



# Chicago Metropolitan Agency for Planning

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606

312 454 0400  
[www.cmap.illinois.gov](http://www.cmap.illinois.gov)

## **MPO Policy Committee**

### **Annotated Agenda**

**March 12, 2015 — 9:30 a.m.**

**Cook County Conference Room**

**233 S. Wacker Drive, Suite 800**

**Chicago, Illinois**

**1.0 Call to Order and Introductions** 9:30 a.m.

**2.0 Agenda Changes and Announcements**

**3.0 Approval of Minutes – January 8, 2015**

ACTION REQUESTED: Approval

**4.0 Agency Reports**

4.1 Council of Mayors' Report

4.2 CMAP Board Report

4.3 CMAP Staff Report

**5.0 CMAP & MPO Memorandum of Understanding (annual review)**

The Memorandum of Understanding Between the Chicago Metropolitan Agency for Planning (CMAP) and the MPO Policy Committee Encompassing Transportation Planning and Programming in Northeastern Illinois adopted last March calls for an annual review. Staff is recommending that Sandwich and Somonauk townships in DeKalb County be added to the MPO area as stipulated by the approved Metropolitan Planning Area boundary. This addition is on page one of the MOU.

ACTION REQUESTED: Annual approval of MOU

**6.0 Transportation Consent Agenda: Semi-Annual GO TO 2040/TIP Conformity Analysis & TIP Amendment**

The public comment period ended February 16, 2015. No comments on the Conformity analysis or TIP amendment were received. A memo detailing the proposed amendment and the results of the conformity analysis is attached.

ACTION REQUESTED: Approval of a Finding of Conformity and the TIP Amendment

## **7.0 State Legislative Update**

Staff will give an update on relevant legislative activities and the bills that we will be monitoring based on our State Legislative [Principles](#) and [Agenda](#)

ACTION REQUESTED: Information

## **8.0 Metropolitan Planning Council Presentation—Accelerate Illinois**

The Metropolitan Planning Council (MPC) is leading an initiative, [Accelerate Illinois](#), that brings together citizens, organizations and businesses that share one message for Illinois lawmakers: we need dedicated, reliable transportation funding. Accelerate Illinois aligns closely to the goals of GO TO 2040 and, if successful, it would help fill what CMAP projects as the gap in “reasonably expected” revenues for regional transportation over the next 25 years. Peter Skosey of MPC will provide the Committee an overview of the initiative.

ACTION REQUESTED: Information

## **9.0 Cook County Long-Range Transportation Plan**

As Cook County develops its first Long Range Transportation Plan in 70 years, the Department of Transportation and Highways is seeking resident and business input on transportation priorities and possible alternative scenarios. Connecting Cook County, as the plan is known, links transportation to: jobs and economic development, more livable and sustainable communities and the infrastructure needs of the next 25 years. Jennifer Killen will present on the planning process and results so far.

ACTION REQUESTED: Discussion

## **10.0 Other Business**

### **11.0 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 exact time for the public comment period will immediately follow the last item on the agenda.

### **12.0 Closed Session – IOMA Section 2(c)(11)**

ACTION REQUESTED: Information

### **13.0 Next Meeting**

Thursday, June 11, 2015, 9:30 a.m.

### **14.0 Adjournment**

**MPO Policy Committee Members:**

\_\_\_ Randy Blankenhorn, Chair  
\_\_\_ Forrest E. Claypool  
\_\_\_ Elliott Hartstein  
\_\_\_ Christopher J. Lauzen  
\_\_\_ John McCarthy  
\_\_\_ Rebekah Scheinfeld  
\_\_\_ Marisol Simon

\_\_\_ Kay Batey  
\_\_\_ Tom Cuculich  
\_\_\_ R.A. Kwasneski  
\_\_\_ Aaron Lawlor  
\_\_\_ Don Orseno  
\_\_\_ Jeffery Schielke  
\_\_\_ Larry Walsh

\_\_\_ Frank Beal  
\_\_\_ Joseph Gottemoller  
\_\_\_ Kristi Lafleur  
\_\_\_ Wes Lujan  
\_\_\_ Leanne Redden  
\_\_\_ John Shaw  
\_\_\_ John Yonan





# Chicago Metropolitan Agency for Planning

## Agenda Item No. 3.0

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### **MPO Policy Committee DRAFT Meeting Minutes January 8, 2015**

Offices of the Chicago Metropolitan Agency for Planning (CMAP)  
Cook County Conference Room  
Suite 800, 233 S. Wacker Drive, Chicago, Illinois

**Members Present:** Erica Borggren-IDOT (Chair), Yvonne Barnes-McHenry County, Frank Beal-CMAP, Lynette Ciavarella-Metra, Mike Connelly/Forrest Claypool-CTA, Sheila Clements-FTA, Tom Cuculich-DuPage County, Glenn Fulkerson-FHWA, Scott Gryder-Kendall County, Elliott Hartstein-CMAP, Chris Lauzen-Kane County, Alicia Hanlon-Will County, Wes Lujan-Union Pacific, Mark Pitstick-RTA, T.J. Ross-PACE, Rebekah Scheinfeld-CDOT, Jeffery Schielke-Council of Mayors, Paula Trigg-Lake County, John Yonan-Cook County, and Rocco Zuccherro-Illinois Tollway,

**Staff Present:** Randy Blankenhorn, Jill Leary, Dolores Dowdle, Bob Dean, Tom Garritano, Gordon Smith, Claire Bozic, and Sherry Kane

**Others Present:** Reggie Arkell-FTA, Len Cannata-WCMC, Bruce Carmitchel-IDOT, John Donovan-FHWA, Luann Hamilton-CDOT, Scott Hennings-McHenry County DOT, Jessica Hector Hsu-RTA, Janell Jensen-McHenry County Council, Jon-Paul Kohler-FHWA, Kirsten Mellem-McHenry County Council, Tom Rickert-Kane County, David Seglin-CDOT, Karen Shoup-IDOT, Tom VanDerWoude-SSMMA, Mike Walczak-NWMC, David Werner-FTA, Tammy Wierciak-WCMC

#### **1.0 Call to Order and Introductions**

Policy Committee Chair Erica Borggren called the meeting to order at 9:35 a.m., and asked others to introduce themselves.

#### **2.0 Agenda Changes and Announcements**

There were no Agenda changes or announcements.

#### **3.0 Approval of Minutes**

A motion to approve the minutes of the October 9, 2014, meeting of the Policy Committee as presented was made by Elliott Hartstein and seconded by Mike Connelly. All in favor, the motion carried.

#### **4.0 Agency Reports**

- 4.1 CMAP Executive Director Randy Blankenhorn reported that the Update to the GO TO 2040 Plan was available, as was the 2014 Implementation Report that outlines activities during 2014 that implement GO TO 2040. Blankenhorn also reported that he had served on Governor-Elect Bruce Rauner's Infrastructure Transition Team and that the report would likely be due out following the Governor's inauguration. Finally, Blankenhorn reported that Joe Szabo, former Administrator of the Federal Railroad Administration would be joining CMAP as a Senior Fellow on a two-year appointment.
- 4.2 John Yonan (on behalf of Leanne Redden, who represents the MPO Policy Committee on the CMAP Board) reported that the Board had met in November, had considered a staff report on the Local Technical Assistance (LTA) program evaluation, and Executive Director Randy Blankenhorn had given a presentation on FUND 2040, a new regional infrastructure fund that would likely be covered later in this meeting's agenda.
- 4.3 Mayor Jeffery Schielke reported that the Council of Mayors had met in November. A briefing was presented on FUND 2040, state legislative initiatives were discussed, and an update on the CREATE Program was given. The Council discussed several regional programming issues and approved the 2015 mark for the Local Surface Transportation Program at \$286 million, the highest in the history of the program. A priority in 2015 is to spend down the balance of STP funds, Schielke continued, as the region had not spend all the new money available, thus adding an additional \$30 million to an already growing unobligated balance of funds. A presentation on the history of the STP-L program and benefits and risks of Advanced Funding was provided. The mayors also heard about the obligated goal for FFY 2015 for CMAQ, which is at \$162 million. The region anticipates achieving that goal if implementers pursue their projects diligently. Finally, Schielke reported that the Council of Mayors Executive Committee is scheduled to meet next on Tuesday, January 27, 2015.

#### **5.0 Unified Work Program (UWP)**

Deputy Executive Director for Finance and Administration Dolores Dowdle reported that the call for proposals for the annual federal transportation planning funds was issued earlier in the week, that proposals are due at month's end, and that the committee will review both core and competitive proposals in February. After ranking the proposals, the committee will make its decision in March, recommend its findings to the Transportation Committee and finally, back to the MPO Policy Committee and CMAP Board in June for approval.

#### **6.0 Intelligent Transportation Systems (ITS) Architecture Update**

CMAP staff Claire Bozic reported that since 2001, every region that implements Intelligent Transportation Systems (ITS) projects must have a regional ITS Architecture and that projects that are being implemented must be consistent with the architecture. Here in northeastern Illinois, Bozic continued, the MPO maintains the region's ITS architecture. The Advanced Technology Task Force (ATTF) is the group responsible for providing information and developing the architecture, the first of which was completed in 2002 and the last update was approved in 2008. Since that time GO TO 2040 was adopted and the

certification review recommended that a new ITS architecture be approved. The update began in spring 2013, with meetings of the transit and highway agency representatives throughout the region. Recommended changes, additions and deletions suggested by the agencies were included, with a major focus on agency projects. The maintenance plan was updated, as required by federal rule, Bozic stated, with the main difference over the previous was the recommendation of a sub-committee of the ATTF which was deemed unnecessary. Bozic also called attention to the ITS architecture summary, fairly short, since the document contains links to materials on the web. Having reviewed all the information produced and compared it to the FHWA Office of Operations checklist for the necessary components—scope, stakeholder identification, system inventory, ITS services the region has now and would like in the future, operational concepts, functional requirements, information flow, project sequencing, current and future agreements, standards, the fact that our architecture is accessible/ease of use, and that there is a maintenance plan—and given that the agencies all had provided the information to include, and that the documentation included all the necessary components, the ATTF recommended that it be approved. CMAP's Transportation Committee had reviewed the material and also recommended approval.

