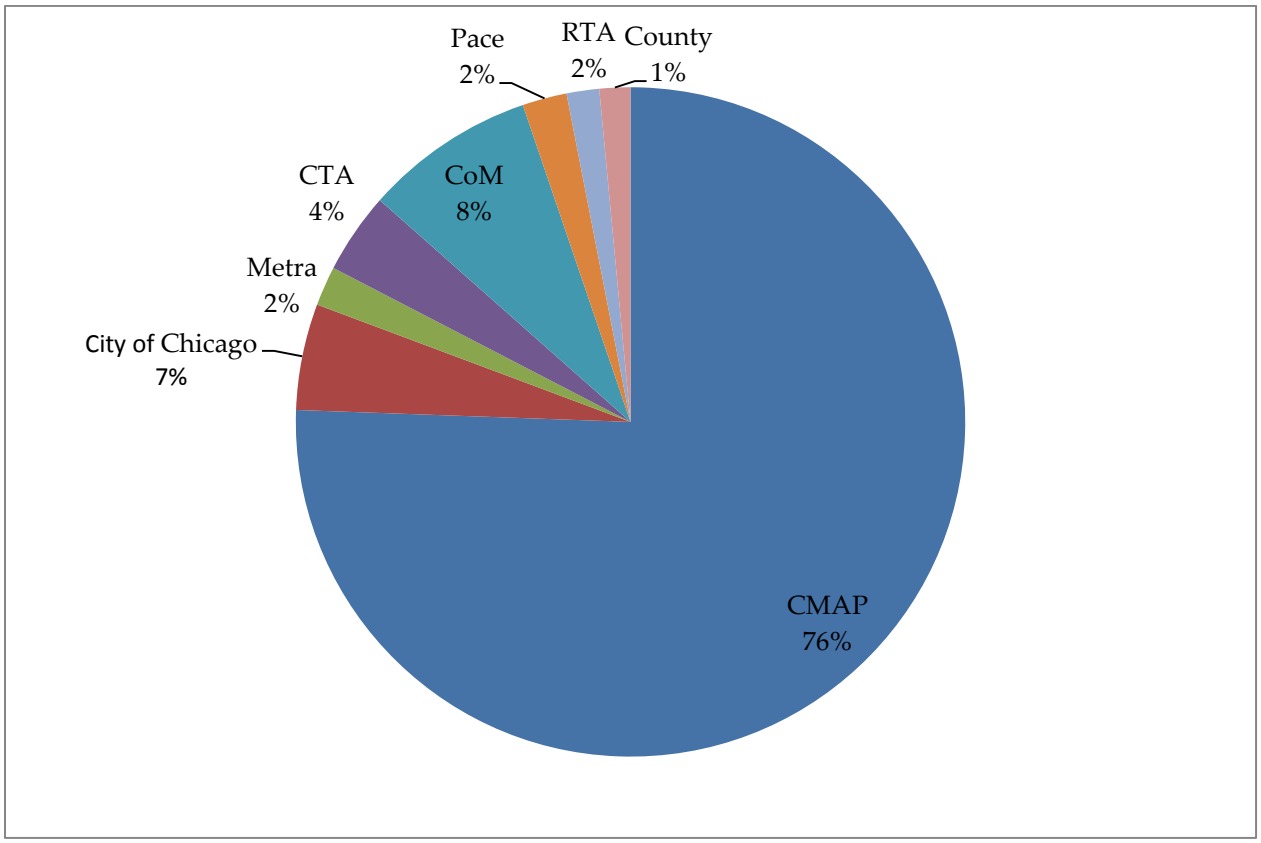
The FY 15 UPWP is a one year program covering the State of Illinois fiscal year from July 1, 2014 through June 30, 2015. The UPWP Committee developed the FY15 program based on the UPWP funding mark for the metropolitan planning area. Project selection was guided using a two-tiered process. The initial tier funded core elements, which largely address the MPO requirements for meeting federal certification of the metropolitan transportation planning process. The second tier, a competitive selection process, programmed the remaining funds based upon a set of FY 15 regional planning priorities developed by the UPWP Committee in concert with the Transportation Committee, MPO Policy Committee and CMAP Board. The UPWP Committee also utilizes a quantitative scoring process to evaluate project submissions in the competitive round.

The UPWP is submitted to CMAP's Transportation Committee, which recommends approval of the UPWP to the Regional Coordinating Committee and the MPO Policy Committee. The Regional Coordinating Committee recommends approval of the UPWP to the CMAP Board. Approval by the MPO Policy Committee signifies official MPO endorsement of the UPWP.
FY 15 UPWP funds will be programmed to CMAP, CTA, the City of Chicago, Regional Council of Mayors, Metra, Pace, RTA, and DuPage County. The program continues to be focused on the implementation of three major pieces of legislation: the Clean Air Act Amendments of 1990; the Americans with Disabilities Act; and the Moving Ahead for Progress in the 21st Century Act (MAP-21).

Funding by Agency

Figure 1 shows the share of FY 15 UPWP funds programmed to each agency.

FIGURE 1
Share of FY 2015 UPWP Funds by Agency



CMAP is receiving 76% of the FHWA PL and FTA section 5303 funds to implement the region's long range plan *GO TO 2040*, support local planning efforts, collect, analyze, and disseminate transportation data, support required MPO activities such as the TIP and Congestion Management Process, perform a range of transportation studies, provide technical assistance, and engage in coordinated regional outreach. CMAP, in coordination with RTA, will be administering the Community Planning Program and will allocate part of the funds to RTA depending of the projects.

The CTA, Metra, and Pace are receiving 4%, 2%, and 2% of the funds, respectively, for program development, participation in the regional planning process, and to perform studies and analytical work related to their systems. In the competitive round, CTA received funding for planning for automating special transit services. Pace received funding for the Pace/CTA North Shore Transit Service Coordination Plan and Customer Satisfaction Survey for ADA Paratransit and Vanpool.

The City of Chicago is receiving 7% of the funds for transportation planning and programming and planning support for the CREATE Passenger and Commuter Rail. The RTA is receiving 2% of the funds for the community planning program and for conducting a study of Stable Funding of Coordinated Paratransit Systems Study for Collar Counties.

The Regional Councils of Mayors are receiving 8% of the funds. The Council of Mayors Planning Liaison (PL) program is responsible for serving as a general liaison between CMAP and local elected officials. PLs also facilitate the local Surface Transportation Program (STP) process and monitor other transportation projects from various funding sources. DuPage County is funded for their County Long Range Transportation Planning program.

Summary of UPWP Projects and Budgets by Recipient Agency

Agency	Project Title	FTA	FHWA	Local Match	Total
CMAP	MPO Activities	1,112,563	10,950,892	3,015,864	15,079,319
CMAP	Community Planning Program	600,000		150,000	750,000
CMAP Total		**1,712,563**	**10,950,892**	**3,165,864**	**15,829,319**
CTA	Program Development	400,000		100,000	500,000
CTA	Automating Special Transit Services	256,000		64,000	320,000
CTA Total		**656,000**	**-**	**164,000**	**820,000**
City of Chicago	Transportation and Programming	660,000	-	165,000	825,000
City of Chicago	CREATE Program Planning support - Passenger and Commuter Rail	200,000		200,000	400,000
City of Chicago Total		**860,000**	**-**	**365,000**	**1,225,000**
Council of Mayors	Subregional Transportation Planning, Programming and Management		1,384,270	554,269	1,938,539
Council of Mayors Total			**1,384,270**	**554,269**	**1,938,539**
County of DuPge	Long Range Transportation Planning	250,000		62,500	312,500
County Total		**250,000**	**-**	**62,500**	**312,500**
Metra	Program Development	320,000		80,000	400,000
Metra Total		**320,000**	**-**	**80,000**	**400,000**
Pace	TIP Development and Modeling	60,000		15,000	75,000
Pace	Rideshare Services Program	60,000		15,000	75,000
Pace	Pace/CTA North Shore Transit Service Coordination Plan	160,000		40,000	200,000
Pace	Pace ADA Paratransit and Vanpool Customer Satisfaction Survey	80,000		20,000	100,000
Pace Totals		**360,000**	**-**	**90,000**	**450,000**
RTA	Community Planning Program Staff	160,000		40,000	200,000
RTA	Stable Funding for Collar Counties Coordinated Paratransit Systems Study	104,000		26,000	130,000
RTA Totals		**264,000**	**-**	**66,000**	**330,000**
FY 14 UWP Total		**4,422,563**	**12,335,162**	**4,547,633**	**21,305,358**

Brief Synopses of FY 2015 Recommended UPWP Projects

MPO Activities **Purpose:** CMAP is responsible for the implementation of the region's long range plan GO TO 2040; supporting local planning efforts; collecting, analyzing and disseminating transportation data; supporting required MPO acitivites such as the TIP and Congestion Management Process; performing a range of transportation studies; providing technical assistance; and engaging in coordinated regional outreach. Some of the major areas to be addressed in this program include transportation financing and tax policy, the connections between transportation and economic development (with a focus on the freight industry), housing/job access, and legislative and policy analysis efforts. CMAP provides regional forecasts and planning evaluations for transportation, land use and environmental planning.	**$15,079,319**
Community Planning Program **Purpose:** CMAP will provide planning assistance to local governments to undertake planning activities that integrate transportation – particularly transit – with land use and housing. Projects will be selected through a competitive application process administered jointly by CMAP and the Regional Transportation Authority (RTA). CMAP will suballocate to RTA for projects with a heavy transit focus.	**$750,000**
Chicago Metropolitan Agency for Planning (CMAP)	**Agency Total: $15,829,319**
Program Development **Purpose:** The program facilitates CTA's efforts to coordinate the provision of capital projects for customers in its service area to projects identified within the Chicago area regional five-year Transportation Improvement Program. Major tasks include: Develop CTA's capital programs for inclusion in the five-year regional TIP; Identify and analyze potential capital projects for funding eligibility; Prioritize capital projects for inclusion in the CTA's capital program and the constrained TIP; Monitor capital program of projects progress and adjust as needed for amending or for inclusion into the TIP.	**$500,000**
Automating Special Transit Services **Purpose:** The purpose of this project is to plan for the full automation of the dispatching and assignment of CTA special (supplemental) bus and rail services. The project will plan for an upgrade in scheduling software to fully automate the process of filling extra service and thereby reduce overhead costs.	**$320,000**
CTA	**Agency Total: $820,000**
Transportation and Programming **Purpose:** The purpose of this project is to support regional objectives by providing for the strategic participation of the City of Chicago in the region's transportation planning process including the development of the RTP and the TIP, by identifying and developing potential transportation projects and policies and to provide technical analysis and other requested information to agencies, elected officials and the general public. Such policy, funding and planning assistance facilitates the full and effective participation of the City of Chicago in the regional planning process.	**$825,000**
CREATE Program Planning support – Passenger and Commuter Rail: City of Chicago will prepare technical, planning, policy and strategy support services to ensure that the remaining CREATE investments maximizes public benefit. The City will facilitate communications with affected communities, businesses, and related stakeholders.	**$400,000**
City of Chicago	**Agency Total: $1,225,000**

Subregional Transportation Planning, Programming and Management **Purpose:** The purpose is to provide for strategic participation by local officials in the region's transportation process as required by MAP-21, the Regional Planning Act and future legislation and to support the Council of Mayors by providing STP, CMAQ, SRTS, BRR, HPP, ITEP and other program development and monitoring, general liaison services, technical assistance and communication assistance	**$1,938,539**
Council of Mayors	**Agency Total: $1,938,539**
County of DuPage, Long Range Transportation Plan **Purpose:** The purpose is to provide for the ongoing development and maintenance of the DuPage County 2040 Transportation Plan, which is needed to manage future growth and travel demand. The Transportation Plan is a tool that guides the programming and planning of transportation infrastructure improvements, projects, and services and the allocation of financial resources.	**$312,500**
County Projects	**Agency Total: $312,500**
Program Development **Purpose:** This program helps facilitate Metra's efforts in capital transit planning and administration. Metra is responsible for developing the capital and operating programs necessary to maintain, enhance, and expand commuter rail service in northeastern Illinois. Metra participates in the MPO process accordingly. Core element activities done by Metra include: regional transportation planning efforts; transit planning; private providers coordination; planning with protected populations; safety and security planning; facilitation of communication between local and regional governmental entities.	**$400,000**
Metra	**Agency Total: $400,000**
Rideshare Services Program **Purpose:** The Pace Rideshare program supports individuals and employers in the Northeastern Illinois region in forming carpools and vanpools to reduce single occupancy vehicle trips, therby reducing traffic congestion and air pollution, as well as providing transportation to improve job accessibility. A critical component of the program involves strategic marketing that achieves critical mass to improve the matching potential of the participants	**$75,000**
TIP Development and Modeling **Purpose:** Pace will develop a fiscally constrained Pace bus Capital Improvement Program for the Northeastern Illinois region which is consistent with and supportive of the five-year regional TIP.	**$75,000**
Pace/CTA North Shore Transit Service Coordination Plan **Purpose:** Pace will review Pace and CTA services in the North Shore area, specifically services serving Evanston and Skokie, to reduce duplication of service, optimize routes and schedules, and to ensure efficient allocation of Scarce transit resources. The review shall include an evaluation of route statistics and productivity as well as a review of journey to work data for the study area.	**$200,000**
Customer Satisfaction Survey for ADA Paratransit and Vanpool **Purpose**: Pace will conduct a Customer Satisfaction Index (CSI) Study of Pace's Vanpool and ADA Paratransit services. The overarching goal of the study is to provide continued evaluation of service performance through the eyes of Pace customers so transportation needs can be met, loyalty strengthened, and ridership increased.	**$100,000**
Pace	**Agency Total: $450,000**
Community Planning Program Staff Support **Purpose:** The Community Planning Program provides grants and consultant assistance to	**$200,000**

local governments to undertake planning activities that integrate transportation (particularly transit) with land use and housing. RTA staff performs program and project management activities in support of the program.	
Stable Funding for Collar Counties Coordinated Paratransit Systems System **Purpose:** RTA will conduct a study to identify a consistent and stable funding source for paratransit systems operating in the collar counties.	**$130,000**
RTA	**Agency Total: $330,000**

Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: **Transportation Committee**

From: CMAP staff

Date: April 25, 2014

Re: GO TO 2040 Financial Plan Update

CMAP is required by federal law to prepare a detailed financial plan for transportation that compares the estimated revenue from existing and proposed funding sources with the estimated costs of constructing, maintaining, and operating the region's transportation system. To fulfill these requirements, CMAP is updating the GO TO 2040 financial plan as part of its quadrennial long-range plan update, including revenue and expenditure forecasts. Within the financial plan, expenditures are allocated to three major categories consistent with the original GO TO 2040 financial plan: operations and maintenance to a safe and adequate level, moving the system to a state of good repair and systematic enhancements, and major capital projects.

