



# Chicago Metropolitan Agency for Planning

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606

312 454 0400  
www.cmap.illinois.gov

**Jeffery Schielke, Chairman**  
Mayor, City of Batavia  
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Southwest Council

**John Mahoney**  
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**Michael Einhorn**  
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**Robert Nunamaker**  
President, Village of Fox River Grove  
McHenry Council

**Roger Claar**  
Mayor, Village of Bolingbrook  
Will Council

**Jim Holland**  
Mayor, Village of Frankfort  
Will Council

## Council of Mayors Executive Committee

### Annotated Agenda

May 23, 2017 – 9:30 a.m.

CMAP, 233 South Wacker Drive, Suite 800  
Cook County Conference Room

#### 1.0 Call to Order and Introductions – Mayor Schielke

#### 2.0 Agenda Changes and Announcements

#### 3.0 Approval of Minutes – January 10, 2017

ACTION REQUESTED: Approval

#### 4.0 Transportation Programming Updates/Action Items

##### 4.1 IDOT Bureau of Local Roads Update

The IDOT Bureau of Local Roads & Streets status sheets will be distributed at the meeting.

ACTION REQUESTED: Information

##### 4.2 Grant Accountability and Transparency Act (GATA)

IDOT will provide an update on the implementation of GATA for locally sponsored projects using federal funding.

ACTION REQUESTED: Information

##### 4.3 Surface Transportation Program – Locally Programmed (STP-L) Expenditure Report

Staff will provide an update on Federal Fiscal Year 2017 STP-L expenditures.

ACTION REQUESTED: Information

##### 4.4 Advanced Funding Requests

a) The North Shore Council is requesting advanced funding for three projects totaling \$292,907. If approved, the North Shore will have a positive balance in Federal Fiscal Year (FFY) 2018.  
ACTION REQUESTED: Approval

b) The South Council is requesting advanced funding for twelve projects totaling \$5,276,984. If approved, the South Council will have a positive balance in FFY 2018.  
ACTION REQUESTED: Approval

- c) The Will Council has provided notice that two FFY 2017 totaling \$3,527,251 will be moved to FFY 2018, and three projects totaling \$3,360,907 will be replacing them in the Council's FFY 2017 program, reducing the council's previously approved advanced funding by \$166,344.

ACTION REQUESTED: Information

- d) The McHenry Council requested advanced funding for two projects outside of the normal meeting schedule to allow the projects to move forward to the June 16, 2017 letting. The total requested was \$3,530,400. The request was approved on February 21, 2017 by the officers of the Council of Mayors Executive Committee. McHenry Council will have a positive balance in FFY 2021.

ACTION REQUESTED: Information

## **5.0 Surface Transportation Program (STP) Agreement**

In response to the last federal certification review of the MPO, updates to the agreement for the distribution of STP funding between the Council of Mayors, City of Chicago, and CMAP is currently under discussion by a working group of stakeholders, including the Council of Mayors Executive Committee officers. An update on the progress of the working group will be presented.

ACTION REQUESTED: Discussion

## **6.0 LTA Project Profile**

Staff will describe an ongoing Local Technical Assistance (LTA) project, a comprehensive plan in Franklin Park, which illustrates how CMAP works with municipalities through this program. The [2017 Call for Projects](#) for the LTA program is currently open, with applications due June 29.

ACTION REQUESTED: Information

## **7.0 ON TO 2050: Financial Plan for Transportation Update**

As required by law, CMAP must prepare a financial plan to ensure adequate resources are available to support the investments and policies included in the long-range transportation plan. Previous [forecasts](#) found that revenues will be insufficient to fiscally constrain expenditures for operations and maintenance, and the region will be unable to constrain any expansion and enhancement activities over the ON TO 2050 planning period. As a result, additional revenues will be needed to meet the region's transportation investment goals. Staff will present initial policy recommendations and forecasts for five reasonably expected revenues, as summarized in the attached memo.