A motion by Mayor Jeffery Schielke was seconded by Rocco Zuccherro to approve the ITS Architecture, as was presented. All in favor, the motion carried.

## **7.0 Local Technical Assistance (LTA) Program Evaluation**

Deputy Executive Director for Local Planning Bob Dean reported that the Local Technical Assistance (LTA) program was started in 2011 as a means to translate the regional principles of GO TO 2040 to the local level by providing resources for local governments to do planning work. Nearly 100 projects have been completed. During the summer and fall of 2014, a full program evaluation was conducted, Dean reported. Working extensively with CMAP working committees, a report was provided to the CMAP Board in November. Through the evaluation process, Dean continued, staff reached 4 major conclusions: overall the program has been successful and it should be continued; the program should also be tweaked by placing additional emphasis on implementation; another major finding had to do with local commitment and we found that overall the single best predictor of how well a project would do is how well the local government or local sponsor was engaged in the project, so while a local match is recommended, the program needs to continue to be accessible to the lowest income communities; the diversity of the program has been very good—we've done many types—but there are topics, such as freight, economic development and reinvestment, and stormwater, flooding and overall resilience to disasters that we'd also like to see. We also need a diversity of funding since we're unable to rely strictly on transportation dollars, which is the main source of funding. A target of \$1million per year as a sustainable funding source, like FUND 2040, would be ideal, Dean reported. A discussion among the members touched on the local match and sensitivity to those communities that are struggling, staff and in-kind local match, and CMAP's evolving role related to implementation. The annual budget for the program which consists of about two-thirds staff time and about \$750,000 per year on average for grants--consulting contracts—totals just about \$3,000,000 per year; on average, \$100,000 is allocated to a single project, with just about 30 projects per year.

## **8.0 Mobility Data Visualizations**

Communications Director Tom Garritano gave a demonstration of the interactive data visualizations site, meant to give an idea of the regional transportation system as a whole in a fun and informative way. Garritano explained that the site contains interactive maps and data indicators that the agency uses to monitor implementation of GO TO 2040 as it guides the region and its 284 communities. Garritano walked through roads (touching on highway congestion, ride quality and bridge condition), transit (touching on access, ridership and maintenance), freight (crossing delays and CREATE) and finished up with moving forward (integration, innovation, and the implementation of FUND 2040).

## **9.0 Regional Infrastructure Fund-FUND 2040**

CMAP staff Erin Aleman gave an update on CMAP's pursuit of a regional infrastructure fund -- FUND 2040. Aleman spoke of the importance of our region competing globally, and while infrastructure is one of the region's competitive advantages, other regions are ahead of ours in terms of raising revenues locally to support needed infrastructure investments. Unable to rely on the federal government or the state with its limited resources, current mechanisms for funding infrastructure are simply not adequate and new revenues are needed, Aleman continued. In September the board instructed CMAP to pursue a strategy that would help implement the broad recommendations of GO TO 2040—the result of this is FUND 2040. This proposal defines infrastructure as transportation (including transit and freight), parks and open space, and stormwater projects that help reduce flooding. The fund would have clear performance based metrics that would weigh the benefits and impact of proposed projects -- selecting projects that meet a variety of goals. Another critical component would be that expenditures from this fund would be used to leverage other state, federal, local, and private sector dollars. FUND 2040 is a targeted legislative campaign that will be focused on the spring legislative session. Aleman also reported on outreach efforts that include talking to key leaders in the state legislature about the importance of investing in regional infrastructure, and building a coalition of business, civic, and labor leaders who also believe that our region should be investing in itself. Finally, Aleman concluded, the Fund is not a program that we believe will stand on its own, rather that there is potential for this proposal to be a part of larger discussions about a possible capital bill or tax reform.

## **10.0 State Legislative Agenda**

CMAP staff Gordon Smith presented the 2015 State Legislative Principles (formerly known as the Framework) document and State Agenda for information and discussion. These will be presented to the CMAP Board for approval at their meeting on January 14. An annual exercise, Smith continued, the documents have been revised to align them more closely to GO TO 2040 and its twelve priority issues. The State Agenda, developed in advance of each regular session of the General Assembly, Smith explained, identifies specific policy issues of interest to CMAP. Those are: FUND 2040, performance-based and innovative tools for transportation investments, state tax policy, water supply planning and management and transparency and accountability. Smith gave examples in each of the policy issues that CMAP would support, including an increase to the motor fuel tax with an index to inflation, a dedicated source of capital funding for transit and a focus on improvements to the freight system, performance-based capital programming, congestion pricing on new highway capacity and pricing components of the existing highway



system, multijurisdictional value capture districts for transportation, and increased transparency and safeguards related to P3 projects, as well as comprehensive reforms to state tax policy and opportunities that identify sustainable funding to support regional and statewide water supply planning and management. CMAP would also support legislation to increase data and information sharing by state and local agencies that make programs more transparent to the public. A discussion ensued related to the notion of increasing the motor fuel tax, adding bus on the shoulder (a pilot program last year that would require legislation to expand) on other highways and finally prioritizing for the best outcome related to tax reform, to which Executive Director Randy Blankenhorn reported that a bi-partisan, informal group—led by Flynn Currie and Hutchinson-- had met to discuss pension reform as part of a package of reforms while considering the overall tax structure.

#### **11.0 Other Business**

There was no other business before the Policy Committee.

#### **12.0 Public Comment**

There were no public comments

#### **13.0 Next Meeting**

The MPO Policy Committee is scheduled to meet next on March 12, 2015 at 9:30 a.m.

#### **14.0 Closed Session – IOMA Section 2(c)(11)**

At 10:40 a.m., a motion by Elliott Hartstein was seconded by Michael Connelly to adjourn to a closed session. All in favor the motion carried.

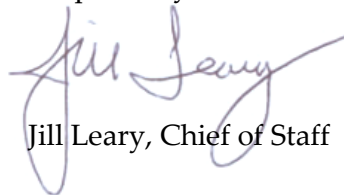
At 10:45 a.m., a motion to adjourn the closed session was made by Elliott Hartstein, seconded by Michael Connelly and with all in favor, carried.

Chairman Borggren reported that the last meeting of the MPO Policy Committee had been her first, that this meeting would be her last and thanked the members and staff for their service.

#### **15.0 Adjournment**

A motion by Scott Gryder was seconded by Alicia Hanlon to adjourn the regular meeting at 10:47 a.m. All in favor, the motion carried.

Respectfully submitted,



Jill Leary, Chief of Staff

02-17-2015  
/stk



**Memorandum of Understanding  
Between the Chicago Metropolitan Agency for Planning  
and the Policy Committee  
Encompassing Transportation Planning and Programming in  
Northeastern Illinois**

This agreement is entered into by the Chicago Metropolitan Agency for Planning (CMAP) created by the Regional Planning Act of 2005 and the Policy Committee serving as the federally designated metropolitan planning organization (MPO) for northeastern Illinois.

The Chicago Metropolitan Agency for Planning and the region's Policy Committee recognize the desirability and absolute necessity of the region's planning for land use and transportation to remain integrated in an open and collaborative process in which socioeconomic and environmental objectives are appropriately considered. Furthermore, the entities affirm their intent to continue and strengthen the cooperative and productive relationship, which currently exists between them.

The two bodies wish to provide a framework that will help our region connect its land use to the transportation system, preserve its environment and sustain its economic prosperity. Both the CMAP board and the Policy Committee must be responsive to the region's residents, working cooperatively with municipalities and counties that maintain authority for local land-use decisions.

**INTENT**

The signatory boards, by adopting this agreement, recognize the appropriateness and necessity to coordinate and integrate the region's planning for land use and transportation in an open and collaborative process.

The agreement covers the metropolitan planning area as defined by the Regional Planning Act and by the U.S. Department of Transportation planning regulations. Currently, this region includes the counties of Cook, DuPage, Kane, Kendall, Lake, McHenry and Will (MPO planning area includes Aux Sable township in Grundy County and Sandwich and Somonauk townships in DeKalb County). The agreement covers the working relationship between the two boards, whose responsibilities are defined in the Regional Planning Act and federal legislation.

**OVERALL RESPONSIBILITIES**

CMAP – as stated in the Regional Planning Act, the board shall be responsible for developing and adopting a funding and implementation strategy for an integrated land use and transportation planning process for the northeastern Illinois region. CMAP is also responsible for the development of an integrated comprehensive regional plan.

Policy Committee – as stated in federal legislation, the metropolitan planning organization, in cooperation with the state and public transportation operators, shall develop long-range transportation plans and transportation improvement programs for the metropolitan area.

### **COMMITTEE REPORTING**

CMAP has established a four-level committee structure: policy, advisory, coordinating and working. At the policy level, the CMAP board and the Policy Committee will review staff and committee work to ensure that consistency and consensus are achieved. The Citizens' Advisory Committee (CAC), the Council of Mayors, and a committee made up of county officials will together comprise the advisory level. The Council of Mayors will continue its current relationship with the Policy Committee, while at the same time serve as a municipal advisory body to the CMAP board. The Work Program Committee, serving as the Transportation Committee for CMAP, will also continue its current reporting relationship to the Policy Committee. The Policy Committee and the CMAP board will jointly determine the structure and member organizations of the Transportation Committee. The Transportation Committee will also provide input to the two coordinating level committees of the CMAP board: Local and Regional. The Policy Committee will appoint the chair and vice-chair of the Transportation Committee. The chair and vice-chair will each serve on one of the coordinating committees. The Policy Committee will establish such committees and task forces as it may deem necessary to effectively carry out the region's transportation planning and programming activities.