Long-range financial forecasting requires determining a base set of assumptions regarding revenues and expenditure trends, understanding the future implications of current policies, and developing a robust, accurate, and straightforward methodology that is appropriate for a planning-level forecast. For the financial plan update, CMAP relied heavily on consultations with transportation implementers to prepare revenue and expenditure forecasts.

The process began in July 2013, when CMAP had its first of several meetings and follow up communications with the Regional Transportation Authority (RTA) to discuss transit revenue and expenditure forecasting. In August 2013, a group of highway implementers representing the Illinois Department of Transportation (IDOT), the Illinois Tollway and several county highway departments met to determine unit cost and lifecycle assumptions for highway capital maintenance expenditures. Staff from several municipalities also reviewed the assumptions. CMAP staff has also consulted with staff from state and local highway departments regarding revenue and expenditure forecasting. Throughout the process, progress on the financial plan forecasts has been presented to the CMAP Transportation Committee. In response to feedback received from the Transportation Committee, CMAP presented the methodology used in the financial plan forecast to interested Transportation Committee members.

This memo describes the GO TO 2040 update's final forecasts for core revenues, as well as operating and "safe and adequate" capital expenditures, compares these forecasts to the

original GO TO 2040 financial plan, and outlines the reasonably expected revenues necessary for the region to modernize and expand the system between now and 2040. Consistent with GO TO 2040, the update provides the fiscal constraint for transportation system investments. It does not provide an analysis of the costs associated with achieving the GO TO 2040 indicator targets. The specific methodologies used for projecting revenues, operating expenditures, and capital maintenance expenditures to a safe and adequate level for the GO TO 2040 update over the 2015-40 planning period are described beginning on page 12.

Core Revenues, Operating Expenditures, and Capital Maintenance Expenditures

As required by federal regulations, revenues and expenditures were forecast in year of expenditure dollars rather than real or constant dollars, meaning that inflationary increases are included in the forecasts. Table 1 summarizes the updated estimates for revenues and expenditures over the 26-year GO TO 2040 update planning period (2015-40).

Table 1. Summary of final forecast of core revenues, operating expenditures, and safe and adequate capital expenditures, 2015-40, in millions, year of expenditure dollars

Federal revenues	$53,521
State revenues	$111,912
Local revenues	$167,107
Total core revenues	**$332,540**
Highway operating expenditures	$84,087
Transit operating expenditures	$113,266
Safe and adequate capital maintenance for highway	$100,759
Safe and adequate capital maintenance for transit	$31,006
Total operating and safe and adequate expenditures	**$329,118**
Difference between core revenues and expenditures	**$3,422**

Source: Chicago Metropolitan Agency for Planning analysis.

Over the planning horizon of 2015-40, CMAP staff estimates that the core revenues forecasted to be available will minimally exceed expenditures for operating and maintaining the transportation system by approximately $3.4 billion. This meager surplus will only allow for modest investments to bring the system toward a state of good repair or provide for systematic enhancements and capacity expansions, over 26 years. GO TO 2040 prioritizes investments in maintaining the existing transportation system first, as well as improvements and enhancements to achieve the goal of a modern, world class transportation system. Pursuing major capital projects, while important, remain a lower priority than these other activities. **In order to fiscally constrain desired modernization and expansion activities within the long-range planning context, new sources of reasonably expected revenues should be advanced as major transportation policy priorities in the GO TO 2040 update.** A description of these reasonably expected revenues begins on page 5.

Core Revenues

Forecasts of core revenues include funding sources the region currently receives for transportation purposes and does not include any new sources. The forecasts assume that northeastern Illinois will continue to receive revenues from federal, state, and local sources for

building, operating, and maintaining the current roadway and transit system. Table 2 summarizes the various sources of estimated revenues totaling $332.5 billion over the 26-year planning period.

Table 2. Final core revenue forecasts, 2015-40, in millions, year of expenditure dollars

Federal	Locally-programmed federal revenue	$11,011
	Federal transit revenue	$17,086
	State-programmed federal highway revenue	$25,424
State	Public Transportation Fund	$13,289
	State Motor Fuel Tax	$4,972
	Motor vehicle registration fees and other user fees	$26,737
	Tollway revenue	$51,255
	State bonding programs	$12,498
	Other state transit	$3,160
Local	RTA sales tax	$42,688
	Local allotment of state MFT	$7,298
	Collar County Transportation Empowerment Program	$5,267
	County option MFTs	$750
	Other local revenues	$61,183
	Real Estate Transfer Tax (portion for CTA)	$1,609
	Transit passenger fares	$42,082
	Other transit operating revenue	$6,230
	Total core revenues	**$332,540**

Source: Chicago Metropolitan Agency for Planning analysis.

Operating and Capital Maintenance Expenditures

Operating expenditures include the cost of administering, operating, and servicing debt for the region's roadway and transit system by state, county, township, municipal, and transit agencies. Forecasts for IDOT District 1, the Illinois Tollway, the RTA, and transit service boards were estimated from historical expenditures or were directly provided to CMAP by the implementing agencies. Local government operating forecasts were derived from U.S. Census of Governments data on highway operating expenses from 2007, the most recent year available.

Capital maintenance expenditures were estimated in consultation with highway and transit implementers. Because maintenance can be performed on a more aggressive or less aggressive basis, CMAP makes a distinction between expenditures for maintaining the transportation system at a safe and adequate level and expenditures that go beyond this level, including state of good repair projects, systematic enhancements, or expansion projects.

Similar to the original GO TO 2040 financial plan, expenditures were forecast assuming a safe and adequate level, which means performing sufficient maintenance to assure the safety of the system's users and the general public. Expenditures for maintaining the existing system to a safe and adequate level, like reconstruction projects, that are completed in tandem with major capital project expansions are included under this allocation. For example, if an existing roadway is rebuilt and has new lanes added, the reconstruction portion of those costs would be

included in this category. Calculations of future maintenance costs at the safe and adequate level were based on actual current practice, meaning the typical cycles with which maintenance projects are performed today. While this results in a significant backlog of facilities that are in fair or poor condition at any given time, the resulting system condition remains safe and adequate. This category does not include funding to move the entire system to a state of good repair, but instead to attain a safe and adequate level of service. Table 3 provides an overview of operating and capital maintenance expenditure forecasts for the GO TO 2040 update.

Table 3. Final forecast of operating and capital maintenance expenditures to a safe and adequate level, 2015-40, in millions, year of expenditure dollars

Highway operations	$84,087
Transit operations	$113,266
Highway capital maintenance	$100,759
Transit capital maintenance	$31,006
Total expenditures	**$329,118**

Source: Chicago Metropolitan Agency for Planning analysis.

State of Good Repair, System Enhancements, and Major Capital Projects Expenditures

The region's core revenues provide sufficient resources for operations and safe and adequate capital maintenance. They barely allow the region's transportation system to move toward a state of good repair, provide for systematic enhancements, or fund major capital projects. Thus, the region must identify new or increased sources of funding for transportation.

Investing in **moving the existing transportation system toward a state of good repair** is a regional priority in GO TO 2040 and will remain a regional priority in the GO TO 2040 update. Performing maintenance at levels necessary to assure a state of good repair means that facilities not in good or better condition would be brought up to that level, and that maintenance would be scheduled such that no significant backlog would arise.

The capital maintenance estimates also do not provide for **systematic enhancements**, which include projects that improve system performance or expand its capacity but are not major capital projects. Examples of projects in this area may include:

- Arterial add-lanes projects
- Transit operational improvements
- Transit signal priority projects
- New or enhanced bus services (including bus rapid transit)
- Expansion of paratransit service
- Pedestrian or bicycle improvements
- Congestion pricing projects on existing facilities
- Interchange reconstructions that include operational improvements
- Signal interconnects
- Intelligent transportation systems
- Transportation demand management

As with safe and adequate costs, the costs of projects that move the system to a state of good repair or systematic enhancement projects that are on the existing system and completed in tandem with a major capital project are included under this allocation.

In addition, capital maintenance and operations does not include expenditures on **major capital projects**, which 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, new expressways, major new expressway-to-expressway interchanges, or similar changes to the public transit system. Arterial expansions and intersection improvements are not defined as major capital projects; neither are bus facilities, unless they involve adding a dedicated lane on an expressway.

Expenditures allocated to major capital projects only include the costs associated with expanding capacity, which also include future costs associated with operating or maintaining the additional capacity. To lower the public costs of major capital projects, implementers can include other project-specific financing sources. These could include value capture, congestion pricing on new expressway capacity, other transportation user fees, or potential cost efficiencies resulting from public-private partnerships. For projects where implementers have provided estimates from these innovative sources, total public costs of projects have been reduced.

Reasonably Expected Revenues

Revenues from existing transportation funding resources are forecast to be sufficient to operate and maintain the roadway and transit system at a safe and adequate level in northeastern Illinois over the 2015-40 long-range planning period. However, the expected funding will only provide modest investment to perform maintenance at a level that brings the system toward a state of good repair and for desired enhancements or expansions to the system. Fiscally constraining these activities within the long-range planning context will necessitate future policy changes to bring additional revenues to the region. Federal guidance permits the inclusion of these types of revenues, called "reasonably expected," to be generated during the planning period. GO TO 2040 makes several policy recommendations regarding reasonably expected revenues, including:

- Increase the state motor fuel tax by 8 cents and index the rate to an inflationary measure.
- Implement congestion pricing on a portion of the expressway system.
- Employ variable parking pricing.

GO TO 2040 also recommends the exploration of other "innovative" financing sources for implementing specific transportation projects. These could include value capture, congestion pricing on new expressway capacity, other user fees imposed by highway and transit implementers, or potential cost efficiencies resulting from public-private partnerships. GO TO 2040 does not assign any overall regional estimate for these types of revenues. Rather, GO TO 2040 assumes these types of strategies may be instituted on a project level to close a specific revenue gap or lower project costs. The GO TO 2040 update will make similar assumptions, but will further clarify what role these types of innovative strategies might play in funding specific major capital projects. Thus, these funding sources could serve to lower specific major capital project costs in the GO TO 2040 update. CMAP staff is currently engaged in conversations with regional transportation implementers to help clarify these issues.

While federal guidelines allow financial plans to include revenues that are "reasonably expected to be available" during the planning period, the inclusion of these revenues and the corresponding action required to implement them is necessary for the region to maintain and operate the transportation system, as well as make additional investments. Table 4 provides an overview of reasonably expected revenue forecasts for inclusion in the GO TO 2040 update. In addition to being incorporated into the financial plan, the options selected would be major policy recommendations of the GO TO 2040 update.

Table 4. Reasonably expected revenue forecasts, 2015-40, in millions, year of expenditure dollars

State motor fuel tax increase and long-term replacement	$17,300
Congestion pricing on the existing system	$11,700
Performance-based funding	$8,300
Variable parking pricing	$1,500
Total reasonably expected revenues	**$38,800**

Source: Chicago Metropolitan Agency for Planning analysis.

An Action Plan for Funding the Operation, Maintenance, Enhancement, and Expansion of Northeastern Illinois' Transportation System

Reasonably expected revenues will only be realized through actions by regional, state, and local policymakers to implement them on behalf of the region. Federal guidelines allow financial plans to include revenues that can be reasonably expected to be available during the planning period, but they also require that the financial plan identify strategies for ensuring the availability of new funding sources. The following section outlines policies that must be implemented to ensure the future viability of the region's transportation system. Table 5 identifies who would need to implement them, when they would be implemented, and what would be required legislatively.

Table 5. Action plan summary table

	Lead implementers	**Timeline for implementation**	**Legislative requirements**
State motor fuel tax increase and replacement	MFT increase: Illinois General Assembly and Governor Long-term replacement: U.S. Congress and the President; Illinois General Assembly and Governor	MFT increase: Legislation in 2015, implementation in 2016, inflationary increases throughout planning period Long-term replacement: Research and advocacy through the 2020s, legislation and implementation by 2025	MFT increase: State legislation required Long-term replacement: Federal and state legislation required

Congestion pricing on the existing system	U.S. Congress, President, IDOT, Illinois Tollway, potentially Illinois General Assembly and Governor	Research and advocacy over the next five years, legislation and implementation by 2021	Federal legislation required, state legislation could play a supportive role
Performance-based funding	IDOT	Research and analysis in 2014, implementation in 2015, continuation throughout planning period	None, policy could be implemented through administrative action
Variable parking pricing	Municipalities	Ordinances and implementation throughout planning period	None, policy could be implemented through local action

State motor fuel tax increase and long-term replacement

GO TO 2040 recommends that the state motor fuel tax (MFT) be increased by 8 cents and indexed to an inflationary measure. Although the rate has been increased nine times since its 1927 enactment, the state MFT has remained $0.19 per gallon since 1991. Since it is a per gallon tax, the revenues have failed to keep pace with construction costs. GO TO 2040 originally forecast that this enhancement would generate an additional $19.4 billion if it were implemented in 2012. However, no increase has been enacted. In addition, state MFT revenues have been declining annually since 2007, when revenues reached a high of $1.4 billion statewide. While this decline is partially a result of a reduction in vehicle miles traveled, the consumption of motor fuel has declined even faster, primarily as a result of rising vehicle fuel economy.