ACTION REQUESTED: Discussion

## **8.0 Regional Expressway Vision**

Staff will introduce a project to develop a multi-jurisdictional vision to guide future capital investments, coordinate transportation operations, and recommend policy and management strategies for the existing expressway system in northeastern Illinois.

Transit, freight, community impacts, and revenue will all be key aspects of the vision. Staff will review draft vision goal statements and seek committee feedback.

REQUESTED ACTION: Discussion

**9.0 Other Business**

**10.0 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.

**11.0 Next Meeting**

The next meeting is July 18, 2017.

**12.0 Adjourn**

**Council of Mayors Executive Committee Members:**

___ President Len Austin	___ Mayor Jim Holland	___ Mayor Jeffrey Sherwin
___ President Dave Brady	___ President Al Larson	___ President Erik Spande
___ Mayor Roger Claar	___ President Richard Mack	___ Mayor Joseph Tamburino
___ President Karen Darch	___ Mayor John Mahoney	___ Mayor George Van Dusen
___ President Jim Discipio	___ President Robert Nunamaker	___ Mayor Eugene Williams**
___ President Mike Einhorn	___ Mayor Leon Rockingham, Jr**	___ Vacant (Kane/Kendall)
___ President Sandy Frum	___ Mayor Glenn Ryback	* Chairman
___ President Alice Gallagher	___ Mayor Jeffery Schielke*	** Vice-Chairman



# Chicago Metropolitan Agency for Planning

## Agenda Item 3.0

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606

312 454 0400  
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## Council of Mayors Executive Committee

Draft Minutes – January 10, 2017

9:30 a.m.

CMAP Offices – Cook County Conference Room

**Jeffery Schielke, Chairman**  
Mayor, City of Batavia  
Kane/Kendall Council

**Leon Rockingham, Jr., 1st Vice Chair**  
Mayor, City of North Chicago  
Lake Council

**Eugene Williams, 2nd Vice Chair**  
Mayor, Village of Lynwood  
South Council

**Sandy Frum**  
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President, Village of Western Springs  
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**Erik Spande**  
President, Village of Winfield  
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Kane/Kendall Council

**Glenn Ryback**  
President, Village of Wadsworth  
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**Richard Mack**  
President, Village of Ringwood  
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**Robert Nunamaker**  
President, Village of Fox River Grove  
McHenry Council

**Roger Claar**  
Mayor, Village of Bolingbrook  
Will Council

**Jim Holland**  
Mayor, Village of Frankfort  
Will Council

### Executive Committee and Elected Officials Present

Mayor Jeffery Schielke, Chairman, Mayor Leon Rockingham, Jr., 1st Vice Chair, President Karen Darch, Mayor Jim Holland, President Ed Ritter, President William Rodeghier, Mayor Glen Ryback, Mayor Jeffrey Sherwin, President Erik Spande, Mayor George Van Dusen

### Others Present

Len Cannata, Bruce Christensen, John Donovan, Jackie Forbes, Mike Fricano, Janell Jensen, Tom Kelso, Mike Klemens, Patrick Knapp, Kelsey Mulhausen, Brian Pigeon, Andy Plummer, Chad Riddle, Claire Serdiuk, Chris Strom, Mike Walczak

### CMAP Staff Present

Alex Beata, Teri Dixon, Jesse Elam, Tom Kotarac, Ross Patrosky, Russell Pietrowiak, Joseph Szabo, Barbara Zubek

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

Mayor Schielke called the meeting to order at 9:34 a.m.

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

There were no agenda changes or announcements.

### **3.0 Approval of Minutes – October 25, 2016**

President Spande made a motion, seconded by President Rodeghier, to approve the minutes of October 25, 2016 meeting. With all in favor, the motion carried.

### **4.0 Transportation Programming Updates/Action Items**

#### **4.1 IDOT Bureau of Local Roads Update**

Mr. Riddle gave an update on upcoming lettings.