### **STAFF SUPPORT**

It is the intent of both the CMAP board and the Policy Committee that the staff of CMAP be responsible for the region's work program that addresses planning for both transportation and land use in northeastern Illinois. The Executive Director of CMAP will ensure that adequate staff support is provided to carry out the transportation planning and programming activities as described in the annual Unified Work Program and approved by the CMAP board and the Policy Committee. The staff of CMAP will interact with the Policy Committee to ensure that the Policy Committee is fully and meaningfully involved in the development of at least those matters designated by federal law as within the MPO's purview.

### **CROSS COMMITTEE MEMBERSHIP**

Recognizing the need for effective communication, the legislation creating the Regional Planning Board, now known as CMAP, established a non-voting position for the Policy Committee on the CMAP board. To ensure policy level communication between the signatory bodies, the Policy Committee will add two designated members from the CMAP board to its Committee.

Adopted March 14, 2007

Reaffirmed March 12, 2009 and March 11, 2010

Revised and affirmed March 10, 2011

Reaffirmed March 8, 2012, March 14, 2013, and March 13, 2014

## **APPROVAL PROCESS**

Federal regulations require the MPO to approve various plans, programs and related documents. Such plans, programs and related documents will be developed by CMAP staff utilizing the committee structure established by the CMAP board and the Policy Committee. Recommendations made by the Transportation Committee will be forwarded to the Policy Committee and either the Local or Regional Coordinating Committee as appropriate. Recommendations from these committees will be forwarded to the CMAP board which will also receive input from the Citizens' Advisory Committee, a county officials committee and the Council of Mayors. The CMAP board will then forward its recommendation with comments to the Policy Committee, which will act upon that recommendation. The Policy Committee will take final action as required by federal law.

The signatory boards recognize the need to meet certain federal requirements within established timeframes. Both boards commit to taking action in a timely fashion such that deadlines will not be jeopardized.

## **TERM**

This Memorandum of Understanding will be reviewed on an annual basis.





# Chicago Metropolitan Agency for Planning

## Agenda Item No. 6.0

233 South Wacker Drive  
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## MEMORANDUM

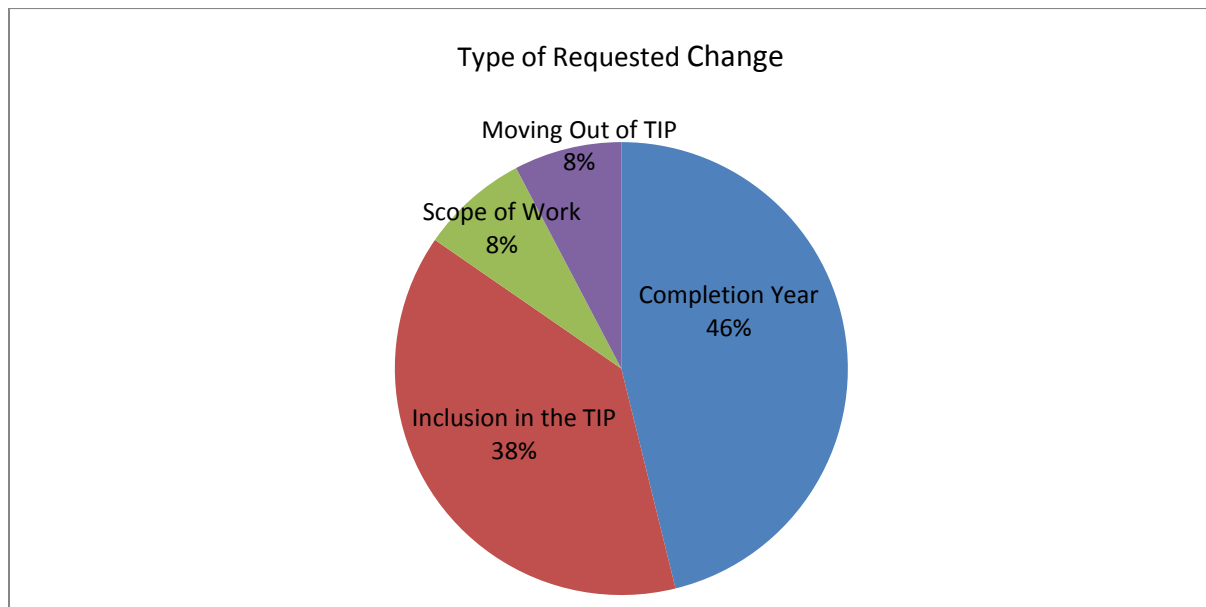
**To:** MPO Policy Committee

**From:** CMAP Staff

**Date:** March 5, 2015

**Re:** Semi-Annual GO TO 2040/TIP Conformity Analysis & TIP Amendments

In accordance with the biannual conformity analysis policy CMAP staff asked programmers to submit changes, additions, or deletions to non-exempt projects for inclusion in the regional air quality analysis of the Transportation Improvement Program (TIP) and GO TO 2040. Of the changes requested, thirteen (13) projects require air quality conformity analysis. Following is a summary of the types of requested changes.



If the TIP amendments are approved, five new non-exempt projects will be included in the TIP. These types of projects are included in the conformity analysis because funding for phases beyond preliminary engineering has been identified in the TIP. Non-exempt and exempt tested projects with only preliminary engineering funding are exempt from conformity analysis. The new projects are:

- TIP ID [07-96-0013](#): Extending Joe Orr Rd from Burnham to the Indiana/Illinois state line.
- TIP ID [09-00-0033](#): Extending Bliss/Fabyan Rd.
- TIP ID [09-99-0102](#): Building the La Fox Rd Bypass.
- TIP ID [12-00-0035](#): A new bridge over the DesPlaines River and roadway alignment of the Caton-Bruce corridor from west of US 30 to IL 7 159th St.
- TIP ID [12-15-0002](#): Adding lanes to Bell Rd from 131st St to IL 7 159th St, while omitting the intersections of 151st St and 143rd St.

A request to remove all funding from the active years of the TIP for one project was received. This project will no longer be included in the conformity determination.

The project being removed from the conformity determination is:

- TIP ID [08-95-0024](#): Adding lanes on IL 83 from 31<sup>st</sup> St to I-55.

Scope changes have been requested for one existing project. The scope of a project is determined by the [work types](#) associated with the project.

- Non-exempt work types may affect air quality and must be tested for conformity. Examples of non-exempt work types are adding lanes to a road, an interchange expansion, signal timing and the major expansion of bus route service.
- Exempt tested work types do not require an air quality conformity analysis, but the region has chosen to include the impacts of projects including these work types in the travel demand model. Exempt tested projects include new commuter parking lots, rolling stock replacement, and road reconstruction with lane widening to standard (e.g., 10 feet to 12 feet).
- Exempt work types do not require an air quality conformity analysis. Examples of exempt work types are intersection improvements and rail station modernization.

The project for which a scope change has been requested is:

- TIP ID [10-09-0037](#): Reconstruction of the interchange at US 41 Skokie Highway and IL 176, including adding an auxiliary lane on the north/south component and an additional lane on IL 176 from IL 43 to the UP North line RR on the east/west portion.

The completion year indicates when a project is anticipated to be in service to users. The conformity analysis is conducted for selected analysis years between now and 2040. The analysis years are currently 2015, 2025, 2030 and 2040. If a change in completion year results in moving a project across an analysis year, the project must be included in a new conformity analysis. Sponsors indicated that several projects have updated completion years; six of those crossed an analysis year.

- TIP ID [07-11-0004](#): Grade separation of US 30 Lincoln Highway at Canadian National RR, the sponsor has requested moving the completion year from 2015 to 2017.
- TIP ID [08-00-0010](#): Adding lanes on IL 56 Butterfield Rd from IL 59 to Naperville Rd, the sponsor has requested moving the completion year from 2014 to 2016.
- TIP ID [08-11-0001](#): Grade separation of US 34 Ogden Ave at Canadian National RR, the sponsor has requested moving the completion year from 2015 to 2018.



- TIP ID **09-96-0018**: Channelization of Stearns Rd at Randall Rd, the sponsor has requested moving the completion year from 2014 to 2017.
- TIP ID **12-06-0041**: An extension of 143<sup>rd</sup> Street from IL 126 to Steiner Road, the sponsor has requested moving the completion year from 2014 to 2017.
- TIP ID **18-11-0046**: A new station along the UP North Railroad at Peterson Ave and Ridge Ave, the sponsor has requested moving the completion year from 2015 to 2016.

Each TIP ID includes a hyperlink to the TIP database for further current project information. Changes being made to the project are shown in the attached report.

TIP projects are also viewable in a map format. The TIP map is available at <http://www.cmap.illinois.gov/programs-and-resources/tip/tip-data/tip-map>.

The 2015, 2025, 2030, and 2040 highway and transit networks were coded to include the project changes listed in the “Non-Exempt Projects Requiring Conformity Determination” report. The regional travel demand model was run using the updated networks. The resultant vehicle miles traveled (VMT) by vehicle class, speed, time of day, and facility type were entered into US Environmental Protection Agency’s MOVES model. The model generated on-road emission estimates for each precursor or direct pollutant in each analysis year.

For ozone precursors volatile organic compounds (VOC) and nitrogen oxides (NO<sub>x</sub>), the resulting emissions inventories estimates fell below the applicable budgets for the maintenance State Implementation Plan (SIP).

Both the annual direct fine particulate (PM<sub>2.5</sub>) and NO<sub>x</sub> emissions inventories are below the applicable budgets from the attainment SIP.