As motor fuel consumption continues to slow and vehicle fuel economy rises, GO TO 2040's original assumption of a rate increase and inflationary index will be insufficient to keep revenues growing with the cost of construction. The compound annual growth rate under GO TO 2040's assumption would be just 1.7 percent 2016-40, because of changes in vehicle fuel economy. A replacement for the MFT, assumed to begin in 2025 and accounting for growth in construction costs as well as overall growth in the transportation system, would provide annual revenue growth of roughly 3.7 percent for the remainder of the planning period.

If the state MFT rate increase and indexing were implemented in 2016, followed by the enactment of a replacement for both state and county MFT revenues in 2025 that includes revenues from the reasonably expected state MFT rate increase, an additional **$17.3 billion** would be generated.

Action plan. The region will need to build a coalition that includes transportation implementers, as well as other stakeholders such as business and community groups, to lead an effort to promote a motor fuel tax rate increase to the Illinois General Assembly and the Governor. Increasing transportation revenues through state motor fuel taxes have found support in other states across the country. For example, in 2013, both Massachusetts and Maryland indexed their motor fuel tax rates to inflation, with Maryland also indexing transit fares. Legislation filed in the Illinois General Assembly in May 2013 signals recent legislative

interest in reforming the state's transportation funding system. Reforms proposed in House Bill 3637 include eliminating the state MFT and replacing with a motor fuel sales tax and raising numerous vehicle registration fees.

With regard to a long-term replacement for the MFT, to the extent that transportation funding will continue to be user-fee based, the policy change is foreseeable in the next decade. Implementation by 2025 will likely occur in tandem with similar policy changes in other states and at the federal level. Other state governments and metropolitan planning organizations across the country are considering replacements for the MFT. Replacements currently being considered in Illinois and elsewhere across the U.S. include a fee on vehicle miles traveled or road usage and a sales tax on wholesale motor fuel. Both Pennsylvania and Virginia enacted legislation in 2013 that would increase transportation revenues and replace their flat motor fuel tax with a sales tax on the wholesale price of motor fuel.

With regard to vehicle miles traveled fees, in July 2013, the Oregon legislature voted to establish a road usage fee program. In addition, a bill was introduced in the U.S. House of Representatives in December 2013 that would establish a program that would distribute $30 million in competitive grants to establish road usage pilot programs that collect and report miles driven, determine payment, provide enforcement, and ensure privacy.

Congestion pricing on the existing system

The implementation of congestion pricing, or "express toll lanes," will help manage traffic and give drivers the option to avoid congestion. Congestion pricing has existed in the U.S. since 1995, when the SR-91 Express Lanes opened in Orange County, California. Since, express toll lanes have opened in regions across the country, from I-394 and I-35W in Minneapolis, to I-95 in Miami, to SR 91 in California. There are currently more than 25 express toll lanes or high occupancy toll facilities operating or under construction in the United States.

GO TO 2040 originally assumed revenues from congestion pricing on a portion of existing expressways would begin to flow to the region in 2020. These revenues are separate from congestion pricing on the new capacity provided via major capital projects, which will be incorporated in the public costs of those projects. If this occurred beginning in 2021 and revenue grew at a rate of 3 percent annually, CMAP forecasts that **$11.7 billion** would be generated through congestion pricing on a selection of expressways equivalent to 25 percent of the region's existing expressway network.

Action plan. Since GO TO 2040 was adopted in 2010, CMAP has explored the benefits of implementing congestion pricing on five of the highway major capital projects recommended in GO TO 2040, as well as the existing expressway network. As part of its campaign to implement congestion pricing, CMAP has met with business, civic, government, and philanthropic organizations to discuss the policy's many benefits. CMAP's campaign has also received significant media attention, including both news and editorial coverage. To date, six councils of governments have passed resolutions in support of congestion pricing in the region, and business owners have also written public letters of support. Recent CMAP research has examined the revenue potential of congestion pricing the existing expressway network.

Previous surveys in the Chicago region suggest that the public would accept congestion pricing. In a 2008 Illinois Tollway survey of its existing users, 54 percent said they would pay an extra toll if it would ensure congestion-free travel. In that same survey, 58 percent of individuals given information about express lanes were in favor of the Tollway building them. A more recent survey (2012) for the northwest corridor indicated that 78 percent of individuals would pay a higher toll if it meant they would not experience congestion. In the same survey, 68 percent said they would pay a toll that guarantees a reliable travel time.

Implementation of congestion pricing on the existing expressway network will likely be phased in over a period of years. The first step of the process would not likely impact the existing system, but instead focus on a project that expands the system such as a new managed lane or new expressway facility.

Implementing congestion pricing on the existing expressway network requires legislative action at both the federal and state levels. While federal law allows the tolling of new Interstate facilities or reconstructed bridges and tunnels, it does not generally permit the tolling of facilities that are currently unpriced. Amending this federal law is a key part of the implementation process because higher levels of revenues can be generated from pricing non-tolled facilities than facilities that are already tolled. In addition, implementers such as the Illinois Department of Transportation (IDOT) and the Illinois Tollway may benefit from the enactment of state legislation that authorizes or encourages congestion pricing prior to implementation.

Policymakers at the state and federal levels may respond to a groundswell of support that is organized from the many stakeholders, policymakers, businesses, and residents that support the implementation of congestion pricing. Because it is primarily a traffic management strategy, CMAP is well-positioned to advocate for congestion pricing. CMAP will continue to organize existing support for congestion pricing and push for authorization at the state and federal level.

Performance-based funding

The State of Illinois allocates highway funds through an arbitrary formula called the "55/45 split." CMAP recommends that Illinois implement performance-based funding of highway and bridge projects in order to set priorities for investments in maintaining, modernizing, and expanding our transportation system. While CMAP does not advocate for the implementation of a different arbitrary formula, it is reasonable to assume that the implementation of performance-based funding would result in increased funding for the region, which has the vast majority of the state's population and economic activity.

A 5-percentage point increase in federal and state highway revenues toward northeastern Illinois would result in a net increase of **$8.3 billion** over the 2015-40 planning period, including both core and reasonably expected highway revenues.

Action plan. Performance-based funding is a top policy priority for CMAP. Over the past several years, staff has researched capital programming practices within the state and region, as well as best practices nationwide. This research has been published on-line as an interactive "microsite" and is also compiled into a single compendium. Following the direction of the

CMAP Board and MPO Policy Committee, staff is currently working to develop performance measures and collect data for application to CMAP's programming and planning activities, particularly the Congestion Mitigation and Air Quality Improvement (CMAQ) program. In a memorandum approved in October 2012, the CMAP Board and MPO Policy Committee also called on the state to establish a technical advisory group to implement performance-based funding on the state level.

It is important to note that the research and analysis required to fully implement performance-based funding is underway as a result of federal requirements. IDOT's Technical Advisory Group, convened to help address the performance management requirements in MAP-21, has been meeting periodically since May 2012. While that effort is not designed to address the specifics of implementing performance-based funding, it will help to catalog and assess available performance data.

The financial plan assumes that performance-based funding will be implemented in 2015. While there is a need for additional data collection and research, performance-based funding could be implemented in the near term. Doing so would not require a statutory change, although a robust performance-based programming process could benefit from a more formal codification in law. Rather, IDOT could implement performance-based funding directly through its own administrative action. Further, IDOT largely takes this approach today in selecting projects across its eight downstate districts; the arbitrary "55/45 split" applies to District 1 only.

Variable parking pricing

Local governments with commercial areas experiencing high demand for parking could implement variable parking pricing. This strategy is used to balance parking supply and demand to help improve traffic flow and increase the availability of parking. GO TO 2040 originally assumed that additional local funds would be generated for transportation purposes through pricing an additional 1.7 percent of off-street parking spaces annually during the planning period. An average rate of $1 per day was used and the forecast assumed that half of the revenues generated would be used for transportation. Assuming that an additional 1 percent of off-street parking spaces were priced annually during the planning period and that the $1 average rate is indexed to inflation, $1.5 billion would be generated between 2015-40.

Action plan. This could be implemented at any time through the passage of ordinances, as local governments have broad powers to regulate parking. While some municipalities have priced parking, no additional priced spaces have been added, to CMAP's knowledge, since the adoption of GO TO 2040. However, CMAP has continued to dedicate resources toward implementing variable parking pricing. In April 2012, CMAP released a toolkit, Parking Strategies to Support Livable Communities. In addition, CMAP has been working with local governments to implement parking strategies, which may include pricing, through its Local Technical Assistance program, including projects in the Village of Hinsdale and in Chicago's Wicker Park-Bucktown neighborhood. This coming year, other projects will include parking strategies for Chicago's Loop, as well as for the City of Berwyn.

Regional cooperation will bring regional benefits

To move forward, the region must work collaboratively to protect our transportation system assets. The region's financial obstacles can become opportunities for bold, cooperative actions to enact policy changes. By acting in cooperation with one another, we can ensure the long-term sustainability of the region's transportation system, which is a major contributor to the economy and the livability of northeastern Illinois.

Funding Allocations for State of Good Repair, System Enhancements, and Major Capital Projects

After accounting for the $38.8 billion in reasonably expected revenues outlined previously, **$42.2 billion** remains to bring the region's transportation system toward a state of good repair, provide for enhancements, and expand the system via the construction of major capital projects. Given these reduced financial resources, it is paramount that the region set priorities with regard to how this funding is allocated. Table 6 summarizes the forecasted revenues and expenditure allocations over the 26-year GO TO 2040 update planning period.

Table 6. Summary of financial plan revenue forecasts and expenditure allocations, 2015-40, in millions (year of expenditure dollars)

Federal revenues	$53,521
State revenues	$111,912
Local revenues	$167,107
Subtotal core revenues	**$332,540**
State motor fuel tax increase and long-term replacement	$17,300
Congestion pricing on the existing system	$11,700
Performance-based funding	$8,300
Variable parking pricing	$1,500
Subtotal reasonably expected revenues	**$38,800**
Total revenues	**$371,340**
Highway operating expenditures	$84,087
Transit operating expenditures	$113,266
Safe and adequate capital maintenance for highway	$100,759
Safe and adequate capital maintenance for transit	$31,006
Subtotal operating and safe and adequate expenditures	**$329,118**
Subtotal moving the system toward a state of good repair/systematic enhancements	**$29,512**
Subtotal major capital projects	**$12,710**
Total expenditures	**$371,340**

Source: Chicago Metropolitan Agency for Planning analysis.

The priorities of GO TO 2040 are to maintain and make systematic improvements to the existing transportation system. The bulk of the region's transportation investments should be to maintain, improve, and modernize our infrastructure. Pursuing new major capital projects, while important, should remain a lower priority than these other activities. Achieving a world-class transportation system necessitates improving, modernizing, and increasing service on existing assets, rather than building new projects that would be difficult to finance, operate, and maintain over the long term with the region's limited financial resources.

ACTION REQUESTED: Discussion.

Plan Update Forecast Methodology

This section discusses the specific methodologies used for projecting revenues, operating expenditures, and capital maintenance expenditures to a safe and adequate level for the GO TO 2040 update over the 2015-40 planning period.

Core revenues

Locally-programmed federal revenue

Forecast: $11.0 billion	Forecast assumptions for GO TO 2040 update
Portion of annual federal apportionment that is sub-allocated to the Chicago region for programming. This includes the federal fund sources of CMAQ, Transportation Alternatives Program-Local, Surface Transportation Program - Local, Surface Transportation Program-Counties, and discretionary programs.	Revenues for 2015 were assumed to be 0.1percent greater than 2014 apportionments. This short-term growth rate was based on the difference between 2014 and 2013 apportionments (excluding discretionary). After 2015, a growth rate of 3.6 percent was assumed. This growth rate was based on the compound annual growth rate of locally-programmed federal apportionments combined with state-programmed federal highway apportionments between 2000-14.

Other federal transit revenue

Forecast: $17.1 billion	Forecast assumptions for GO TO 2040 update
Projection includes New Starts, bus and bus facilities, State of Good Repair, and Urban Formula programs.	Forecast was provided by the RTA. Revenues for 2015-18 are based on preliminary capital funding marks for 2014-2018 period. After 2018, revenues are forecast to grow at a rate of 2.4 percent.

State-programmed federal highway revenue

Forecast: $25.4 billion	Forecast assumptions for GO TO 2040 update
Portion of annual federal apportionment that is allocated to the State of Illinois for programming. This includes the federal fund sources of National Highway Performance Program, Surface Transportation Program-Urban, Highway Safety Improvement Program, Transportation Alternatives Program, Recreational Trails, and discretionary programs.	Forty-five percent of the statewide total annual apportionment was assumed to go to northeastern Illinois. Revenues for 2015 were assumed to be 0.1 percent greater than 2014 apportionments. This short-term growth rate was based on the difference between 2014 and 2013 apportionments (excluding discretionary). After 2015, a growth rate of 3.6 percent was assumed. This growth rate was based on the compound annual growth rate of locally-programmed federal apportionments combined with state-programmed federal highway funds between 2000-14.