Mr. Riddle mentioned that the Grant Accountability and Transparency Act (GATA) process has been in place since July 2016 and IDOT is looking into what it entails for local projects. He explained that the GATA requirement may impact tracking of projects and change the timing of agreements.

Mr. Riddle requested that the planning liaisons review the methodologies posted on the CMAP website to confirm that they are current. He noted that central office refers to these methodologies when processing agreements.

He added that John Fortmann, the regional engineer is no longer with IDOT. Interviews for the position will occur sometime in late January and he expects the position to be filled in mid-February.

Mayor Schielke offered IDOT a word of appreciation because they have been able to function and keep projects moving during the current political climate.

#### **4.2 2017 STP Locally Programmed Marks**

Mr. Pietrowiak said he has revised the marks table based on discussions with IDOT. The marks went down because spending that CMAP did not count as STP was counted as STP by IDOT. He went on to say that the marks table development process ensures that both IDOT and CMAP have the same understanding of the amount of funding available for STP projects.

#### **4.3 CMAP STP-L Expenditure Report**

Mr. Pietrowiak presented the STP-L expenditures that were included in the packet. He explained that the councils are successfully spending down the unobligated balance and that the increased amount of spending might mean more advanced funding requests in the future.

#### **4.4 Advanced Funding Requests**

Mr. Pigeon reported that the North Shore Council is requesting advanced funding for one project, with a total federal amount of \$1,886,177. Mayor Van Dusen made a motion to approve the request, seconded by President Darch; the motion carried.

Ms. Jensen reported that the McHenry Council is requesting advanced funding for one project, with a total federal amount of \$135,200. President Ryback made a motion to approve the request, seconded by Mayor Van Dusen; the motion carried.

Mr. Klemens reported that the Will Council is requesting advanced funding for three projects, with a total federal amount of \$9,796,251. President Rodeghier made a motion to approve the request, seconded by President Ritter; the motion carried.

### **5.0 2018 Unified Work Program**

Mr. Walczak presented the UWP request for the Planning Liaison (PL) program. He explained that the request includes an increase of 5% and for all PL positions to be funded at the 80/20 level.

Mayor Sherwin asked what would prevent all the councils from establishing a second PL position. Mr. Walczak responded saying it would depend on organizational costs or capacity. He followed up by saying there would need to be justification for the additional position. Mayor Sherwin asked if all the councils with two PLs spend down their allotments. Mr. Walczak responded that 95% of the funds are usually spent and the biggest impact on councils not spending is vacancies.

Mayor Schielke stated that questioning whether one full time PL is justifiable has been discussed in the past and appreciates the concern. He said that the PL program is valuable to the region because the PLs are the people who make the STP program work. Mayor Schielke also stated that the PLs are the boots on the ground for all transportation projects in their Council. Mr. Riddle added that the PLs are IDOT's go-to people for processing agreements and PPIs and are knowledgeable about what is going on with all the STP and other federal projects in their councils.

Mayor Van Dusen made a motion to approve the 2018 UWP proposal; seconded by President Spande, the motion carried.

## **6.0 Truck Permitting**

Mr. Beata presented analyses and findings from the final Regional Truck Permitting Study. He explained that the genesis of the project is trying to get all the players to work together. He stated that over 600 units of government are allowed to issue permits for oversized and overweight vehicles, which makes permitting a complex process. The report investigated ways to streamline the process and makes recommendations.

Mayor Holland asked if the basic recommendation for small municipalities is to have the contact information for permitting on their websites. Mr. Beata said that is the first step. Mayor Holland stated this type of work is appropriate for a regional planning organization.

## **7.0 ON TO 2050 Bi-Monthly Report**

Ms. Dixon noted that there is an update in the packet.