**ACTION REQUESTED:** Approval

###





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### Conformity Amendments

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
07-11-0004 IDOT District 1 Division of Highways	Completion Year	\$0	\$0	\$ 0	
US 30 LINCOLN HWY FROM AT CANADIAN NATIONAL RR (N OF SAUK TRAIL RD) (COOK)					
Completion Year Before Revision: 2015					
Completion Year After Revision: 2017					
Project Work Types Before Revision: Highway/Road - Railroad Grade Separation					
Project Work Types After Revision: Highway/Road - Railroad Grade Separation					
Financial Data Before Revision					
Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
A ILL	CONSTRUCTION	14	18980	0	1-77860-0000
A ILL	CONSTRUCTION	14	18980	0	1-77860-0000
A ILL	CONSTRUCTION	14	18980	0	1-77860-0000
A ILL	ENGINEERING-I	10	1000	0	1-77860-0100 (ESTABLISHED)
A ILL	ENGINEERING-I	10	1000	0	1-77860-0100 (ESTABLISHED)
A ILL	ENGINEERING-I	11	500	0	1-77860-0110 (ESTABLISHED)
A ILL	ENGINEERING-I	11	500	0	1-77860-0110 (ESTABLISHED)
A ILL	ENGINEERING-II	12	3000	0	1-77860-0210 (ESTABLISHED)
A ILL	ENGINEERING-II	12	3000	0	1-77860-0210 (ESTABLISHED)
A ILL	ENGINEERING	14	1850	0	1-77860-0300
A ILL	ENGINEERING	14	1850	0	1-77860-0300
A ILL	ROW ACQUISITION	13	540	0	1-77860-0511 (ESTABLISHED)
A ILL	ROW ACQUISITION	13	540	0	1-77860-0511 (ESTABLISHED)
ILL	ENGINEERING	15	3400	0	1-77860-0310
Financial Data After Revision					
Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
ILL	CONSTRUCTION	14	18980	0	1-77860-0000 (AWARDED)
ILL	ENGINEERING-I	10	1000	0	1-77860-0100 (ESTABLISHED)
ILL	ENGINEERING-I	11	500	0	1-77860-0110 (ESTABLISHED)
ILL	ENGINEERING-II	12	3000	0	1-77860-0210 (ESTABLISHED)
ILL	ENGINEERING	14	1850	0	1-77860-0300 (ESTABLISHED)
ILL	ROW ACQUISITION	13	540	0	1-77860-0511 (ESTABLISHED)
ILL	ENGINEERING	16	3400	0	1-77860-0310

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
07-96-0013 Cook County Dept. of Transportation & Highways	Not Exempt project moved into the TIP	\$0	\$530	\$ 530	
Before Revision: FAU 1631 JOE ORR RD MAIN ST EXTENSION FROM BURNHAM AVE (COOK) TO SHEFFIELD/COLUMBIA AVE (COOK)					
After Revision: FAU 1631 JOE ORR RD MAIN ST EXTENSION FROM FAU 2943 BURNHAM AVE (COOK/Lynwood) TO IL/IN State Line (COOK/Lynwood)					
Completion Year Before Revision: 2020					
Completion Year After Revision: 2020					
Project Work Types Before Revision: HIGHWAY/ROAD - NEW ROAD					
Project Work Types After Revision: HIGHWAY/ROAD - NEW ROAD					
Financial Data Before Revision					
Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
STP-L	CONSTRUCTION	MYB	2042	163	
STP-L	ROW ACQUISITION	MYB	320	256	
STP-L	ENGINEERING-I	MYB	225	180	
STP-L	ENGINEERING-II	MYB	203	143	
Financial Data After Revision					
Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
STP-L	CONSTRUCTION	18	2042	163	
STP-L	ROW ACQUISITION	17	320	224	
STP-L	ENGINEERING-I	MYB	225	180	
STP-L	ENGINEERING-II	17	203	143	

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CMAP, the Chicago Metropolitan Agency for Planning -- 233 South Wacker Drive, Suite 800, Chicago, IL 60606 312-454-0400 (voice), 312-454-0411 (fax)

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
08-00-0010 IDOT District 1 Division of Highways	Completion Year	\$0	\$0	\$ 0	
IL 56 BUTTERFIELD RD FROM IL 59 (DUPAGE) TO NAPERVILLE RD (DUPAGE)					
<b>Completion Year Before Revision:</b> 2014					
<b>Completion Year After Revision:</b> 2016					
<b>Project Work Types Before Revision:</b>					
HIGHWAY/ROAD - ADD LANES					
BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS					
BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE					
BICYCLE FACILITY					
MISCELLANEOUS - EXEMPT PROJECTS					
<b>Project Work Types After Revision:</b>					
HIGHWAY/ROAD - ADD LANES					
BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS					
BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WIDTH, OR LANE					
BICYCLE FACILITY					
MISCELLANEOUS - EXEMPT PROJECTS					
<b>Financial Data Before Revision</b>					
Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
A ILL	ENGINEERING	11	1720	0	WINFIELD TO NAPERVILLE; CE; 1-70863-0650 (ESTABLISHED)
A ILL	ENGINEERING	12	2092	0	WINFIELD TO NAPERVILLE; CE; 1-70863-0660 (ESTABLISHED)
A ILL	CONSTRUCTION	11	34300		WINFIELD TO NAPERVILLE; 1-70863-0600 (AWARDED)
A ILL	ENGINEERING	12	1970	0	59 TO WINFIELD; CE; 1-70863-0560 (ESTABLISHED)
A ILL	ENGINEERING	14	1777	0	59 TO WINFIELD; CE; 1-70863-0550(ESTABLISHED)
A NHS	CONSTRUCTION	11	33957	27166	59 TO WINFIELD; 1-70863-0500 (AWARDED)
A ILL	ENGINEERING-II	09	500	0	1-70863-0112 (ESTABLISHED)
A ILL	ENGINEERING-I	09	500	0	1-70863-0115 (ESTABLISHED)
A ILL	ROW ACQUISITION	09	4300	0	1-70863-0763 (ESTABLISHED)
A ILL	ENGINEERING-II	10	200	0	1-70863-0118 (ESTABLISHED)
A ILL	ENGINEERING-I	09	207	0	1-70863-0117 (ESTABLISHED)
A CMAQ	CONSTRUCTION	11	987	790	FROM 08-06-0001 FOR BICYCLE FACILITY
A STP-E	CONSTRUCTION	11	563	450	59 TO WINFIELD; 1-70863-0500 (ITEP) (AWARDED)
<b>Financial Data After Revision</b>					
Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
ILL	ENGINEERING	11	1720	0	WINFIELD TO NAPERVILLE; CE; 1-70863-0650 (ESTABLISHED)
ILL	ENGINEERING	12	2092	0	WINFIELD TO NAPERVILLE; CE; 1-70863-0660 (ESTABLISHED)
ILL	CONSTRUCTION	11	34300		WINFIELD TO NAPERVILLE; 1-70863-0600 (AWARDED)
ILL	ENGINEERING	12	1970	0	59 TO WINFIELD; CE; 1-70863-0560 (ESTABLISHED)
ILL	ENGINEERING	14	1777	0	59 TO WINFIELD; CE; 1-70863-0550(ESTABLISHED)
NHS	CONSTRUCTION	11	33957	27166	59 TO WINFIELD; 1-70863-0500 (AWARDED)
ILL	ENGINEERING-II	09	500	0	1-70863-0112 (ESTABLISHED)
ILL	ENGINEERING-I	09	500	0	1-70863-0115 (ESTABLISHED)
ILL	ROW ACQUISITION	09	4300	0	1-70863-0763 (ESTABLISHED)
ILL	ENGINEERING-II	10	200	0	1-70863-0118 (ESTABLISHED)
ILL	ENGINEERING-I	09	207	0	1-70863-0117 (ESTABLISHED)
CMAQ	CONSTRUCTION	11	987	790	FROM 08-06-0001 FOR BICYCLE FACILITY
STP-E	CONSTRUCTION	11	563	450	59 TO WINFIELD; 1-70863-0500 (ITEP) (AWARDED)
ILL	ENGINEERING	15	1099		1-70863-0670

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CMAP, the Chicago Metropolitan Agency for Planning -- 233 South Wacker Drive, Suite 800, Chicago, IL 60606 312-454-0400 (voice), 312-454-0411 (fax)

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
08-11-0001 IDOT District 1 Division of Highways US 34 OGDEN AVE FROM AT CANADIAN NATIONAL RR (DUPAGE)	Completion Year	\$0	\$0	\$ 0		
<b>Completion Year Before Revision:</b> 2015						
<b>Completion Year After Revision:</b> 2018						
<b>Project Work Types Before Revision:</b>						
Highway/Road - Railroad Grade Separation MISCELLANEOUS - EXEMPT PROJECTS BRIDGE/STRUCTURE - NEW HIGHWAY/ROAD - RECONSTRUCT IN KIND						
<b>Project Work Types After Revision:</b>						
Highway/Road - Railroad Grade Separation MISCELLANEOUS - EXEMPT PROJECTS BRIDGE/STRUCTURE - NEW HIGHWAY/ROAD - RECONSTRUCT IN KIND						
<b>Financial Data Before Revision</b>						
	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	A ILL	CONSTRUCTION	14	27220	0	1-77824-0000
	A ILL	ENGINEERING-I	10	1000	0	1-77824-0100 (ESTABLISHED)
	A ILL	ENGINEERING-I	12	1000		1-77824-0110 (ESTABLISHED)
	A ILL	ENGINEERING-II	12	2000	0	1-77824-0210 (ESTABLISHED)
	A ILL	ENGINEERING-II	13	2068	0	1-77824-0220 (ESTABLISHED)
	A ILL	ENGINEERING	14	3000	0	1-77824-0300
	A ILL	ROW ACQUISITION	13	950	0	1-77824-0511 (ESTABLISHED)
	A ILL	CONSTRUCTION	14	940	0	1-77824-1000 / ADVANCE CONTRACT
	ILL	ENGINEERING	15	3150	0	1-77824-0310
	A ILL	CONSTRUCTION	14	1720	0	1-77824-2000 / FABRICATION
<b>Financial Data After Revision</b>						
	<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
	ILL	CONSTRUCTION	14	27220	0	1-77824-0000 (AWARDED)
	ILL	ENGINEERING-I	10	1000	0	1-77824-0100 (ESTABLISHED)
	ILL	ENGINEERING-I	12	1000		1-77824-0110 (ESTABLISHED)
	ILL	ENGINEERING-II	12	2000	0	1-77824-0210 (ESTABLISHED)
	ILL	ENGINEERING-II	13	2068	0	1-77824-0220 (ESTABLISHED)
	ILL	ENGINEERING	14	3000	0	1-77824-0300(ESTABLISHED)
	ILL	ROW ACQUISITION	13	950	0	1-77824-0511 (ESTABLISHED)
	ILL	CONSTRUCTION	14	940	0	1-77824-1000 / ADVANCE CONTRACT (AWARDED)
	ILL	ENGINEERING	16	3150	0	1-77824-0310
	ILL	CONSTRUCTION	14	1720	0	1-77824-2000 / FABRICATION (AWARDED)