State Public Transportation Fund

Forecast: $13.3 billion	Forecast assumptions for GO TO 2040 update
State funds equal to 30 percent of RTA sales tax and real estate transfer tax revenues.	Revenues from this matching fund equals 30 percent of forecasted RTA sales tax and real estate transfer tax estimates.

State Motor Fuel Tax

Forecast: $5.0 billion	Forecast assumptions for GO TO 2040 update
Portion of state MFT retained by IDOT for the Road Fund and State Construction Account. The current rate is 19 cents per gallon (21.5 cents per gallon of diesel).	Using a methodology to account for increasing vehicle fuel economy, revenues decreased annually, with an average annual decrease of 1.4 percent. CMAP forecasted annual vehicle miles traveled (AVMT) and average miles per gallon (MPG) to estimate revenue. To forecast AVMT, CMAP used actual statewide AVMT data for passenger vehicles and for all other vehicles for 1991-2012 to calculate linear trendlines for AVMT. Average annual percent change in AVMT 2012-40 was 0.9 percent for passenger vehicles and 1.2 percent for other vehicles. For MPG for non-passenger vehicles, the average of AVMT divided by gallons of diesel sold was used as a base, and an annual 1.0 percent improvement was assumed. For MPG estimates for passenger vehicles over the planning horizon, CMAP created estimates based on National Highway Traffic Safety Administration rules for Corporate Average Fuel Economy (CAFE) standards, estimated standards for 1978 through 2025 model years for cars and light trucks, and information about vehicle fleet from the Federal Highway Administration's (FHWA) 2009 National Household Travel Survey. After accounting for various statutory deductions, the region is assumed to receive 45 percent of these revenues for the purposes of funding highway construction and maintenance projects.

State motor vehicle registration fees and other user fees

Forecast: $26.7 billion	Forecast assumptions for GO TO 2040 update
Annual vehicle registration fees, certificate of title fees, and operator's license fees collected by the State, excluding those used to fund the state capital program. Most of this revenue is deposited into the Road Fund and State Construction Account.	Fee revenues to the Road Fund and State Construction Account were assumed to grow at 3.0%, which was the compound annual growth rate between 2000-13.

Tollway revenue

Forecast: $51.3 billion	Forecast assumptions for GO TO 2040 update
Toll revenues forecasted to be collected on the 286 mile system. The current toll rate structure went into effect in 2012, and includes commercial vehicle toll increases between 2015-17. Following 2017, the commercial rate will be adjusted annually for inflation.	Toll revenue projections were derived from estimates prepared for the Illinois Tollway by CDM Smith in April 2013. The projection assumed that the annual adjustment in commercial vehicle toll rates beginning in 2017 would be 2 percent annually. CMAP also included an assumption of a passenger vehicle toll rate adjustment in 2030. Other operational revenues, such as concessions and miscellaneous income, were forecast by CMAP to grow at a rate of 0.5 percent annually.

State bonding programs

Forecast: $12.5 billion	Forecast assumptions for GO TO 2040 update
State bonding programs are typically funded with a variety of revenue increases, including fee increases on sources like vehicle registration and certificate of title.	Assumes that the region will receive $540 million as part of the current state capital program in 2015. For future programs, it is assumed that two more will be awarded during the planning period, with the first being 16 percent more than Illinois Jobs Now!, and the second being 16 percent greater than the first plan.

Other state transit

Forecast: $3.2 billion	Forecast assumptions for GO TO 2040 update
The State has provided the RTA with debt service assistance for SCIP I and SCIP II bonds since 1992 with General Revenue Funds. The State has provided $8.5 million annually to support Pace ADA since 2010. The State also provides reduced fare reimbursements to the service boards.	Revenues for debt service assistance are assumed to be flat through 2019, followed by annual reductions in funding until the bonds are fully repaid in 2035. Reduced fare reimbursements from the State are forecast to grow at a rate of 1.5 percent annually. ADA support is forecast to remain flat for the duration of the planning period.

RTA sales tax

Forecast: $42.7 billion	Forecast assumptions for GO TO 2040 update
The RTA sales tax is equivalent to 1.25 percent of sales in Cook County and 0.75 percent of sales in DuPage, Kane, Lake, McHenry, and Will counties. The RTA receives two-thirds of the collar county revenues. The collar county 0.25 percent portion is listed under Collar County Transportation Empowerment Program.	Forecast was provided by the RTA. RTA sales tax revenues are assumed to grow 3 percent annually throughout the planning period.

Collar County Transportation Empowerment Program

Forecast: $5.3 billion	Forecast assumptions for GO TO 2040 update
One-third of collar county revenues generated from the RTA sales tax are returned to DuPage, Kane, Lake, McHenry, and Will Counties to be used for roads, transit, and public safety.	The revenues are assumed to be available for transportation purposes. Growth in revenues generated for the collar counties are based on projected population growth combined with inflationary assumptions. During the planning period, annual growth averages 3.4 percent.

Local allotment of state motor fuel tax

Forecast: $7.3 billion	Forecast assumptions for GO TO 2040 update
Counties, townships, and municipalities receive a disbursement of state MFT revenue. County share is based on motor vehicle registration fees received, township share is based on share of mileage of township roads, and municipal share is based on population.	State MFT revenue was forecasted using the methods explained above. County vehicle registrations and township road miles relative to the rest of the State are assumed to remain constant. Municipal population in the region relative to the rest of the State is forecast to increase according to historical trends at about 0.1 percentage points annually.

County Option motor fuel taxes (those used for transportation)

Forecast: $0.75 billion	Forecast assumptions for GO TO 2040 update
DuPage, Kane, and McHenry counties impose a 4 cent per gallon MFT. County departments of transportation use these revenues for maintaining county roads. Any other local government imposing an MFT for transportation purposes is included in other local revenues.	The methodology for forecasting revenue for each county was similar to the forecast for the state MFT. For MPG, estimated 2012 MPGs for each county were used as the base (17.5, 15.9, 22.0 respectively), rather than the statewide base of 21.0. Growth in AVMT was calculated using growth rates in AVMT for each county for each air quality conformity analysis year.

Other local revenues

Forecast: $61.2 billion	Forecast assumptions for GO TO 2040 update
These are local revenues, such as property tax revenue, sales tax revenue, and impact fees used for transportation, excluding county MFTs, the RTA sales tax, state funds, and federal funds. Local governments with jurisdiction over transportation include counties, townships, and municipalities.	Revenues were calculated for municipalities and townships using 2007 U.S. Census of Governments data, which includes all local governments in the region. County revenues were obtained from recent county budget documents. Revenues were adjusted to the current year using the change in the FHWA National Highway Construction Cost Index and the U.S. Census of Governments Illinois Local Government Payroll data for highway. To forecast to 2040, growth rates for CMAP population forecasts for each locality were added to an annual 2.5 percent inflationary adjustment. Average annual growth regionwide was 3.6 percent.

Chicago Real Estate Transfer Tax (RETT)

Forecast: $1.6 billion	Forecast assumptions for GO TO 2040 update
The $1.50 per $500 of value of the City of Chicago's RETT is transferred to the CTA.	Revenues were forecast to grow at a rate of 3.5 percent annually.

Transit passenger fares

Forecast: $42.1 billion	Forecast assumptions for GO TO 2040 update
This includes passenger fares for the CTA, Metra, Pace, and Pace ADA.	Forecast was provided by the RTA. Revenues were forecast to grow at a rate of 3.2 percent annually.

Other transit operating revenue

Forecast: $6.2 billion	Forecast assumptions for GO TO 2040 update
This included other revenues for the RTA, CTA, Metra, Pace, and Pace ADA such as advertising revenue, investment income, and Medicaid reimbursements.	These revenues are assumed grow at a rate of 2.7 percent annually, which was derived from growth rates forecast by each service board.

Expenditures for Operating and Capital Maintenance

Highway operations expenditures

Forecast: $84.1 billion	Forecast assumptions for GO TO 2040 update
Includes highway operations and administrative costs for IDOT District 1, Illinois Tollway, counties, townships, and municipalities. Also includes Tollway debt service and state debt service for Series A bonds.	IDOT District 1 expenditures were estimated using a linear trendline based on 2000-13 data. During the planning period, annual growth averaged 2.2 percent for IDOT District 1. Series A bond payments were forecast to grow 2.5 percent annually during the planning period, and it was assumed that 45 percent of these costs were attributable to the region. Illinois Tollway provided forecasts of operations expenditures, which include both operations on the existing system and operations for the Elgin O'Hare Western Access project. During the planning period, annual growth averaged 3.8 percent. Debt service payments include principle and interest on current debt and assume no future bond issuances. Local government highway operations expenditures were estimated from the local highway operations expenditures reported to the 2007 Census of Governments. Local expenditures were adjusted to the current year using the rate of change in the U.S. Census of Governments Illinois Local Government Payroll data for highway. CMAP used a 2 percent annual inflation factor to forecast local operating expenditures to 2040.

Transit operations expenditures

Forecast: $113.3 billion	Forecast assumptions for GO TO 2040 update
Includes operating and administrative costs for the RTA, CTA, Metra, Pace, and Pace ADA. As a counterpart to state revenues provided for this purpose, includes principal and interest payments on SCIP bonds. Also includes the portion attributable to interest payments for other RTA debt service obligations.	Operating expenditures were estimated using linear trendlines of 2007-15 actual and planned expenditure data, totaling $101.8 billion, with average annual growth of 2.7 percent. SCIP bond principal payments totaling $1.3 billion were included. The interest portion of debt service payments totaled $10.1 billion.

Highway capital expenditures

Forecast: $100.8 billion	Forecast assumptions for GO TO 2040 update
Capital maintenance costs for the interstate system, state highways, Illinois Tollway highways, and local roads.	Capital expenditures for the highway system are based on assumptions for unit costs and maintenance cycles. These assumptions are then applied to the inventory of highway assets in the region. CMAP staff met with a group of highway implementers representing state and county departments of transportation to determine unit cost and lifecycle assumptions. The assumptions were also reviewed by several municipal governments. Expenditures were inflated 3 percent annually.

Transit capital expenditures

Forecast: $31.0 billion	Forecast assumptions for GO TO 2040 update
Capital maintenance costs for the CTA, Metra, Pace, and Pace ADA.	In consultation with the RTA, transit capital costs were determined from the RTA's preliminary five-year capital budget for 2014-18. From that budget, an average annual capital expenditure was calculated. Expenditures were inflated 3 percent annually.

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MEMORANDUM

To: **Transportation Committee**

From: **CMAP Staff**

Date: April 2014

Re: GO TO 2040 Plan Update – Proposed Major Capital Projects

A key element of the GO TO 2040 update is to establish a priority list of proposed major capital projects to fit within the plan's expected funding envelope or "fiscal constraint." As CMAP defines them, 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, new expressways, major new expressway-to-expressway interchanges, or similar changes to the public transit system. These must be identified in GO TO 2040 to be eligible to receive federal transportation funds or obtain certain federal approvals. Staff has previously presented the overall "universe" of capital projects be considered in the planning process, as well as an evaluation of the costs and benefits of the projects, to the Transportation Committee.

This memo provides staff's recommendations on priority major capital projects that the region should pursue between now and 2040. The GO TO 2040 update includes the same list of projects under fiscal constraint as the original plan, plus two projects amended into the plan in 2013. Thus, the update continues the same priorities of GO TO 2040, although details have changed in some cases, including costs, financing, and project scope. The financial plan for the GO TO 2040 update indicates that funding will be available to construct these projects within the planning period. Nevertheless, rapid progress has been made on some projects and less on others, and several projects have near-term funding shortfalls. Funding and other implementation challenges are discussed where needed.

Expressway Additions: Express Toll Lanes

A major focus of GO TO 2040 is directing investment to improve the heavily used transportation infrastructure that serves existing communities in the region. Strategically adding capacity to existing expressways in the region is a key part of this approach. The expressway additions recommended for fiscal constraint in the GO TO 2040 update address capacity limitations and reliability on some of the most congested facilities in the region. At the same time, these projects also rehabilitate older infrastructure and tackle major safety and operational problems.

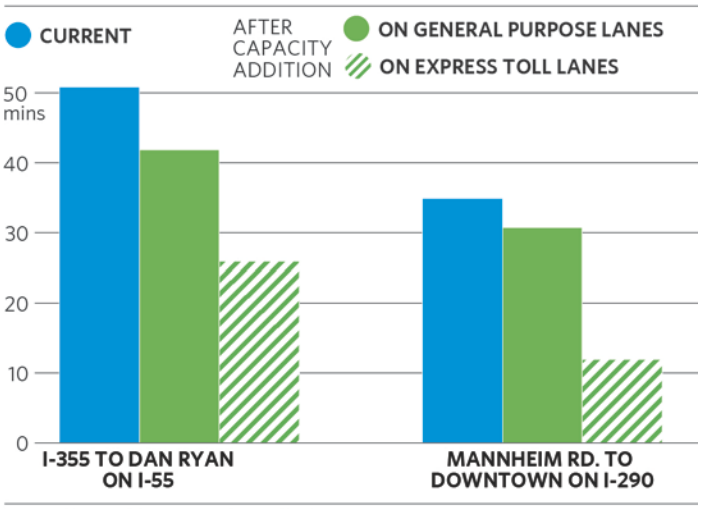
Once built, new capacity needs to be managed to prevent the loss of performance to congestion over time. The most effective way of managing highway capacity is to implement congestion pricing, so that the price to use the facility changes with demand. This allows traffic to flow freely even in peak periods and improves travel time reliability by giving operators a mechanism to respond to changes in travel demand. Except on very short or isolated segments, GO TO 2040 recommends constructing added lanes as express toll lanes.