## **8.0 USDOT MPO Coordination and Planning Area Reform Rule**

Mr. Kotarac presented information on the USDOT MPO Coordination and Planning Area Reform Rule that was made final on December 15, 2016. He stated that the rule's provisions will take effect two years after the next Census results, or approximately 2024. He added that there is an exception option that requires all Governors and MPOs in this urbanized area (Illinois, Indiana and Wisconsin) to sign a waiver request. Mr. Kotarac concluded that possible next steps are submitting the exception request, legislation to override the rule, administrative action to undo the rule, or legal action to block it.

Mayor Spande asked if there has been any evaluation to what would happen to the organizations that would become part of one large MPO. Mr. Kotarac replied that it has been qualitatively assessed and referred to the comments that were submitted jointly with the MPOs in Indiana and Wisconsin, which brought up the problems with coordinating with several different governments. Mr. Kotarac pointed out that outreach would be particularly difficult. When referring to quantitative assessment, Mr. Kotarac said USDOT could not assess how much this rule would cost the MPOs.

Mayor Van Dusen asked if the Illinois, Indiana, and Wisconsin Governors are unified on this issue and Mr. Kotarac replied that they are. Mayor Sherwin asked why legislation against the rule is not the best option. Mr. Kotarac responded by saying it is a challenge because the rule does not go into effect for several years, leading to a lack of urgency, and planning rules might not be the highest priority for legislators.

Mayor Schielke asked if CMAP has talked to Senator Durbin about the rule. Mr. Kotarac responded that Senator Durbin has been engaged and had spoken to Secretary Foxx personally before the rule was final and added that Senator Duckworth is on two of the key committees who have jurisdiction over the rule. She asked the nominee for DOT Secretary about this issue.

## **9.0 Other Business**

Mr. Szabo stated that the existing agreement between the City of Chicago, Council of Mayors and MPO for the STP program calls for the parties to review the allocation agreement after Congress passes a new transportation bill. He explained that FHWA's last certification review of CMAP contained a finding that said CMAP needs to move away from sub allocation of STP funds and towards a performance-based approach. The certification review process begins this upcoming summer so there is a need to address the issue. He has had initial meetings with Mayor Schielke and CDOT Commissioner Scheinfeld on the matter.

Mr. Szabo stated that an approach that continues to meet local communities' needs, supports the regional plan, and supports USDOT expectations needs to be found. Mr. Szabo said he wants to have a conversation on the core principles to see what the program should look like and to make sure everyone is comfortable with it and it meets their needs. Mayor Schielke stated that finding a new approach can be beneficial to the entire region if it is done correctly.

**10.0 Public Comment**

Mayor Schielke announced that it was Mayor Rodeghier's last meeting as he cannot run for reelection under his caucus' rule. He thanked him for his good efforts and work he has done for the committee, including representing the committee and graciously standing-in when necessary. Mayor Schielke added that there are several mayors up for reelection in April.

**11.0 Next Meeting**

The next meeting is scheduled for May 23, 2017

**12.0 Adjourn**

Mayor Rockingham made a motion to adjourn the meeting, seconded by Mayor Holland. With a vote of all ayes, the meeting adjourned at 10:50 a.m.

**Council of Mayors Executive Committee Members:**

___ President Len Austin	___ President Al Larson	___ Mayor Jeffery Schielke*
___ President Dave Brady	___ President Richard Mack	___ Mayor Jeffrey Sherwin
___ Mayor Roger Claar	___ Mayor John Mahoney	___ President Erik Spande
___ President Karen Darch	___ President Robert Nunamaker	___ Mayor Joseph Tamburino
___ President Jim Discipio	___ President Ed Ritter	___ Mayor George Van Dusen
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___ President Sandy Frum	___ President William Rodegheir	* Chairman
___ Mayor Jim Holland	___ Mayor Glenn Ryback	** Vice-Chairman



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For more information, visit  
[http://www.cmap.illinois.gov/  
council-of-mayors/stp-resources](http://www.cmap.illinois.gov/council-of-mayors/stp-resources).