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
08-95-0024 IDOT District 1 Division of Highways	Not Exempt Project Moved out of Tip	\$0	\$0	\$ 0		
IL 83 KINGERY HWY FROM 31ST ST (DUPAGE) TO I- 55 STEVENSON EXPY (S/O) (DUPAGE)						
Completion Year Before Revision: 2040						
Completion Year After Revision: 2040						
Project Work Types Before Revision:	BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS HIGHWAY/ROAD - ADD LANES SAFETY - LIGHTING					
Project Work Types After Revision:	BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS HIGHWAY/ROAD - ADD LANES SAFETY - LIGHTING					
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	NHPP	CONSTRUCTION	MYB	40100	32000	1-72964-0100
	ILL	ENGINEERING-II	MYB	4000	0	1-72964-0101
	ILL	ROW ACQUISITION	MYB	3000	0	1-72964-0102
	ILL	ENGINEERING	MYB	4500	0	1-72964-0103
	ILL	ENGINEERING-II	15	1750	0	1-72964-1101
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	NHPP	CONSTRUCTION	MYB	40100	32000	1-72964-0100
	ILL	ENGINEERING-II	MYB	4000	0	1-72964-0101
	ILL	ROW ACQUISITION	MYB	3000	0	1-72964-0102
	ILL	ENGINEERING	MYB	4500	0	1-72964-0103
	ILL	ENGINEERING-II	MYB	1750	0	1-72964-1101

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
09-00-0033 Kane County Division of Transportation	Not Exempt project moved into the TIP	\$0	\$0	\$ 0		
BLISS RD/FABYAN FROM FABYAN (KANE) TO BLISS RD (KANE)						
Completion Year Before Revision: 2017						
Completion Year After Revision: 2017						
Project Work Types Before Revision:		HIGHWAY/ROAD - NEW ROAD				
		HIGHWAY/ROAD - INTERSECTION IMPROVEMENT				
Project Work Types After Revision:		HIGHWAY/ROAD - NEW ROAD				
		HIGHWAY/ROAD - INTERSECTION IMPROVEMENT				
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	GEN-OP	ENGINEERING-I	14	400	0	
	GEN-OP	CONSTRUCTION	MYB	7000	0	
	GEN-OP	ENGINEERING-II	MYB	1350	0	
	GEN-OP	ROW ACQUISITION	MYB	3500	0	
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	GEN-OP	ENGINEERING-I	14	816	0	
	GEN-OP	CONSTRUCTION	MYB	7000	0	
	GEN-OP	ENGINEERING-II	16	1350	0	
	GEN-OP	ROW ACQUISITION	16	3500	0	

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
09-96-0018 Kane County Division of Transportation	Completion Year	\$7420	\$7420	\$ 0	0%

STEARNS ROAD BRIDGE CORRIDOR FROM RANDALL RD (KANE) TO EAST OF DUNHAM RD (KANE)

Completion Year Before Revision: 2014

Completion Year After Revision: 2017

Project Work Types Before Revision:

HIGHWAY/ROAD - NEW ROAD  
BRIDGE/STRUCTURE - NEW

Project Work Types After Revision:

HIGHWAY/ROAD - NEW ROAD  
BRIDGE/STRUCTURE - NEW

#### Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
A DEM	CONSTRUCTION	09	5625	4500	CONTRACT 4 / AWARDED
A STP-L	CONSTRUCTION	09	3167	2500	CONTRACT 4 / AWARDED
A STP-E	CONSTRUCTION	09	303	242	CONTRACT 3 / ITEP #102182 / AWARDED
A CMAQ	CONSTRUCTION	09	2779	2223	CONTRACT 3 / INTERSECTION IMPROVEMENT / AWARDED
A EQB	CONSTRUCTION	09	10115	8092	CONTRACT 4 / AWARDED
A ILL	ROW ACQUISITION	14	630	0	AMENDMENT #6
A ILL	CONSTRUCTION	09	5760	0	CONTRACT 2 / INCLUDES E3 / AWARDED
A ILL	CONSTRUCTION	09	3104	0	CONTRACT 4 / INCLUDES E3 / AWARDED
A GEN-OP	CONSTRUCTION	09	3104	0	CONTRACT 4 / INCLUDES E3 / AWARDED
A GEN-OP	CONSTRUCTION	12	345	0	LANDSCAPING / INCLUDES E3
A LRA	CONSTRUCTION	09	2707	2707	CONTRACT 3 / AWARDED
A DEM	CONSTRUCTION	09	552	442	CONTRACT 2 / AWARDED
A HPP	CONSTRUCTION	09	7048	5635	CONTRACT 2 / INCLUDES E3 / AWARDED
A ILL	CONSTRUCTION	09	1144	0	CONTRACT 5 / INCLUDES E3 / AWARDED
A ILL	CONSTRUCTION	09	6514	0	CONTRACT 3 / INCLUDES E3 / AWARDED
A HPP	CONSTRUCTION	09	11440	9152	CONTRACT 5 / INCLUDES E3 / AWARDED
A HPP	CONSTRUCTION	09	12054	9643	CONTRACT 3 / INCLUDES E3 / AWARDED
A GEN-OP	CONSTRUCTION	09	760	0	CONTRACT 2 / INCLUDES E3 / AWARDED
A GEN-OP	CONSTRUCTION	09	1514	0	CONTRACT 3 / INCLUDES E3 / AWARDED
A GEN-OP	CONSTRUCTION	09	1144	0	CONTRACT 5 / INCLUDES E3 / AWARDED
A HPP	ROW ACQUISITION	14	6300	5040	AMENDMENT #6
A GEN-OP	ROW ACQUISITION	14	630	0	AMENDMENT #6
A HPP	CONSTRUCTION	09	3654	2924	CONSTRUCTION CORRIDOR MANAGEMENT (E3) / AWARDED
A ILL	CONSTRUCTION	09	365	0	CONSTRUCTION CORRIDOR MANAGEMENT (E3) / AWARDED
A GEN-OP	CONSTRUCTION	09	365	0	CONSTRUCTION CORRIDOR MANAGEMENT (E3) / AWARDED
A HPP	CONSTRUCTION	12	3450	2760	LANDSCAPING / INCLUDES E3
A ILL	CONSTRUCTION	12	345	0	LANDSCAPING / INCLUDES E3
A ILL	CONSTRUCTION	12	160	0	CONTRACT 2A - ULTIMATE MCLEAN FEN
A GEN-OP	CONSTRUCTION	12	160	0	CONTRACT 2A - ULTIMATE MCLEAN FEN
A HPP	CONSTRUCTION	13	2023	1849	CONTRACT 3A - ULTIMATE IL 25 - DUNHAM ROAD TO N. OF BREWSTER
A ILL	CONSTRUCTION	13	2116	0	CONTRACT 3A - ULTIMATE IL 25 DUNHAM ROAD TO N. OF BREWSTER
A GEN-OP	CONSTRUCTION	13	404	0	CONTRACT 3A - ULTIMATE IL 25 DUNHAM ROAD TO N. OF BREWSTER (incl. Railroad)
A HPP	CONSTRUCTION	12	1602	1282	CONTRACT 2A - ULTIMATE MCLEAN FEN
A HPP	ENGINEERING-II	10	329	263	CONTRACT 5B - ULTIMATE UMBDENSTOCK OVER CC & P RR - AWARDED
A ILL	ENGINEERING-II	10	33	0	CONTRACT 5B - ULTIMATE UMBDENSTOCK OVER CC & P RR - AWARDED
A GEN-OP	ENGINEERING-II	10	33	0	CONTRACT 5B - ULTIMATE UMBDENSTOCK OVER CC & P RR - AWARDED
A HPP	CONSTRUCTION	12	4184	3347	CONTRACT 5B - ULTIMATE UMBDENSTOCK OVER CC & P RR
A ILL	CONSTRUCTION	12	418	0	CONTRACT 5B - ULTIMATE UMBDENSTOCK OVER CC & P RR
A GEN-OP	CONSTRUCTION	12	418	0	CONTRACT 5B - ULTIMATE UMBDENSTOCK OVER CC & P RR
A HPP	ENGINEERING-II	10	1670	1336	CONTRACT 3A - ULTIMATE IL 25 DUNHAM ROAD TO CC&P - AWARDED
A GEN-OP	ENGINEERING-II	10	167	0	CONTRACT 3A - ULTIMATE IL 25 DUNHAM ROAD TO CC&P - AWARDED
A ILL	ENGINEERING-II	10	167	0	CONTRACT 3A - ULTIMATE IL 25 DUNHAM ROAD TO CC&P - AWARDED
A HPP	CONSTRUCTION	09	9940	7952	CONTRACT 4 / INCLUDES E3 / AWARDED
A HPP	ENGINEERING-II	10	106	85	LANDSCAPING - AWARDED
A ILL	ENGINEERING-II	10	11	0	LANDSCAPING - AWARDED
A GEN-OP	ENGINEERING-II	10	11	0	LANDSCAPING - AWARDED
A HPP	ENGINEERING-II	10	177	141	CONTRACT 2A - ULTIMATE MCLEAN FEN - AWARDED
A ILL	ENGINEERING-II	10	18	0	CONTRACT 2A - ULTIMATE MCLEAN FEN - AWARDED
A GEN-OP	ENGINEERING-II	10	18	0	CONTRACT 2A - ULTIMATE MCLEAN FEN - AWARDED
HPP	ENGINEERING-II	15	200	180	CONTRACT 5A - ULTIMATE STEARNS AT RANDALL
HPP	ROW ACQUISITION	15	320	256	
HPP	CONSTRUCTION	17	2180	1944	INCLUDES E3 - CONTRACT 5A - ULTIMATE STEARNS AT RANDALL
A STP-R	CONSTRUCTION	13	10115	8092	CONTRACT 3A - ULTIMATE IL 25 - DUNHAM ROAD TO N. OF BREWSTER
A ILL	CONSTRUCTION	13	824	0	CONTRACT 3A - ULTIMATE IL 25 DUNHAM ROAD TO N. OF BREWSTER (Railroad)
A ILL	CONSTRUCTION	13	449	0	CONTRACT 3A - ULTIMATE IL 25 DUNHAM ROAD TO N. OF BREWSTER (Utility)