I-55 Stevenson Express Toll Lanes

The southbound Stevenson Expressway from the Tri-State Tollway to the Dan Ryan Expressway ranks among the ten most congested expressway segments in the region. The reconstruction of the Stevenson in the 1990s left much of the expressway with wide inside shoulders with mostly full-depth pavement that can withstand regular use. Thus, there is a major opportunity to convert this shoulder cost-effectively to an express toll lane, which would cut travel times (Figure 1), improve reliability, and benefit transit services already using the corridor. Per unit cost, the I-55 Express Toll Lanes project has the highest economic impact and second highest congestion reduction of any of the projects CMAP studied.

For several years Pace has operated a successful program running express buses on the shoulder, but buses must merge with regular traffic at several narrow points and travel at limited speeds when on the shoulder. The express toll lane is envisioned to upgrade this service, allowing continuous travel in a lane with minimal congestion from I-355 to the Dan Ryan. The Stevenson is also a freight-rich corridor with access to intermodal facilities. For safety and operational reasons, multi-unit trucks would not be able to use the express toll lanes, however any new capacity on the expressway will improve travel times and reliability for all users, including trucks.

Figure 1. Travel time savings on a typical trip on the Stevenson and Eisenhower express toll lanes (AM peak)



Source: Chicago Metropolitan Agency for Planning analysis.

The blue bars represent current travel times on a typical morning commute for a 23-mile trip on I-55 and an 11-mile trip on I-290. The green bars indicate travel times with the construction of express toll lanes. CMAP estimated the tolls for these two trips to be roughly $2.75 and $3.50, respectively. This assumes the toll is set to keep traffic at 55 mph.

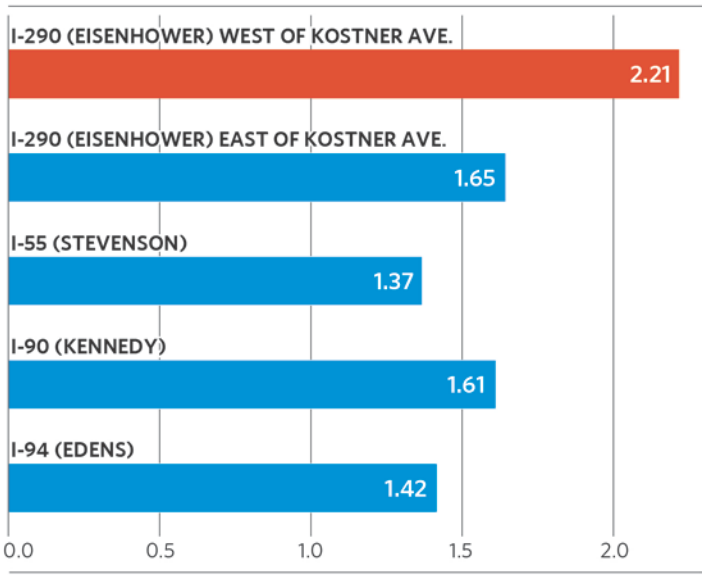
IDOT has begun Phase I Engineering for the project but has not allocated specific funding for further engineering and construction. CMAP's work on congestion pricing suggests that pricing

could reduce the constrained cost of the new lane by nearly 20 percent, making it critical to implement pricing to help fund the project. Perhaps the most significant challenge with this project is the lower priority that IDOT has placed on it relative to its other projects.

I-290 Eisenhower Express Toll Lanes

The Eisenhower Expressway was one of the earliest expressways constructed in the Chicago region and has been the vanguard for a number of innovations, including the first use of ramp metering and the construction of rapid transit in the expressway median. The Eisenhower Expressway is generally in the top five most congested expressway segments in the region. It also suffers from major geometric deficiencies, including narrow shoulders, short weaving distances between ramps, and especially the left-hand exits at Austin and Harlem Avenues. Moreover, it has what is probably the most severe bottleneck in the region, where the number of lanes drops from four to three west of Central Avenue. As a result of these problems, the western portion of the expressway has a significantly higher crash rate than comparable expressways in the region (Figure 2).

Figure 2. Crash rates on select Chicago-area expressways, per million vehicles per mile



Source: Illinois Department of Transportation.

Adding an express toll lane to the Eisenhower will significantly improve speeds and travel time reliability on the facility. Reconstruction and modernization of the facility will help improve safety. IDOT is currently in Phase I Engineering for this project and has narrowed its study to four alternatives, all of which involve adding a lane to the Eisenhower. However, the Department has not allocated specific funding in the near term for further engineering and construction. CMAP's work on congestion pricing suggests that pricing could reduce the constrained cost of the new lane by about a quarter, making pricing a key part of funding the project.

While this project has significant engineering challenges relating to the availability of right-of-way and railroad coordination, perhaps its biggest obstacle is the potential for community

impacts. The expressway is in a dense urban corridor. One important mitigation approach is the improvement of the pedestrian and transit station environment along the Blue Line, which the Chicago Transit Authority (CTA) has been considering in its Blue Line Forest Park Branch Feasibility/Vision Study.

Jane Addams Tollway (I-90)

As part of the Move Illinois program, the Illinois Tollway is reconstructing the Addams Tollway from Rockford to I-294, given that most of the roadway is more than a half-century old. A new lane will also be added in each direction to accommodate current and future traffic. The Addams experiences congestion within the Chicago region, although not to the same degree as the Stevenson and Eisenhower. As part of the project, the Tollway is making major strides in modernizing the Addams by including active traffic management technology that warns drivers of upcoming congestion and closes lanes well ahead of a stalled vehicle or wreck (Figure 3). This technology would also permit the use of variable speed limits (speed harmonization), which has been shown to reduce crashes and increase roadway capacity by stabilizing traffic flow.

While the Tollway has studied the use of congestion pricing on the new lane, it has elected not to implement the policy on the Addams when the reconstruction and widening is complete in 2016. The ITS infrastructure will be in place to support a future decision to use congestion pricing, but converting to congestion pricing later may present a challenge for public acceptance. The Tollway is also working closely with Pace to operate a bus-on-shoulder program along the Addams, which is partly funded by CMAP through the Congestion Mitigation and Air Quality Improvement program.

Figure 3. Example of active traffic management from Washington State

Source: Washington State Department of Transportation.

Expressway Additions: Interchanges and Improvements

The projects proposed here either reconstruct and modernize older highway infrastructure or correct major deficiencies. While they provide some additional capacity, this is modest relative to the contribution that these projects make to achieving the overall goal of maintaining and improving the existing highway system. CMAP treats interchanges between expressways as major capital projects.

Circle Interchange

The Circle Interchange project will reconstruct and modernize an interchange that has not had a major rehabilitation since it was first built more than a half-century ago. While it is mostly a reconstruction project, new capacity will be added in the form of an additional lane on the east-north and north-west ramps, as well as three new flyovers. A new through-lane will also be added on I-90/94, correcting a deficiency that forces drivers to make lane changes when entering the interchange. The new ramp configurations and added lanes are expected to significantly reduce crashes for all users. The Circle Interchange is the busiest interchange in in the region, and is typically among the most congested interchanges in the country. For several years the FHWA has identified the Circle Interchange as the worst freight bottleneck in the U.S. Rehabilitation of the interchange will support the region's competitive position in freight, manufacturing, and other industries.

FHWA issued a Finding of No Significant Impact for the project in late 2013, allowing it to proceed to construction. Since the project is in a dense, urban area with older buildings, noise walls will be needed in certain areas as well as special attention to the potential for structural damage to adjacent buildings during construction. Particular attention is expected to be given to improving the pedestrian environment around the interchange and at the Halsted/UIC Blue Line station.

I-294/I-57 Interchange

The crossing of I-294 and I-57 is the only place in the region, and one of very few locations in the country, where two interstates cross but do not have an interchange. The Tri-State Tollway links the region's suburban communities in an arc from the south suburbs to Lake County, providing access to O'Hare International Airport and several commercial and industrial centers, as well as intermodal freight terminals. The I-294/I-57 interchange project will provide a full connection of these two interstates for improved accessibility to and from the south suburbs and for improved north-south regional travel. The Tollway included this project in its Move Illinois capital program. Construction of Phase 1, which is anticipated to provide the largest congestion reduction benefits, will be complete in 2014. It involves construction of new ramps to connect northbound I-57 to northbound I-294 and southbound I-294 to southbound I-57, as well as an entrance and exit ramp from I-294 to 147th Street. Phase Two is planned for completion in 2024 and will provide the remaining interchange connections.

I-190 Access and Capacity Improvements

The I-190 Access Improvements project consists of reconfiguring arterial access to I-190 and O'Hare International Airport to improve mobility and reduce collisions, as well as ultimately reconstructing and adding capacity to mainline I-190. Project planning is advancing; several elements have already been funded through IDOT, Chicago Department of Transportation (CDOT), and the Chicago Department of Aviation, using Passenger Facility Charge funds. O'Hare International Airport and its surrounding freight and manufacturing development are a significant economic engine for the region. But, the area experiences significant congestion and unreliable travel times. The I-190 project will improve access to the O'Hare area and reduce congestion in a high-traffic corridor.

Transit Improvements

Projects that rehabilitate transit lines to improve asset condition and that add service to accommodate greater ridership are major elements of GO TO 2040's focus on maintaining and modernizing existing infrastructure. These projects add capacity by making improvements to track, platforms, and stations for the purpose of increasing the number of riders that can move through the system. Some of these investments are part of the CREATE program or involve operational improvements that make the freight and passenger rail system work more efficiently. This enhances the region's economic competitiveness.

The transit improvement projects recommended in GO TO 2040 support existing communities and also create new opportunities for transit-supportive development. Considerable planning has been completed both for the stations and broader communities around these investments, although plans are not yet in place for all stations proposed as part of the major capital projects. Completing and implementing these plans is a priority. The plans should seek to foster livable communities and support the region's substantial investment in new and proposed transit infrastructure by promoting land use patterns that allow transit access.

CTA North Red/Purple Line Modernization

This project envisions a modernization of the 100-year old "El" lines serving the north side of Chicago and near north suburban communities. The Red and Purple Line modernization will provide significant reinvestment in existing communities and upgrade the CTA's most heavily used rail line. Dilapidated viaducts and crumbling infrastructure will be replaced or improved, building a new elevated structure and providing a quieter, more livable environment. The improved facility is also expected to experience significantly lower operating and maintenance costs once it is brought to a state of good repair. A Brown Line flyover at Clark Junction, which would decrease travel time for riders by allowing Brown Line trains to cross above the Red and Purple Line tracks, is also being considered for the project.

The CTA is analyzing traditional and innovative funding options. The project recently received authorization to apply for funding under the new Core Capacity Program of the Federal Transit Administration's New Starts transit funding program. The Core Capacity Program allows existing systems to apply for New Starts funds if they expand capacity by at least 10 percent in transit corridors that are currently at or above capacity. The project also has the potential to use innovative funding methods like value capture or obtain innovative financing through the federal Transportation Infrastructure Finance and Innovation Act (TIFIA) program, which provides low-cost loans to transportation projects. CMAP's financial plan assumes value capture will provide approximately five percent of the project's total cost. The Draft Environmental Impact Statement for the project is expected to be completed in 2015.

West Loop Transportation Center Phase I Improvements

The West Loop Transportation Center is envisioned as a new transportation hub that would reconfigure Chicago Union Station and ultimately lead to greatly improved connections between rapid transit, bus, commuter rail, and intercity rail services, supporting the GO TO 2040 goal of seamless coordination between transit modes. The Union Station Stage 1 Master Plan determined that work on the project should take place in two key phases: Phase 1

improvements to existing facilities east of and within Union Station, and Phase 2 development of a new underground transitway in the West Loop.

In the GO TO 2040 plan update, only Phase 1 is included in the fiscally constrained project list. Phase 1 will increase capacity within the existing footprint of Chicago Union Station by creating new platforms and tracks and by repurposing currently inactive tracks and platforms formerly used for mail handling. It will also expand the passenger-carrying capacity of existing platforms used by commuter trains, reconfiguring the station's internal spaces to increase passenger capacity. Finally, the project will create the capability to through-route some intercity trains.

Metra Rock Island Improvements

Metra's proposed improvements to the Rock Island District (RID) Line will enhance coordination between freight traffic and Metra trains as well as allow for eventual connection of the SouthWest Service (SWS) with LaSalle Street Station. This connection and other improvements will improve rail freight movement through the region, reduce congestion, and improve access at Union Station. Proposed improvements include adding a third track to the nine-mile double-track portion (between Gresham Junction and a point north of 16th Street Junction) of the RID Line. The proposed upgrade also includes the CREATE P1 Project, new bi-directional signals, centralized traffic control to integrate with existing RID operations, several new or rehabilitated bridges over city streets, and an expanded and modernized 47th Street Yard. CREATE Project P1 is a rail flyover expected to eliminate conflict between 78 Metra Rock Island trains and approximately 60 freight and Amtrak trains that presently cross at grade through the Englewood interlocking each day. This portion of the RID project is fully funded and under construction.

Metra SouthWest Service Improvements

The SouthWest Service Improvements project will reduce congestion at Union Station and improve freight movements within and through the region. As part of the CREATE 75th Street Corridor Improvement Project, it will address the most congested rail chokepoint in the Chicago Terminal District. As part of this project, the SouthWest Service will be rerouted to terminate at LaSalle Street station, relieving congested operations at Union Station. The improvements also include constructing a two-mile segment beginning west of Belt Junction to carry trains over the parallel Norfolk Southern service along 74th Street to the Rock Island District Line tracks to provide improved reliability with fewer operating conflicts.