# STP-

Status of Surface  
Transportation  
Program - Local  
(STP-L)

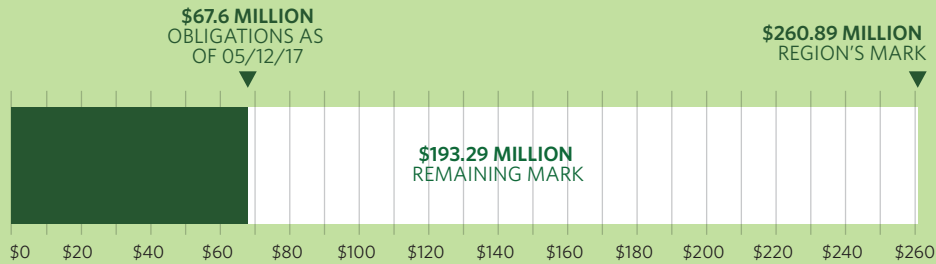


The federal Surface Transportation Block Grant Program (STBG) provides financing for projects and is funded through Fixing America's Surface Transportation (FAST), the federal transportation authorization bill. As part of the STBG program, STP-L is programmed locally and administered through the Chicago Metropolitan Agency for Planning (CMAP) and the Illinois Department of Transportation (IDOT). The City of Chicago and each of the 11 subregional councils have a self-determined method for selecting the most beneficial projects. During development of the method of project selection, the councils consider policies from the GO TO 2040 comprehensive regional plan. Each of metropolitan Chicago's 11 subregional councils and the City of Chicago has a Planning Liaison who coordinates the project selection process with each council's approval.

### FFY 2017 STP-L summary

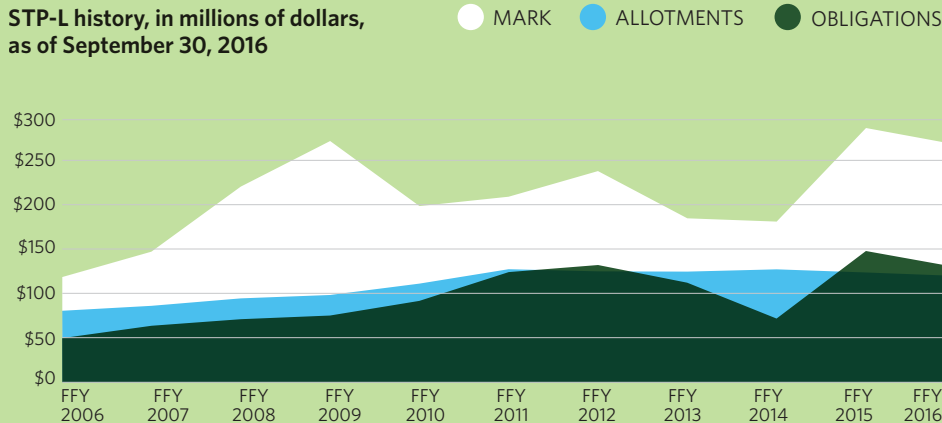
- **17 project phases** have been obligated in FFY 2017 using STP-L funds.
- **\$67.6 million or 26 percent** of the region's programming mark has been obligated in FFY 2017. There are three more opportunities for obligating funds in this federal fiscal year.
- The region needs to continue to obligate more than the new allotment to reduce the unobligated balance, which was just over **\$122 million** to start FFY 2017.
- The Council of Mayors Executive Committee has approved advanced funding in FFY 2017 for 11 projects totaling \$18.31 million or 7 percent of the region's mark.