#### Financial Data After Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
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HPP	CONSTRUCTION	09	9940	7952	CONTRACT 4 / INCLUDES E3 / AWARDED
DEM	CONSTRUCTION	09	5625	4500	CONTRACT 4 / AWARDED
STP-L	CONSTRUCTION	09	3167	2500	CONTRACT 4 / AWARDED
STP-E	CONSTRUCTION	09	303	242	CONTRACT 3 / ITEP #102182 / AWARDED
CMAQ	CONSTRUCTION	09	2779	2223	CONTRACT 3 / INTERSECTION IMPROVEMENT / AWARDED
EQB	CONSTRUCTION	09	10115	8092	CONTRACT 4 / AWARDED
ILL	ROW ACQUISITION	14	630	0	AMENDMENT #6
ILL	CONSTRUCTION	09	5760	0	CONTRACT 2 / INCLUDES E3 / AWARDED
ILL	CONSTRUCTION	09	3104	0	CONTRACT 4 / INCLUDES E3 / AWARDED
GEN-OP	CONSTRUCTION	09	3104	0	CONTRACT 4 / INCLUDES E3 / AWARDED
GEN-OP	CONSTRUCTION	12	345	0	LANDSCAPING / INCLUDES E3
LRA	CONSTRUCTION	09	2707	2707	CONTRACT 3 / AWARDED
DEM	CONSTRUCTION	09	552	442	CONTRACT 2 / AWARDED
HPP	CONSTRUCTION	09	7048	5635	CONTRACT 2 / INCLUDES E3 / AWARDED
ILL	CONSTRUCTION	09	1144	0	CONTRACT 5 / INCLUDES E3 / AWARDED
ILL	CONSTRUCTION	09	6514	0	CONTRACT 3 / INCLUDES E3 / AWARDED
HPP	CONSTRUCTION	09	11440	9152	CONTRACT 5 / INCLUDES E3 / AWARDED
HPP	CONSTRUCTION	09	12054	9643	CONTRACT 3 / INCLUDES E3 / AWARDED
GEN-OP	CONSTRUCTION	09	760	0	CONTRACT 2 / INCLUDES E3 / AWARDED
GEN-OP	CONSTRUCTION	09	1514	0	CONTRACT 3 / INCLUDES E3 / AWARDED
GEN-OP	CONSTRUCTION	09	1144	0	CONTRACT 5 / INCLUDES E3 / AWARDED
HPP	ROW ACQUISITION	14	6300	5040	AMENDMENT #6
GEN-OP	ROW ACQUISITION	14	630	0	AMENDMENT #6
HPP	CONSTRUCTION	09	3654	2924	CONSTRUCTION CORRIDOR MANAGEMENT (E3) / AWARDED
ILL	CONSTRUCTION	09	365	0	CONSTRUCTION CORRIDOR MANAGEMENT (E3) / AWARDED
GEN-OP	CONSTRUCTION	09	365	0	CONSTRUCTION CORRIDOR MANAGEMENT (E3) / AWARDED
HPP	CONSTRUCTION	12	3450	2760	LANDSCAPING / INCLUDES E3
ILL	CONSTRUCTION	12	345	0	LANDSCAPING / INCLUDES E3
ILL	CONSTRUCTION	12	160	0	CONTRACT 2A - ULTIMATE MCLEAN FEN
GEN-OP	CONSTRUCTION	12	160	0	CONTRACT 2A - ULTIMATE MCLEAN FEN
HPP	CONSTRUCTION	13	2023	1849	CONTRACT 3A - ULTIMATE IL 25 - DUNHAM ROAD TO N. OF BREWSTER
ILL	CONSTRUCTION	13	2116	0	CONTRACT 3A - ULTIMATE IL 25 DUNHAM ROAD TO N. OF BREWSTER
GEN-OP	CONSTRUCTION	13	404	0	CONTRACT 3A - ULTIMATE IL 25 DUNHAM ROAD TO N. OF BREWSTER (incl. Railroad)
HPP	CONSTRUCTION	12	1602	1282	CONTRACT 2A - ULTIMATE MCLEAN FEN
HPP	ENGINEERING-II	10	329	263	CONTRACT 5B - ULTIMATE UMBDENSTOCK OVER CC & P RR - AWARDED
ILL	ENGINEERING-II	10	33	0	CONTRACT 5B - ULTIMATE UMBDENSTOCK OVER CC & P RR - AWARDED
GEN-OP	ENGINEERING-II	10	33	0	CONTRACT 5B - ULTIMATE UMBDENSTOCK OVER CC & P RR - AWARDED
HPP	CONSTRUCTION	12	4184	3347	CONTRACT 5B - ULTIMATE UMBDENSTOCK OVER CC & P RR
ILL	CONSTRUCTION	12	418	0	CONTRACT 5B - ULTIMATE UMBDENSTOCK OVER CC & P RR
GEN-OP	CONSTRUCTION	12	418	0	CONTRACT 5B - ULTIMATE UMBDENSTOCK OVER CC & P RR
HPP	ENGINEERING-II	10	1670	1336	CONTRACT 3A - ULTIMATE IL 25 DUNHAM ROAD TO CC&P - AWARDED
GEN-OP	ENGINEERING-II	10	167	0	CONTRACT 3A - ULTIMATE IL 25 DUNHAM ROAD TO CC&P - AWARDED
ILL	ENGINEERING-II	10	167	0	CONTRACT 3A - ULTIMATE IL 25 DUNHAM ROAD TO CC&P - AWARDED
HPP	ENGINEERING-II	10	106	85	LANDSCAPING - AWARDED
ILL	ENGINEERING-II	10	11	0	LANDSCAPING - AWARDED
GEN-OP	ENGINEERING-II	10	11	0	LANDSCAPING - AWARDED
HPP	ENGINEERING-II	10	177	141	CONTRACT 2A - ULTIMATE MCLEAN FEN - AWARDED
ILL	ENGINEERING-II	10	18	0	CONTRACT 2A - ULTIMATE MCLEAN FEN - AWARDED
GEN-OP	ENGINEERING-II	10	18	0	CONTRACT 2A - ULTIMATE MCLEAN FEN - AWARDED
HPP	ENGINEERING-II	15	200	180	CONTRACT 5A - ULTIMATE STEARNS AT RANDALL
HPP	ROW ACQUISITION	15	320	256	
HPP	CONSTRUCTION	17	2180	1944	INCLUDES E3 - CONTRACT 5A - ULTIMATE STEARNS AT RANDALL
STP-R	CONSTRUCTION	13	10115	8092	CONTRACT 3A - ULTIMATE IL 25 - DUNHAM ROAD TO N. OF BREWSTER
ILL	CONSTRUCTION	13	824	0	CONTRACT 3A - ULTIMATE IL 25 DUNHAM ROAD TO N. OF BREWSTER (Railroad)
ILL	CONSTRUCTION	13	449	0	CONTRACT 3A - ULTIMATE IL 25 DUNHAM ROAD TO N. OF BREWSTER (Utility)

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Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change		
09-99-0102 Kane County Division of Transportation LA FOX RD BYPASS TO BUNKER RD AT	Not Exempt project moved into the TIP	\$0	\$0	\$ 0			
<b>Completion Year Before Revision:</b> 2017							
<b>Completion Year After Revision:</b> 2017							
<b>Project Work Types Before Revision:</b>		HIGHWAY/ROAD - NEW ROAD Highway/Road - Railroad Grade Separation					
<b>Project Work Types After Revision:</b>		HIGHWAY/ROAD - NEW ROAD Highway/Road - Railroad Grade Separation					
<b>Financial Data Before Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		GEN-OP	CONSTRUCTION	MYB	5000	0	3783
		GEN-OP	ROW ACQUISITION	MYB	400	0	
		GEN-OP	ENGINEERING-II	MYB	300	0	
A		GEN-OP	ENGINEERING-I	14	500	0	3783
		ILL	CONSTRUCTION	MYB	6500	0	3783
<b>Financial Data After Revision</b>		<b>Fund Source</b>	<b>Project Phase</b>	<b>FFY</b>	<b>Total Cost</b>	<b>Federal Cost</b>	<b>Segment</b>
		ILL	CONSTRUCTION	MYB	6500	0	3783
		GEN-OP	CONSTRUCTION	MYB	5000	0	3783
		GEN-OP	ROW ACQUISITION	MYB	400	0	
		GEN-OP	ENGINEERING-II	15	667	0	3783