Metra UP North Improvements

The UP North Improvements will improve the operating capacity and reliability of the line between Ogilvie Transportation Center and Kenosha through installation of additional crossovers and track improvements. A new outlying coach yard will allow for more efficient servicing of equipment and accommodate expansion of service. Additional upgrades to existing stations will accommodate an expected increase in passengers in both the traditional commute and reverse commute direction. A new station at Peterson and Ridge Avenues is also proposed,

and improvements to the existing Hubbard Woods Station are proposed to expand transportation options for these communities.

Metra UP West Improvements

The UP West Improvements will provide track, signal, safety, and infrastructure improvements to increase passenger service and coordinate with freight traffic. Specifically, a third track will be added to an existing double-track portion of the line east of Elmhurst. Also proposed is moving the current crossing with the Milwaukee District and North Central lines at Western Avenue to a new location one mile east. These improvements will enable the UP West to better serve as an alternative to the BNSF line and also to operate more effectively in coordination with freight rail movements. In combination, these improvements would allow for an increase in service from 59 to 80 trains per day, nearly doubling estimated passenger miles traveled on the line. Part of the project involves upgrades to signal systems, crossovers, pedestrian safety improvements, and new triple track. Most of the pedestrian diversion construction was completed in summer 2011, and construction of signals and crossovers is currently proceeding.

New Projects and Extensions

The focus of GO TO 2040 is first on maintaining and modernizing the existing system, then strategically adding capacity to existing facilities, and only then building entirely new projects. GO TO 2040 recommends a small number of critically important new projects, discussed below.

CTA Red Line South Extension

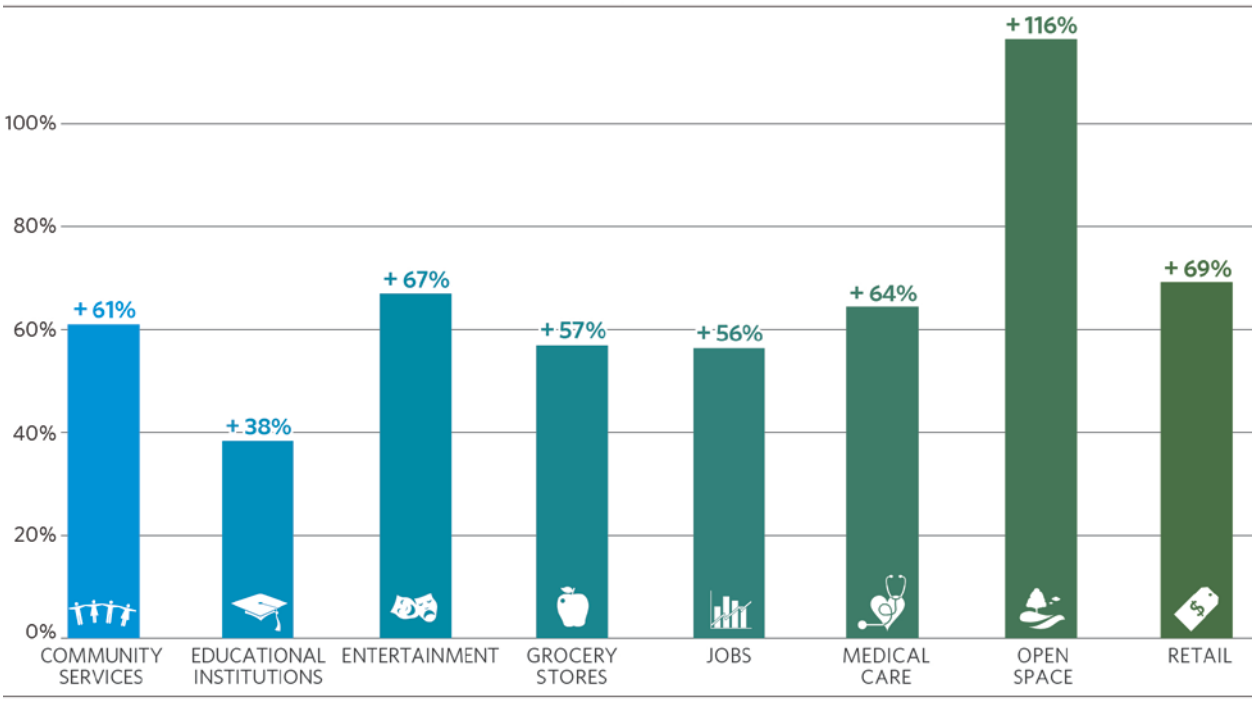
The CTA Red Line currently terminates at the 95th Street/Dan Ryan station, which through the 1990s and most of the 2000s was the busiest CTA station outside of downtown Chicago because of its numerous connecting bus lines. South of 95th Street, residents struggle with long commute times and multiple transit transfers required to reach work, school, medical appointments, and services. By extending the Red Line south to 130th Street, the area it serves would see improved access to jobs and services, reduced travel times by streamlining CTA and Pace bus-to-rail connections, and enhanced livability and economic impact in distressed neighborhoods.

The Red Line south extension would be approximately 5.3 miles in length and add new stations at 103rd Street, 111th Street, and Michigan Avenue (115th) before terminating at 130th Street. The investment would cut transit travel time from 130th Street to the Chicago Loop by 21 minutes or 34 percent. It would also dramatically increase access to a variety of services and amenities for residents of the greater Roseland area to be served by the project (Figure 4). This access would offer residents significantly more employment opportunities and contribute to an improved quality of life. Furthermore, because of its proximity to an interchange with the Bishop Ford Expressway, the large (2,300-space) park-and-ride lot to be constructed at the 130th Street station will provide new commute options for southern Cook County as well.

While there is a large stock of affordable housing in the greater Roseland area, residents experience longer and more expensive commutes than the rest of the region. In particular, Roseland commuters drive to work alone at a rate 10 percentage points higher than the City of

Chicago as a whole and spend a higher proportion of their income on transportation costs. By making transit use more viable, the Red Line Extension will improve overall affordability in the area it serves. Furthermore, the Red Line Extension has the potential to spur revitalization of the area around the proposed stations.

Figure 4. Increase in number of services and amenities that can be accessed within 60 minutes with the Red Line Extension



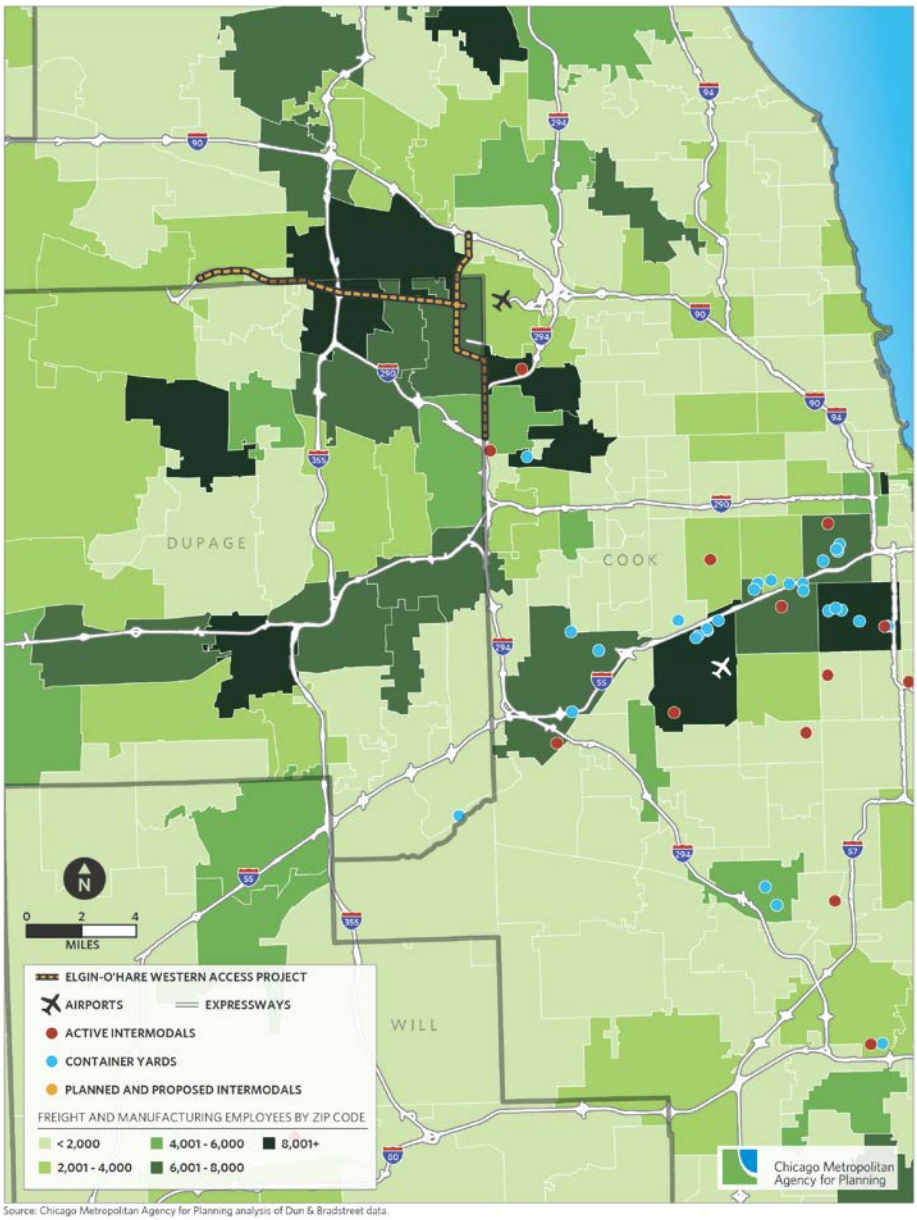
Source: Chicago Metropolitan Agency for Planning analysis, 2012.

Perhaps the biggest challenge for the Red Line Extension is the specific allocation of funding to this project relative to other investments. Current CTA efforts are focused on reconstruction of the existing system, and this is appropriate given GO TO 2040's emphasis on modernization. However, the project has significant local support and substantial planning efforts have been undertaken by stakeholders in the community to lay the local groundwork for the facility.

Elgin O'Hare Western Access

While the area around O'Hare International Airport owes its economic vitality to its unique convergence of air, road, and rail infrastructure, the same assets have also led to significant congestion problems for truck and passenger traffic. The Elgin O'Hare Western Access (EOWA) project will provide a new, limited-access facility to reduce congestion and improve access to the airport. The project includes three main components: reconstructing and widening the existing Elgin O'Hare Expressway, extending the expressway east to O'Hare International Airport, and adding an expressway around the western side of O'Hare from I-90 to I-294 (the western bypass). All three components will be tolled. The first two components are expected to be complete in 2018, while the western bypass is planned for 2025. Federal approval for the EOWA was given on January 24, 2013, and construction is now underway.

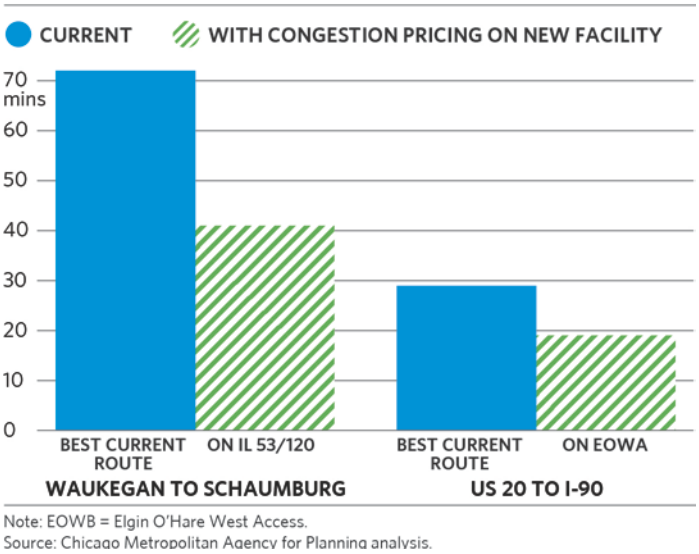
Figure 5. The EOWA and CMAP region freight and manufacturing employment



Source: Chicago Metropolitan Agency for Planning analysis of Dun & Bradstreet data.

The EOWA provides critical support to the most significant cluster of freight and manufacturing employment in the region (Figure 5). It would also eventually provide access to the planned western terminal of O'Hare. In addition, the EOWA provides meaningful travel time savings (Figure 6) and yields the highest increase in access to jobs by automobile of any of the projects considered. While the project does reserve right-of-way for future transit improvements, there are no specific commitments to providing this service. Planning for and implementing enhanced transit service that improves access to this regional employment center will be critical over the long term.

Figure 6. Travel time savings on an example trip using IL53/120 and EOWA (AM peak)



Note: EOWB = Elgin O'Hare West Access.
Source: Chicago Metropolitan Agency for Planning analysis.

IL 53/120 Tollway

As development in central Lake County in recent decades has led to severe arterial traffic congestion, several attempts have been made to plan and build a north-south route through central Lake County. Those efforts were stalled by strong concerns over negative community and environmental impacts as well as funding challenges. In the past two years, the project has made significant progress via the Tollway's 53/120 Blue Ribbon Advisory Council (BRAC), which developed consensus among communities, environmental groups, and other key stakeholders to build a "21st Century modern boulevard" in the corridor. In line with BRAC recommendations, the project is envisioned as a limited-access, four-lane, 45-mph tolled facility that uses congestion pricing to help manage demand. It would utilize a context-sensitive design that protects Lake County's communities and environmental assets. The project would extend the existing, limited-access IL Route 53 from its terminus at Lake-Cook Road to join IL Route 120 to the north. Additionally, an extension of the limited-access portion of IL Route 120 is proposed. This project would offer significant travel time savings over travel on the arterial network (Figure 6).