### FFY 2017 STP-L summary, in millions of dollars



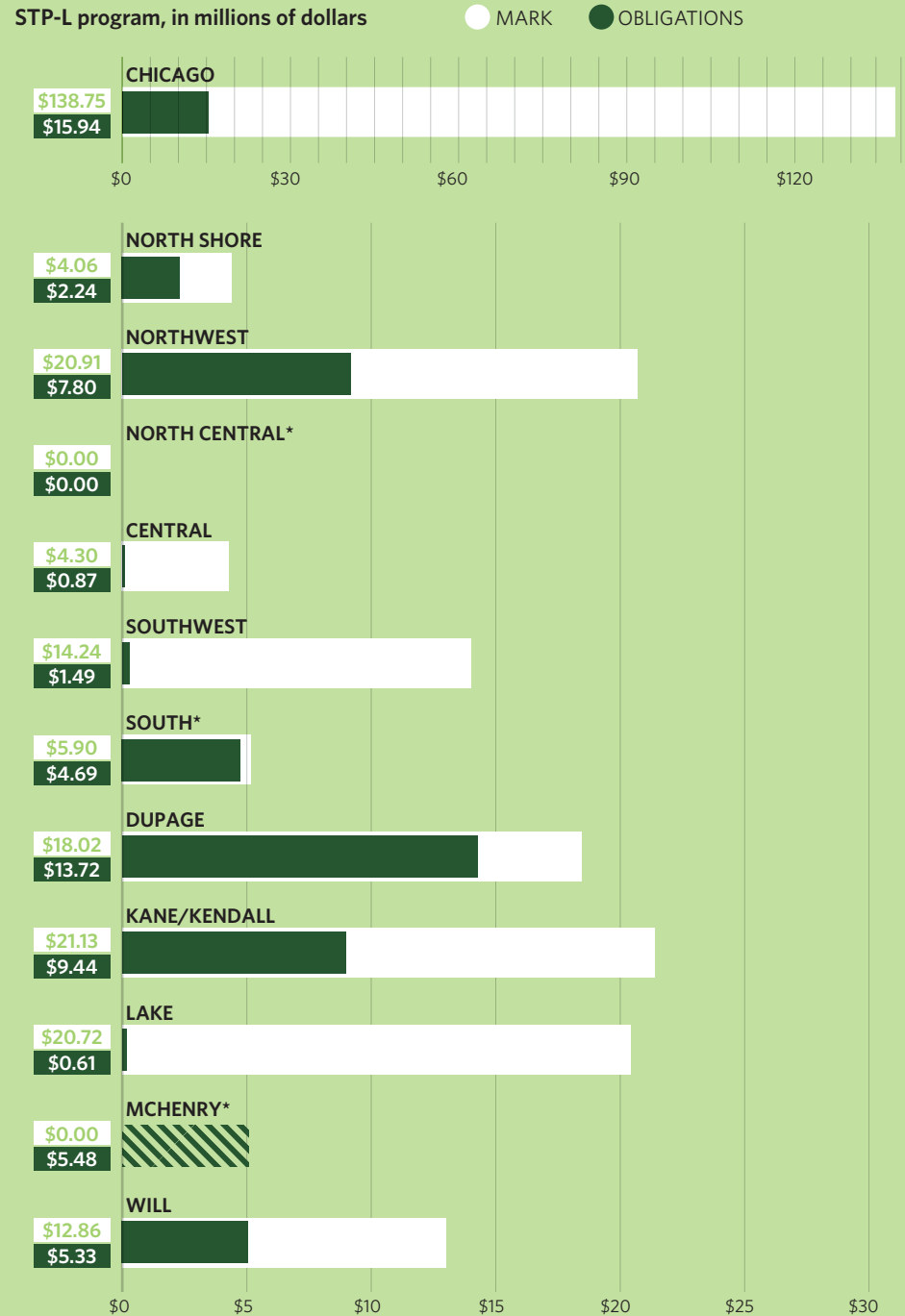
Sources: Illinois Department of Transportation, Federal Highway Administration, and Chicago Metropolitan Agency for Planning. As of May 12, 2017.

### STP-L history, in millions of dollars, as of September 30, 2016



Sources: Illinois Department of Transportation, Federal Highway Administration, and Chicago Metropolitan Agency for Planning.

### STP-L program, in millions of dollars



Sources: Illinois Department of Transportation, Federal Highway Administration, and Chicago Metropolitan Agency for Planning. As of May 12, 2017. \*Councils with \$0 for their mark, or have higher obligations than their mark, need advance funding approved to program/expend STBG funds.