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change	
10-09-0037	IDOT District 1 Division of Highways	Scope Change	\$0	\$2960	\$ 2960	
<b>Before Revision:</b> US 41 SKOKIE HWY FROM US 176 SCRANTON AVE (LAKE)						
<b>After Revision:</b> US 41 Skokie Hwy from Quassey Avenue (N of) (LAKE/Lake Bluff) to IL 176 (0.5 miles S of) (LAKE/Lake Bluff)						
<b>Completion Year Before Revision:</b> Unspecified						
<b>Completion Year After Revision:</b> 2020						
<b>Project Work Types Before Revision:</b> INTERCHANGE - RECONSTRUCTION						
<b>Project Work Types After Revision:</b> INTERCHANGE - RECONSTRUCTION MISCELLANEOUS - EXEMPT PROJECTS HIGHWAY/ROAD - ADD LANES						
<b>Financial Data Before Revision</b>						
	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ILL	ROW ACQUISITION	MYB	10000	0	1-77548-0511
	ILL	ENGINEERING	MYB	4000	0	1-77548-0300
	ILL	ENGINEERING-II	MYB	3000	0	1-77548-0200
	NHPP	CONSTRUCTION	MYB	30000	24000	1-77548-0000
A	SEC117	ENGINEERING-I	10	787	787	1-77548-0001 (ESTABLISHED)
A	HPP	ENGINEERING-I	10	750	600	1-77548-0100 (ESTABLISHED)
A	SEC117	ENGINEERING-I	13	277	209	1-77548-0011 (ESTABLISHED)
<b>Financial Data After Revision</b>						
	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	HPP	ENGINEERING-I	10	750	600	1-77548-0100 (ESTABLISHED)
	ILL	ROW ACQUISITION	MYB	10000	0	1-77548-0511
	ILL	ENGINEERING	MYB	4000	0	1-77548-0300
	ILL	ENGINEERING-II	MYB	3000	0	1-77548-0200
	NHPP	CONSTRUCTION	MYB	30000	24000	1-77548-0000
	SEC117	ENGINEERING-I	10	787	787	1-77548-0001 (ESTABLISHED)
	SEC117	ENGINEERING-I	13	277	209	1-77548-0011 (ESTABLISHED)
	NHPP	CONSTRUCTION	18	3700	2960	1-72611-0100
	ILL	ROW ACQUISITION	17	100	0	1-72611-0101

**Gray Financial Data Records** are for informational purposes only and not included in the TIP.

This public notice of the revisions being made by CMAP's Transportation Improvement Program satisfies the Program of Projects requirement of Title 49, U.S. Code Section 5307 (c) (1) through (7)  
CMAP, the Chicago Metropolitan Agency for Planning -- 233 South Wacker Drive, Suite 800, Chicago, IL 60606 312-454-0400 (voice), 312-454-0411 (fax)

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
12-00-0035	Will County Division of Transportation Not Exempt Project Moved into Tip CATON-BRUCÉ CORRIDOR FROM US 30 (WEST OF) (WILL) TO IL 7 159th Street (WILL)	\$0	\$0	\$ 0	

Completion Year Before Revision: 2040  
 Completion Year After Revision: 2040

Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES  
 BRIDGE/STRUCTURE - NEW  
 HIGHWAY/ROAD - CORRIDOR IMPROVEMENT

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES  
 BRIDGE/STRUCTURE - NEW  
 HIGHWAY/ROAD - CORRIDOR IMPROVEMENT

**Financial Data Before Revision**

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
OTH	ENGINEERING-II	16	10500		IL Route 53 to IL Route 171
OTH	ROW ACQUISITION	MYB	80000		
HPP	CONSTRUCTION	MYB	454000	1600	1200930000 CATON BRUCE BRIDGE AT DES PLAINES
OTH	ENGINEERING-II	MYB	12500		

**Financial Data After Revision**

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
MFT-LOC	ENGINEERING-II	16	1000		IL Route 53 to IL Route 171, Bridge over the Des Plaines River Valley
OTH	ROW ACQUISITION	MYB	80000		
HPP	CONSTRUCTION	MYB	454000	1600	1200930000 CATON BRUCE BRIDGE AT DES PLAINES
OTH	ENGINEERING-II	MYB	12500		

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
12-06-0014	Will County Council of Mayors Completion Year	\$0	\$0	\$ 0	

Before Revision: 143RD ST FROM IL 126 (KENDALL) TO STEINER RD (WILL)  
 After Revision: 143RD ST from IL 126 (KENDALL/Plainfield) to STEINER RD (WILL/Plainfield)

Completion Year Before Revision: 2014  
 Completion Year After Revision: 2017

Project Work Types Before Revision: HIGHWAY/ROAD - EXTEND ROAD  
 HIGHWAY/ROAD - CURB AND GUTTER

Project Work Types After Revision: HIGHWAY/ROAD - EXTEND ROAD  
 HIGHWAY/ROAD - CURB AND GUTTER

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	PRV	IMPLEMENTATION	15	500	0	

Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	PRV	IMPLEMENTATION	15	500	0	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
12-15-0002	Will County Division of Transportation New Project		\$2000		

CH 16 Bell Rd FROM 131st St (COOK) TO IL 7 159th St (WILL/Homer Glen) Omissions at 151st Street and 143rd Street intersections.

Completion Year: 2020

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES  
 NOISE ATTENUATION  
 SIGNALS - MODERNIZATION

Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	CTEF	CONSTRUCTION	15	7000	0	159th Street to 151st Street
	CTEF	ENGINEERING-II	15	700	0	151st St to 143rd St
	STP-L	CONSTRUCTION	15	6500	2000	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
18-11-0046	Metra Completion Year	\$0	\$0	\$ 0	

Peterson and Ridge Avenues AT (COOK/Chicago)

Completion Year Before Revision: 2015  
 Completion Year After Revision: 2016

Project Work Types Before Revision: STATION - NEW  
 Project Work Types After Revision: STATION - NEW

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	A ILL	IMPLEMENTATION	11	10000	0	4486
	ILLT	IMPLEMENTATION	14	5000	0	4486
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ILL	IMPLEMENTATION	11	10000	0	4486
	ILLT	IMPLEMENTATION	13	5000	0	4486

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 CMAP, the Chicago Metropolitan Agency for Planning -- 233 South Wacker Drive, Suite 800, Chicago, IL 60606 312-454-0400 (voice), 312-454-0411 (fax)



# Chicago Metropolitan Agency for Planning

## Agenda Item No. 7.0

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606

312 454 0400  
[www.cmap.illinois.gov](http://www.cmap.illinois.gov)

### MEMORANDUM

To: MPO Policy Committee

From: CMAP Staff

Date: March 5, 2015

Re: State Legislative Update

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The Illinois 99<sup>th</sup> General Assembly convened on January 14, 2015. Following the State of the State address on February 4, Governor Rauner delivered his fiscal year 2016 (FY16) **budget proposal** on February 18 to a joint meeting of the Illinois General Assembly. **Staff analysis** found that the Governor's proposed budget for FY16 totals \$65 billion, of which \$28.4 billion are General Funds. The proposal would result in a 9.7 percent decrease from FY15 enacted General Funds appropriations.

Thus far, more than 6,000 bills have been introduced in the legislature. The deadlines for introduction of substantive bills passed in February. By Friday, March 27, substantive bills in the House or Senate must be out of committee in their chamber of origin. Numerous days of session have been canceled so far this spring. As a result, very few issues have either been reviewed by committee or been passed to the floor for consideration by the full House or Senate.

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 2015 State Legislative **Principles** and **Agenda** or are of interest to CMAP and its partners.

Staff recommends the support of four bills that assist in the implementation of GO TO 2040 by promoting coordinated investment and bolstering the region's ability to invest strategically in transportation. Staff also recommends the opposition of one bill that diminishes the state's and region's ability to invest strategically in transportation by imposing an arbitrary formula for the appropriation of the motor fuel tax (MFT) rather than moving the state towards performance-based funding programming.

ACTION REQUESTED: Information



## March 2015 Legislative Summary

Subject	Bill	Summary	Status	Agency Position
<b>ACHIEVE GREATER LIVABILITY THROUGH LAND USE AND HOUSING</b>				
Land banks for public uses	<b>HB1517</b>	<p><b>Rep. Jehan A. Gordon-Booth</b> (D-Peoria)</p> <p>Creates the Land Bank Act. Allows for municipalities, townships, counties, and school districts, and/or a combination of these jurisdictions, to create and manage a land bank. School districts may only manage a land bank as part of a multijurisdictional land bank. Provides a limited set of public uses for land bank properties, including health clinics, hospitals, services and enrichment facilities, open or conservation space, and/or urban agriculture. Outlines administrative procedures, financing tools, purchase and sale processes, bonding limits, and procedures for dissolution. The bill would allow existing land banks to operate without change or being under the jurisdiction of a new, overlapping land bank.</p>	<p>2/26/2015</p> <p><b>House</b></p> <p>To Finance Subcommittee</p>	
Abandoned parcels	<b>SB1630</b>	<p><b>Sen. Darin M. LaHood</b> (R-Peoria)</p> <p>Allows property to be declared abandoned by municipalities and counties if the property is not being maintained, and that counties and municipalities may try to sell or auction the property. If the irregular public parcels is not sold, the parcel may be transferred to adjoining property owners at no cost by ordinance with a 2/3 vote.</p>	<p>2/20/2015</p> <p><b>Senate</b></p> <p>Referred to Assignments</p>	
<b>PURSUE COORDINATED INVESTMENTS</b>				
Non-home rule consolidation	<b>HB174</b>	<p><b>Rep. David McSweeney</b> (R-Cary)</p> <p>Establishes a referendum process for dissolving any non-home rule of government. Referendum approval would require a 60 percent supermajority of both the voters in the dissolving unit and voters in the receiving unit.</p>	<p>2/3/2015</p> <p><b>House</b></p> <p>Assigned to Executive Committee</p>	
County-led consolidation	<b>HB229</b>	<p><b>Rep. Jack Franks</b> (D-Woodstock)</p> <p>Provide all counties in the state with the power to dissolve a local</p>	<p>2/26/2015</p> <p><b>House</b></p> <p>Assigned to</p>	<b>Support</b>

Subject	Bill	Summary	Status	Agency Position
		<p>government under certain conditions. Currently, only DuPage County has these powers, established by <a href="#">PA 98-0126</a> signed into law in 2013. Also, requires the transfer of all former employees of the dissolved unit of government to the receiving unit.</p> <p>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.</p>	Counties & Townships Committee	
Coterminous township consolidation	<a href="#">SB40</a>	<p><a href="#">Sen. Pamela Althoff</a> (R-McHenry)</p> <p>Provides a process by which a single township that is within a coterminous municipality could dissolve. Currently, only Evanston may use the process outlined in statute (<a href="#">PA 98-127</a>). If a township were dissolved under this process, the coterminous municipality would have to take on its duties. If the municipality is coterminous with the township, there will likely be no township roads that need to be maintained. The municipality would have to provide general assistance programs and assessor services, which are only provided at the township level.</p> <p>GO TO 2040 recommendations the consolidation of government, where appropriate. This legislation provides a process for combining a coterminous township and municipality, and promotes locally driven efforts to find potential efficiencies.</p>	<p>2/19/2015 <b>Senate</b> To Subcommittee on Governmental Operations</p>	<b>Support</b>
<b>INVEST STRATEGICALLY IN TRANSPORTATION</b>				
MFT split	<a href="#">HB1375</a>	<p><a href="#">Rep. Luis Arroyo</a> (D-Chicago)</p> <p>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 2016.</p> <p>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</p>	<p>2/24/2015 <b>House</b> Assigned to Appropriations-Public Safety Committee</p>	<b>Oppose</b>