Beyond the BRAC's effort, work is still needed to finalize the roadway design, plan for supportive land use, and develop a funding plan. As part of its Illinois 53/120 Feasibility Analysis, the Tollway has convened a Finance Committee comprised of local officials and stakeholders to develop a financing strategy for the facility. The Committee will evaluate both traditional and innovative revenue sources for the facility, including congestion pricing and value capture. The expectation is that toll revenue from the facility will be used to help fund its construction.

Of all the capital projects considered in the GO TO 2040 update, the IL 53/120 Tollway would have the highest congestion reduction benefits for both automobile and freight traffic. It would also have the largest economic impacts of any project. Although the environmental impacts from a conventional road design would also be high, work by the BRAC and furthered by

CMAP in the corridor land use plan strongly suggests that the road can be designed to protect environmental assets and local community character. Planning for supportive land use will be critical to meet the mobility and livability goals of the project. In March 2014, CMAP, Lake County, and the Tollway initiated development of the Illinois Route 53/120 Corridor Land Use Plan. This multi-year effort will engage relevant municipalities, the environmental and economic development communities, and other stakeholders in a facilitated, open process to create a plan for land use, open space, local transportation, and economic development within a two-mile buffer of the proposed IL 53/120 right of way.

Illiana Expressway

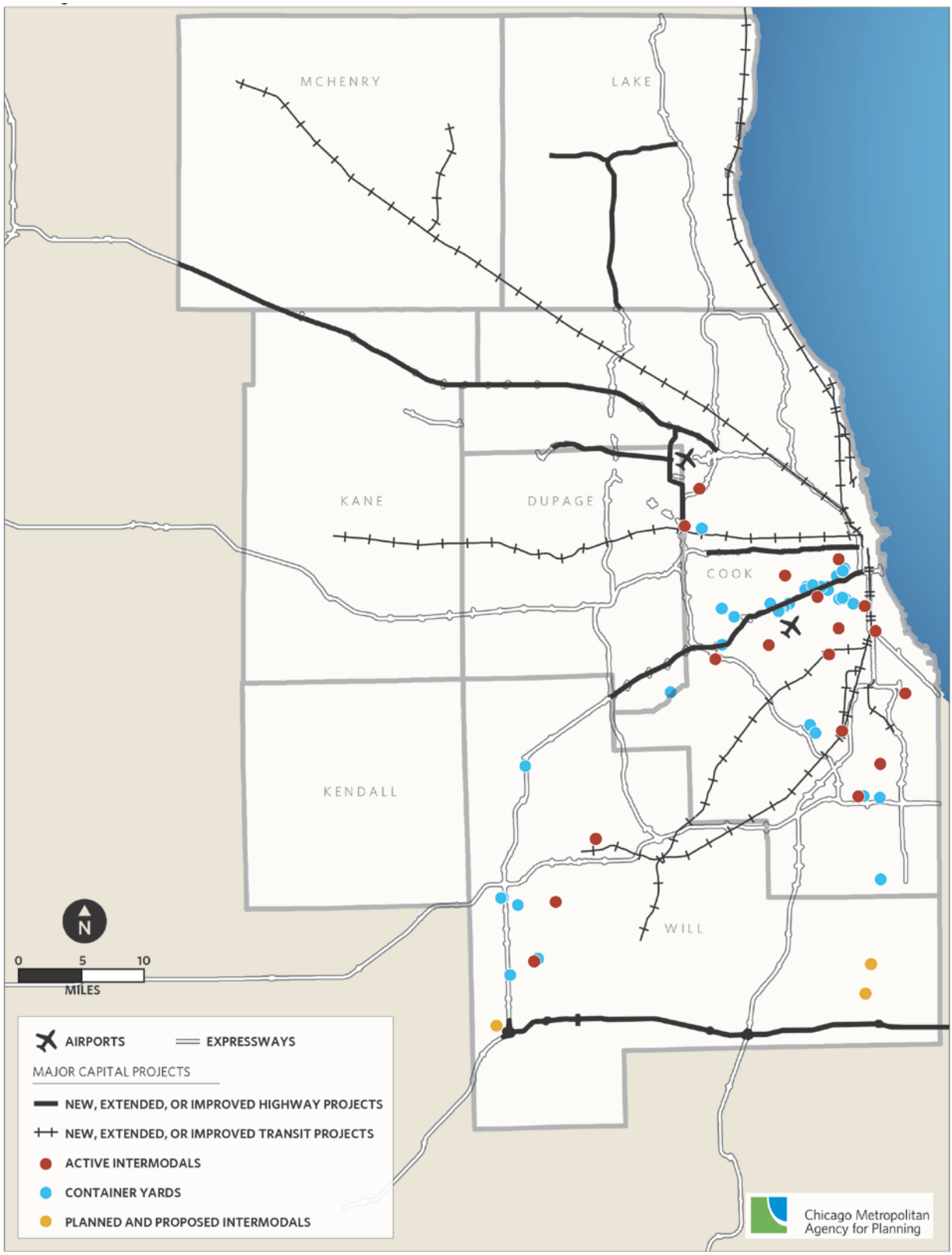
Metropolitan Chicago maintains a significant competitive advantage over other freight hubs in intermodal operations, which facilitate the transfer of goods between truck and rail freight. Well-chosen investments in transportation infrastructure will be critical to maintain that competitive position over the long term. The Illiana Expressway is designed to support the region's growing freight cluster.

The proposed 47-mile, four-lane Illiana Expressway is envisioned as a bypass of I-80 for long-distance truck freight, as well as an alternative for heavy truck travel that is currently utilizing local roadways in Will County. Over the last decade, three new intermodal facilities have been developed in the western portion of Will County, and several additional intermodal facilities are proposed (Figure 7). This growing concentration of intermodal activity in Will County has driven an increase in truck traffic on local roads that are not configured for heavy truck use. In fact, modeling suggests that about 50 percent of the traffic on the facility would be heavy trucks.

The Illiana is on an accelerated timetable. The Tier 2 Environmental Impact Statement for the project is nearing completion, with the expectation of beginning construction in 2015 and opening to traffic in 2018. IDOT is pursuing use of a public-private partnership (P3) for the Illiana Expressway. GO TO 2040 supports the use of P3s as an innovative and efficient public finance tool, and also states that these arrangements must be handled with a high degree of transparency and care. IDOT has indicated that it intends to pursue an availability payment P3 model for the Illiana Expressway, an approach that may transfer risk in achieving projected toll revenues to the public sector.

A significant implementation challenge for the project is planning for growth that meets the tenets of GO TO 2040. The alignment for the Illiana is well to the south of the urbanized area. GO TO 2040 supports reinvesting in existing communities, pursuing opportunities for more compact, walkable, and mixed-use development, and providing a range of housing options. Local planning to meet these goals should be seen as a key part of the overall project.

Figure 7. CMAP region intermodal and container facilities



Source: Chicago Metropolitan Agency for Planning analysis.

Metra UP Northwest Improvements and Extension

Two improvements are proposed on the UP Northwest line: infrastructure upgrades and a 1.6 mile extension to Johnsburg from McHenry. Infrastructure upgrades include improvements to the existing signal system and additional crossovers and other track improvements to increase operating capacity and reliability. Two additional stations will be added to the line at Prairie Grove on the McHenry branch and Ridgefield on the Woodstock branch. In addition, new yards are planned for the Woodstock and Johnsburg areas. These combined improvements, the extension, and new stations are estimated to considerably increase passenger miles traveled on the line. This project serves a substantial population of 2.8 million residents within 5 miles, and 1.6 million jobs. The full line travels through a major employment corridor in the Northwest suburbs, and the extension would increase access to jobs there and in downtown Chicago. Planning for transit-supportive development at new stations and for feeder bus service will increase access along the line.

Costs

The major capital projects in the GO TO 2040 update come to $12.71 billion in year-of-expenditure dollars with reconstruction costs of $8.57 billion for a total of $21.29 billion. In the original plan, $10.5 billion was budgeted for major capital projects, with an equal amount set aside for reconstruction costs, totaling $21.00 billion. Thus, the overall expenditure on these facilities is nearly the same. Project cost information is provided in Table 1.

Since the March 2014 memo to the Transportation Committee, additional contributions from value capture have been assumed for the Red/Purple Line Modernization and the IL 53/120 Tollway projects. Initial meetings of the IL 53/120 Finance Committee suggest that stakeholders look most favorably on value capture out of the available options to help close the funding gap on that project.

Overall, the major capital projects are a very small part of meeting the region's travel needs. The financial plan prepared as part of the GO TO 2040 update indicated that approximately $371 billion (in year of expenditure dollars, or YOE$) in funding from existing or reasonably expected sources is likely to be expended on transportation capital and operating expenses between now and 2040.

Other Projects

Please note that while they are not itemized in this memo, numerous other projects continue to be priorities for GO TO 2040. These include bus rapid transit and arterial rapid transit projects, elements of the CREATE program, and others. These projects are included, but not specifically listed, in the systematic enhancements budget of the financial plan. This overall approach is discussed in a previous memo. Similarly, the Metra Milwaukee District North Improvements project is being considered a strategic enhancement and so can proceed at any time without being itemized in the financial plan. They should be eligible for federal funding and be allowed to proceed through the federal project development process.

Table 1. Costs of major capital projects recommended for fiscal constraint

Project	Project information				Costs for new capacity in YOE$b					Associated reconstruction costs, YOE$b
	Sponsor	Year	Capital cost, 2014$b	Percent of cost for new capacity	Capital cost, YOE$b	Operating costs to 2040, YOE$b	Total project cost, YOE$b	Cost offset by new project-specific revenue	**Constrained cost, YOE$b**	
Elgin O'Hare Western Access	Tollway	2020	2.15	99%	2.52	0.20	2.72	52%	1.11	0.03
I-90 Reconstruction and Widening	Tollway	2016	1.27	17%	0.23	0.07	0.30	0%	0.30	1.11
Illinois 53/120 Tollway	Tollway	2028	2.10	88%	2.78	0.08	2.87	30%	2.01	0.39
I-294/I-57 Interchange	Tollway	2024	0.35	75%	0.35	0.01	0.36	0%	0.36	0.12
I-55 Express Toll Lanes	IDOT	2020	0.40	80%	0.38	0.03	0.41	19%	0.33	0.10
I-290 Express Toll Lanes	IDOT	2020	1.60	20%	0.38	0.01	0.39	24%	0.30	1.53
Illiana Expressway	IDOT	2016	1.00	100%	1.06	0.46	1.52	53%	0.71	-
I-190 Access Improvements	IDOT	2020	0.38	20%	0.09	0.00	0.09	0%	0.09	0.36
Circle Interchange Reconstruction	IDOT	2015	0.41	20%	0.08	0.00	0.09	0%	0.09	0.34
Red Line Extension (South)	CTA	2020	1.70	82%	1.66	0.23	1.90	0%	1.90	0.37
Red/Purple Line Modernization	CTA	2020	4.20	64%	3.21	(0.06)	3.15	5%	2.99	1.81
UP Northwest Extension	Metra	2020	0.58	50%	0.35	0.19	0.54	0%	0.54	0.35
SouthWest Service Improvements	Metra	2020	1.03	25%	0.31	0.16	0.47	0%	0.47	0.92
UP North Improvements	Metra	2020	0.45	25%	0.13	0.07	0.21	0%	0.21	0.40
UP West Improvements	Metra	2020	0.52	25%	0.16	0.08	0.24	0%	0.24	0.47
Rock Island Improvements	Metra	2020	0.05	25%	0.02	0.01	0.02	0%	0.02	0.05
West Loop Trans. Center: Phase 1	CDOT	2020	0.84	75%	0.75	0.30	1.05	0%	1.05	0.25
Total for all projects									**12.71**	8.57

Action Requested: Discussion

Agenda Item No. 8.0

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: CMAP Board

From: CMAP Staff

Date: April 2, 2014

Re: State Legislative Update

On March 26, 2014, Governor Quinn delivered his annual budget address to a joint meeting of the Illinois General Assembly. The Governor's proposed budget for fiscal year 2015 (FY15) totals $64.6 billion for all revenues, of which $38.6 is for the General Fund. The proposed FY15 operating budget recommended $2.76 billion for the Illinois Department of Transportation (IDOT), which includes a $3 million appropriation for Metropolitan Planning and Research Purposes at CMAP to partially fulfill its required federal match.

CMAP staff continues to monitor the progress and analyze bills with particular relevance to the agency. Bills included in the following pages of this memorandum either impact CMAP's 2014 State Legislative Framework and Agenda or are of interest to CMAP and its partners.

Staff recommends that the board continue to support five bills that assist in the implementation of GO TO 2040 by promoting coordinated investment, expanding transit options, improving water conservation, and supporting local food production. Staff also recommends that the board continue to oppose five bills that diminish the state and region's ability to invest strategically in transportation, limit efficient governance, and local governments' ability to pursue coordinated investments. Finally, staff recommends the board oppose one additional bill that would limit the region's ability to pursue solutions to local and regional governance challenges (see page 2, position indicated with red text).

The deadlines for advancing substantive bills out of both House and Senate committees passed March 28; next, bills must have their third reading by Friday, April 11, in both chambers. Staff will continue to closely monitor General Assembly actions and analyze legislation.

ACTION REQUESTED: Approval

April 2014 Legislative Summary

Subject	Bill	Summary	Status	Agency Position
PURSUE COORDINATED INVESTMENTS				
Local Government	HB3251	Jack D. Franks (D-Marengo) As amended, the bill prohibits the General Assembly from creating new units of local government, including divisions of existing units of government. The bill does allow for the creation of new units that result from the consolidation of two or more pre-existing units of government. GO TO 2040 encourages intergovernmental collaboration to solve a variety of planning problems. While the Plan also recommends the appropriate consolidation of services and some local governments, this legislation is overly restrictive and may prevent innovative approaches to solving local issues.	03/21/2014 **House** Placed on Calendar 2nd Reading - Short Debate	**Oppose**
Special Service Areas	HB4243	Jeanne M Ives (R-Wheaton) Restricts the use of Special Service Areas (SSA) to funding for municipal infrastructure such as roads, bridges, sidewalks, and water and sewer systems. In addition, an SSA could only be created after a petition signed by 51% of proposed SSA taxpayers is submitted to the appropriate municipal or county clerk.	2/20/2014 **House** Property Tax Subcommittee	
Local Government Dissolution	HB4418	Jay Hoffman (D-Belleville) As amended, prohibits a municipality from closing any facilities that provide fire protection or advanced life support services without the passage of a referendum. To the extent that the bill would undermine the consolidation of local services, the legislation would not support the implementation of GO TO 2040.	03/25/2014 **House** Placed on Calendar 2nd Reading - Short Debate	**Oppose**
Local Government Dissolution	HB5786	Jack D. Franks (D-Marengo) Expands the DuPage County pilot program providing the authority and establishing the process for the County to dissolve local units of government established by SB494 signed into law in 2013. Provides all	3/27/2014 **House** Remains in Counties & Townships	**Support**

Subject	Bill	Summary	Status	Agency Position
		counties in the state with the power to dissolve a local government under certain conditions. GO TO 2040 recommends analyzing the effects of consolidating local governments and sharing services. The bill would provide an avenue for counties to implement local government consolidation.	Committee	
Local Government Dissolution	SB1681	Terry Link (D-Waukegan) As amended, establishes a process by which a Regional Fire Protection Agency could be established. Local governments can generally make agreements that have the effect of consolidating services under 5 ILCS 220/3 and 5 ILCS 220/5. The bill would likely create a more complicated process for consolidation of services, which does not support GO TO 2040 recommendations for sharing services and efficient governance.	3/05/2014 **Senate** Placed on Calendar Order of 3rd Reading March 6, 2014	**Oppose**
INVEST STRATEGICALLY IN TRANSPORTATION				
Vehicle Registration	HB5326	Rita Mayfield (D-Waukegan) Amends the Illinois Vehicle Code. It provides that permanent vehicle registration plates shall be issued for a one-time fee of $8 to vehicles owned by counties, townships, or municipal corporations used for the purpose of ridesharing.	03/24/2014 **House** Placed on Calendar Order of 3rd Reading - Short Debate	
55/45 Split	HB5373	Luis Arroyo (D-Chicago) Amends the State Finance Act to require that all Road Fund monies be split, with 50 percent going to IDOT District 1 and the other 50 percent to be split among the eight downstate districts. This split would begin in FY 2015. While the bill seems designed to increase resources to invest in the regional transportation system, and to address the longstanding 55/45 issue, it simply replaces one arbitrary formula with another. To move away from this paradigm, CMAP supports performance-based funding as a transparent, credible, and defensible approach to programming.	03/28/2014 **House** Rule 19(a) / Re-referred to Rules Committee	**Oppose**

Subject	Bill	Summary	Status	Agency Position
TIF Statute	HB5620	Mike Fortner (R-West Chicago) Adds the definition of a transit-oriented development area to the set of definitions within the TIF statue. Specifically, it defines transit-oriented development as a compact development that meets planning and condition criteria, is no more than 250 acres, and is located within one half mile of an existing or proposed rail, bus, or multimodal passenger facility that is part of a public transit system.	03/28/2014 **House** Rule 19(a) / Re-referred to Rules Committee	
TIF for Transit Facility Improvement	HB5687	Elaine Nekritz (D-Northbrook) Expands Tax Increment Finance (TIF) district establishment eligibility criteria to include areas within one half mile of a rail transit or bus rapid transit (BRT) station, creating Transit Facility Improvement Areas (TFA). Extends the life of TFAs from the standard TIF 35 years to 50 years and sets aside 20 percent of TFA revenues be shared with underlying districts.	02/14/2014 **House** Referred to Rules Committee	
Transit Maintenance	HB5878	Robert Rita (D-Blue Island) Increases the minimum threshold for procurements requiring public notice and public bidding to $40,000 (now $10,000) for the transit agencies. Procurements are still subject to relevant federal regulations requiring competitive bidding and negotiations. Boards may update regulations for procurements below $40,000, continuing to provide for the use of competitive negotiations or the prequalification of responsible bidders.	3/27/2014 **House** Placed on Calendar Order of 3rd Reading - Short Debate	
Repeal Motor Fuel Tax	HB5999	Brad E. Halbrook (R-Shelbyville) Repeals the Illinois motor fuel tax (MFT) and amends various references to the Illinois MFT located elsewhere in state statute. This legislation is contradictory to the principles and recommendations of GO TO 2040. It would substantially reduce funding to the state and local highway systems, diminishing the state or region's ability to maintain the system to safe standards, and preclude necessary modernization or expansion of the system.	02/18/2014 **House** Referred to Rules Committee	**Oppose**

Subject	Bill	Summary	Status	Agency Position
Motor Fuel Tax Usage	SB2658	Michael Connelly (R-Wheaton) As amended, provides that motor fuel tax (MFT) funds allotted to municipalities may be used for the treatment or removal of trees infected with Dutch elm disease or the emerald ash borer. Trees may be located on any parcel of public or private property within the municipalities.	3/6/2014 **Senate** Placed on Calendar Order of 3rd Reading March 19, 2014	
State Sales Tax on Motor Fuels	SB2790	Kirk W. Dillard (R-Hinsdale) Reduces the state sales tax on motor fuels and authorizes $1 billion in new transportation bonds. The bill directs a portion of the proceeds from the sales tax on fuels to repay the transportation bonds. GO TO 2040 supports additional investment in transportation, but calls for those investments to be made in a sustainable way. A one-time infusion of $1 billion in transportation spending will not address the structural funding issues facing Illinois; rather, it is effectively an extension of the State's once-a-decade capital programs.	3/28/2014 **Senate** Rule 3-9(a) / Re-referred to Assignments	**Oppose**
INCREASE COMMITMENT TO PUBLIC TRANSIT				
Bus on Shoulder	HB5664	Robert Rita (D-Blue Island) Transitions the bus-on-shoulder pilot program into a permanent program. It allows bus-on-shoulder projects on both the IDOT and Tollway systems, and requires IDOT to develop rules governing the times and locations of bus-on-shoulder service. GO TO 2040 calls for increased commitment to public transit, as well as modernization projects that enhance transit service. Bus-on-shoulder allows for relatively cost-effective new transit service in congested corridors.	3/27/2014 **House** Placed on Calendar Order of 3rd Reading - Short Debate	**Support**
RTA Oversight of Transit Budgets	HB5751	Michael W. Tryon (R-Crystal Lake) Requires that the Service Boards include detailed revenue and expenditure line items as part of their 2-year financial plans submitted to the RTA. The bill would also empower the RTA to reduce or veto any of the Service Boards' line items.	03/28/2014 **House** Rule 19(a) / Re-referred to Rules Committee	

Subject	Bill	Summary	Status	Agency Position
CMAP and RTA Planning	HB5754	Michael W. Tryon (R-Crystal Lake) Provides that the CMAP Board and RTA Board may agree to consolidate mass-transit planning activities within a single department at the RTA. The language also appears to cover, through the RTA, the mass-transit planning functions of the three Service Boards.	03/28/2014 **House** Rule 19(a) / Re-referred to Rules Committee	
Red Line Extension	HR675	Al Riley (D-Olympia Fields) Calls on the CTA to "prioritize and expedite the planning and construction" of the Red Line South project. The resolution notes the many benefits of the expansion, and notes lack of progress on the project over the past 40 years.	02/26/2014 **House** Resolution Adopted	
CREATE A MORE EFFICIENT FREIGHT NETWORK				
Crossrail Chicago	SR639	Martin A. Sandoval (D-Cicero) Urges that Crossrail Chicago be included on the list of fiscally constrained projects in GO TO 2040.	03/26/2014 **Senate** Postponed - Transportation	
ACHIEVE GREATER LIVABILITY THROUGH LAND USE AND HOUSING				
Green Special Service Area	HB67	Lou Lang (D-Skokie) Creates a "green" SSA, which would allow property owners to use the SSA to fund energy efficiency improvements. The bill also grants the Illinois Finance Authority power to purchase these bonds and to accept assignments or pledges, or both, of special service area bonds or agreements relating to public and private green special service area projects.	03/28/2014 **House** Rule 19(a) / Re-referred to Rules Committee	
Affordable Housing	HB5538	Camille Y. Lilly (D-Chicago) Extends and expands the current housing opportunity area program, which provides property tax abatement to landlords that are located in low-poverty areas and rent to housing choice voucher holders. Landlords renting to Section 8 voucher holders would also now be eligible, and the definition of poverty has been expanded.	03/28/2014 **House** Rule 19(a) / Re-referred to Rules Committee	

Subject	Bill	Summary	Status	Agency Position
MANAGE AND CONSERVE WATER AND ENERGY				
Water-Loss Accounting	HB5629 SB3047	Robyn Gabel (D-Evanston) Dan Kotowski (D-Park Ridge) Directs the IEPA, in collaboration with other state agencies, to commission a study on water-loss issues, costs, and practices throughout Illinois. The study is designed to raise awareness of the issue, including costs to society, and lead to "higher-profile" support for a suite of corrections to solve the problem. HB5629 and SB3047 are companion bills. This legislation supports GO TO 2040's recommendations to encourage management and conservation of water resources.	02/14/2014 **House** Referred to Rules Committee 3/28/2014 **Senate** Rule 3-9(a) / Re-referred to Assignments	**Support**
EXPAND AND IMPROVE PARKS AND OPEN SPACE				
Fox Waterway Dissolution	SB2696	Terry Link (D-Waukegan) At its March meeting, the board opposed this initiative to dissolve the Fox Waterway Management Agency and transfer its powers and duties to the DNR. On March 26, the bill was amended to remove bill's original language and became a tech bill.	3/27/2014 **Senate** Placed on Calendar Order of 3rd Reading April 1, 2014	**Recommend move to Neutral**
Environmental Restoration	SB3000	Daniel Biss (D-Evanston) As amended, establishes the Illinois Natural Resource Restoration Trust Fund to receive funds resulting from litigation or settlement for DNR to investigate, assess, restore, or replace injured or damaged natural resources.	03/05/2014 **Senate** Placed on Calendar Order of 3rd Reading March 6, 2014	
PROMOTE SUSTAINABLE LOCAL FOODS				
Sustainable Local Food Production	HB5907	John D. Anthony (R-Morris) Authorizes the Illinois Finance Authority to guarantee loans of up to $35,000 for up to 7 year payment periods to small family farm operations, operators of community-supported agriculture, and beginning farmers.	02/14/2014 **House** Referred to Rules Committee	**Support**

Subject	Bill	Summary	Status	Agency Position
		This legislation would support the implementation of GO TO 2040, which promotes sustainable local food. It furthers the plan's recommendation to facilitate sustainable food production, supporting local food production through institutional supports and implementing food financing incentives.		
SUPPORT ECONOMIC INNOVATION				
Collar County Economic Development	HB5819	Darlene J. Senger (R-Naperville) Creates the Illinois Collar Country Economic Development Task Force comprised of DuPage, Grundy, Kane, Kendall, Lake, McHenry, and Will Counties. The task force is charged with identifying and making recommendations on issues in the collar counties ranging from transportation, workforce, regulation, and tax policy to the Governor and General Assembly.	3/21/2014 **House** Placed on Calendar 2nd Reading - Short Debate	
REFORM STATE TAX POLICY				
Corporate Income Tax	HB4479	Michael J. Madigan (D-Chicago) Lowers the state corporate income tax to 3.5% on January 1, 2014. The rate is currently 7%, but was scheduled to drop to 5.25% on January 1, 2015.	02/03/2014 **House** Referred to Rules Committee	
IMPROVE ACCESS TO INFORMATION				
Transit Agency Financial Records	HB5752	Michael W. Tryon (R-Crystal Lake) Requires the CTA, Metra, Pace, and Pace ADA to provide the RTA access to their financial information systems as well as financial reports. Under current law, the RTA has a right to access and examine all books, documents, papers, or records of the transit service boards. This legislation requires the service boards to provide the RTA access to their financial information systems.	3/25/2014 **House** Placed on Calendar 2nd Reading - Short Debate	
OTHER BILLS OF INTEREST				
Non-Home Rule Pilot	HB5329 SB3111	Robert W. Pritchard (R-Sycamore) Linda Holmes (D-Aurora)	3/28/2014 **House**	

Subject	Bill	Summary	Status	Agency Position
Program		Establishes a pilot program to allow non-home rule municipalities the same powers as home rule municipalities except powers to tax and impose fees. The program would include municipalities of more than 5,000 in DeKalb, Kane and Kendall counties. HB5329 and SB3111 are companion bills.	Rule 19(a) / Re-referred to Rules Committee 02/25/2014 **Senate** Assigned to Local Government	
Ethics Policies for County Appointees	SB3552	Julie A. Morrison (D-Deerfield) As amended, provides that a county board may by ordinance adopt a code of conduct regarding the accountability, fiscal responsibility, procurement authority, transparency, and ethical conduct of county appointees in addition to those mandated by law. Code is applicable to the appointees of any unit of local government. The county may establish a process to remove appointees found to have violated the code. Affects DuPage, Kane, McHenry, Will, and Lake Counties in northeastern Illinois. SB2618, also filed by Sen. Morrison, is similar.	3/27/2014 **Senate** Placed on Calendar Order of 3rd Reading April 1, 2014	

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