Subject	Bill	Summary	Status	Agency Position
		away from this paradigm, CMAP supports performance-based funding as a transparent, credible, and defensible approach to programming.		
MFT and sales tax on motor fuels	<a href="#">HB3174</a>	<p><a href="#">Rep. Mike Fortner</a> (R-West Chicago)</p> <p>Eliminates the state's share of the sales tax rate for motor fuel sales, forbids most transfers from the Road Fund, and imposes a new 15 cent/gallon user fee, to be adjusted over time for inflation. Proceeds from the new user fee raised from the six-county Chicago region (excluding Kendall) would be dedicated to transit improvements; all other proceeds would be dedicated to road, transit, and Amtrak services.</p>	<p>2/25/2015</p> <p><b>House</b></p> <p>Referred to Rules Committee</p>	
MFT on other fuels	<a href="#">SB1907</a>	<p><a href="#">Sen. Don Harmon</a> (D-Oak Park)</p> <p>Amends the Motor Fuel Tax statute to include compressed natural gas, liquefied natural gas, and propane to the motor fuel tax base when used as motor fuel. Under the bill, compressed natural gas utilized as motor fuel would be taxed at a rate of 19 cents per gallon, like regular motor fuel, and liquefied natural gas or propane used as motor fuel would be taxed at a rate of 21.5 cents per gallon, just like diesel fuel.</p> <p>GO TO 2040 supports the implementation of user fees for transportation. This legislation would enhance the MFT's ability to act as a use fee for road usage through broadening the base to include other types of motor fuel usage.</p>	<p>2/20/2015</p> <p><b>Senate</b></p> <p>Referred to Assignments</p>	<b>Support</b>
<b>INCREASE COMMITMENT TO PUBLIC TRANSIT</b>				
RTA working cash notes	<a href="#">HB2685</a>	<p><a href="#">Rep. Al Riley</a> (D-Hazel Crest)</p> <p>Allows the RTA to sell additional Working Cash Notes before July 1, 2018 (now 2016) that are over and above and in addition to the \$100,000,000 authorization. Working Cash Notes are essentially short-term (i.e. less than 24- month) loans to cover operating expenses.</p>	<p>2/19/2015</p> <p><b>House</b></p> <p>Referred to Rules Committee</p>	<b>Support</b>

Subject	Bill	Summary	Status	Agency Position
<b>CREATE A MORE EFFICIENT FREIGHT NETWORK</b>				
Rail crossings	<a href="#">HB420</a> <a href="#">SB1773</a>	<p><a href="#">Rep. Kelly Burke</a> (D-Oak Lawn)  <a href="#">Sen. Bill Cunningham</a> (D-Chicago)</p> <p>HB420 and SB1773 are companion bills. Both bills require IDOT and ICC to study highway-rail grade crossing delays in localities with more than 100,000 residents (municipalities with fewer residents can petition to be included in the study), and ICC to designate "Essential Rail Crossings" each year. Further, the bills increase fines on railroads for excessive delays at Essential Rail Crossings, and dedicate those revenues to IDOT for grade crossing improvements via a new Rail Crossings Blocking Fund.</p> <p><b>Note:</b> In 2008, the Illinois Supreme Court <a href="#">ruled</a> that similar regulations, namely imposing fines for excessive delays, are a federal, not state or local, responsibility.</p>	<p>2/13/2015  <b>House</b>  Assigned to Transportation: Reg, Roads &amp; Bridges</p> <p>2/20/2015  <b>Senate</b>  Referred to Assignments</p>	
Rail crossings	<a href="#">SB1865</a>	<p><a href="#">Sen. Dale A. Righter</a> (R-Mattoon)</p> <p>Requires IDOT and ICC to study highway-rail grade crossing delays in municipalities with more than 15,000 residents, and ICC to designate "Essential Rail Crossings" each year. Further, the bill allows municipalities to impose fines on railroads for blocking Essential Rail Crossings for more than 30 minutes.</p> <p><b>Note:</b> In 2008, the Illinois Supreme Court <a href="#">ruled</a> that similar regulations, namely imposing fines for excessive delays, are a federal, not state or local, responsibility.</p>	<p>2/20/2015  <b>Senate</b>  Referred to Assignments</p>	

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[accelerateillinois.com](http://accelerateillinois.com)

## Crumbling roads and bridges. Slow, crowded transit lines.

We all pay a steep price for the poor state of Illinois' roads, rails and bridges. From missed appointments to higher delivery costs, our failure to invest in our transportation network is more than a frustration: It's a drag on our economy and our everyday lives.

## Transportation problems mean real headaches and real costs.



"Potholes! You cannot avoid them. Two winters ago, damage to my car from a pothole cost \$800 to repair."  
—**Andrea B., Peoria**

Illinois drivers spend an **extra \$3.7 billion a year on repair bills** for damage from poor road conditions.

"If the train were more frequent and reliable, it would be a much more attractive alternative to driving."

—**Charles H., Elmhurst**

Maintenance and simple improvements to increase reliability could save Illinois train commuters more than **800,000 hours of delays every year.**



"There are a lot of cheap and easy ways we could make biking—and riding the bus—easier in the city."  
—**Emily O., Chicago**

Drivers in metropolitan Chicago spend an **extra 71 hours a year** stuck in traffic. Cost-effective alternatives like transit, walking or biking are often inaccessible or unsafe for many.



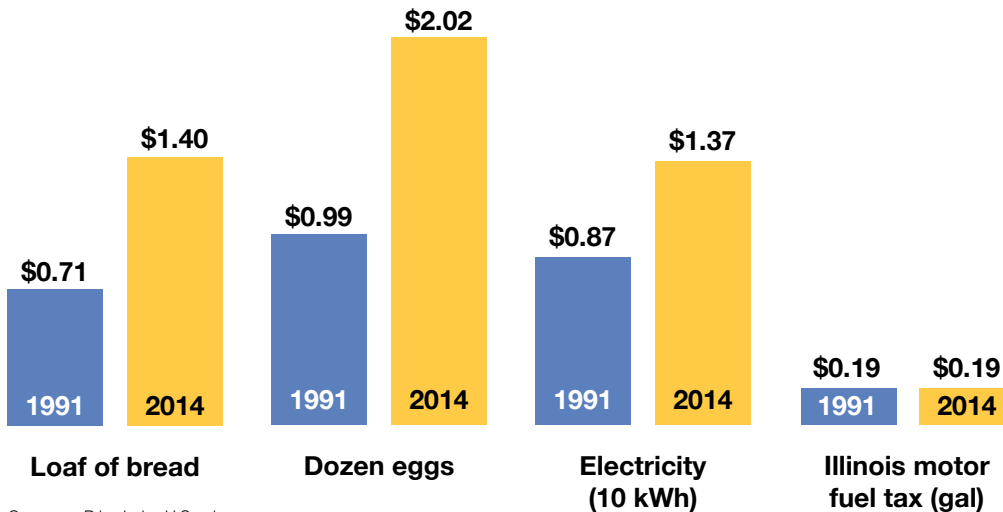
Metropolitan **Planning Council**



See full list of partners at  
[accelerateillinois.com](http://accelerateillinois.com)

## Accelerate Illinois by making transportation a priority in 2015.

## We're investing less in transportation than before.

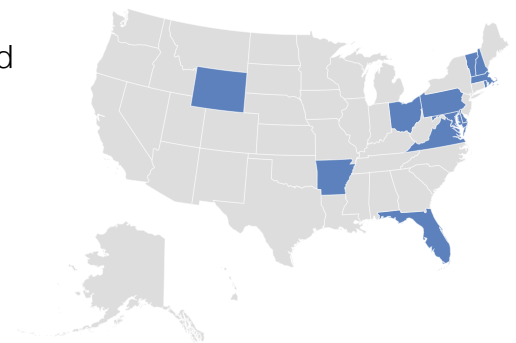


The Illinois motor fuel tax that funds transportation hasn't changed since **1991**, when the **19 cents** per gallon tax **was worth about twice what it is today.**

## Other states are leaving us in the dust.

Our starvation diet has put us in the red to the tune of **\$1.8 billion** each year. Other states with similar challenges have taken action and used options like these to invest in the maintenance and improvement of their transportation networks:

- **Raise the gas tax and index it to inflation.** Four out of five states have increased their motor fuel taxes more recently than Illinois. Today, our gas tax only costs the average Illinoisan about \$8.25 each month. Since 2012, **Maryland, Massachusetts, New Hampshire, Pennsylvania, Rhode Island, Vermont, Virginia and Wyoming** have all updated their fuel taxes to raise revenue. Many switched to a wholesale tax that will keep up with inflation. In Illinois, such reforms could be part of a package including a small increase in other broad-base taxes.
- **Increase transportation user fees.** Since 2012, states like **Delaware, Ohio, Pennsylvania and Virginia** have adjusted transportation-related user fees, such as tolls and vehicle registrations.
- **End diversions and dedicate revenue.** In recent years, Illinois has diverted more than \$100 million in transportation user fee revenues to non-transportation needs. In 2014, **Wisconsin** passed a constitutional amendment that ensures money from transportation taxes and fees go into a dedicated, protected transportation fund.



Since 2012,  
**12 states**  
have taken action to invest more in transportation.

Of the representatives who voted yes on revenue bills,

**98 percent**  
**won their next primary.**

Source: Transportation for America