### FFY 17 Advance Funding Requests (05/23/17)

New Requests									
TIP ID	Council	Location	Type of Project	Phase	Advance Funding Request	Scheduled Project Letting	Council Balance (if approved)	Council Pay Back FFY	Notes
02-16-0004	North Shore	Devon Ave from Lincoln Ave	Road Modernization	EII	\$106,383	N/A	(\$1,999,351)	18	
02-16-0003	North Shore	Kenilworth Ave from Green B	Resurfacing	EII	\$36,050	N/A	(\$2,035,401)	18	
02-13-0003	North Shore	Locust Rd from Lake Ave to V	Road Reconstruction	EII	\$149,643	N/A	(\$2,185,044)	18	
07-10-0033	South	Pulaski Road at 183rd St	Intersection Improvement	ROW	\$546,160	N/A	(435,079)	18	
07-14-0007	South	Illinois St from Orchard Dr. to Western	Resurfacing	EI/EII	\$96,800	N/A	(531,879)	18	
07-11-0039	South	187th St at Glenwood Rd	Intersection Improvement	EI	\$100,000	N/A	(631,879)	18	
07-13-0007	South	Crete Rd from Richton to Exchange	Road Reconstruction	EII	\$46,000	N/A	(677,879)	18	
07-12-0017	South	Halsted from I80 to 175th St	Road Reconstruction	ROW	\$104,000	N/A	(781,879)	18	
07-15-0006	South	Oak Park Ave from 159th to 167th	Road Reconstruction	EII	\$100,000	N/A	(881,879)	18	
07-94-0027	South	Joe Orr Rd from 394 to Burnham	Road Reconstruction	EII	\$172,800	N/A	(1,054,679)	18	Supplemental Engineering
07-14-0003	South	Vollmer Road Underpass	Bridge Rehab	EI	\$288,000	N/A	(1,342,679)	18	Supplemental Engineering
07-12-0017	South	Halsted from I80 to 175th St	Road Reconstruction	C/CE	\$2,327,500	8/4/2017	(3,670,179)	18	
07-17-0002	South	170th from Western Ave to Dixie Hwy	Resurfacing	C/CE	\$392,000	6/16/2017	(4,062,179)	18	
07-14-0005	South	163rd from Dixie Hwy to Park Ave	Resurfacing	C/CE	\$422,400	6/16/2017	(4,484,579)	18	
07-09-0037	South	159th at Midlothian Creek	Intersection Improvement	C	\$681,324	8/4/2017	(5,165,903)	18	

New Requests Total     \$5,569,060

North Shore's annual STP allotment = \$3,968,555

South's annual STP allotment = \$6,327,698

**NORTHWEST MUNICIPAL CONFERENCE**

1600 East Golf Road, Suite 0700  
Des Plaines, Illinois 60016  
(847) 296-9200 • Fax (847) 296-9207  
www.nwmc-cog.org



*A Regional Association of Illinois  
Municipalities and Townships  
Representing a Population of Over One Million*

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- Evanston
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- Glencoe
- Glenview
- Grayslake
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- Lake Bluff
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April 27, 2017

Honorable Jeffrey Schielke, Chair  
Council of Mayors Executive Committee  
c/o CMAP  
233 South Wacker Drive, Suite 800  
Chicago, Illinois 60606

Dear Mayor Schielke,

The North Shore Council of Mayors respectfully requests that the Council of Mayors Executive Committee approve the request for advanced funding in the total amount of **\$292,076** in federal Surface Transportation Program (STP) dollars for FFY 2017 at your May 23, 2017 meeting.

The request is for following projects: Devon Avenue improvements in the Village of Lincolnwood (TIP ID 02-16-0004) for **\$106,383** in STP funds, \$313,120 total; Kenilworth Avenue Resurfacing in the Village of Kenilworth (TIP ID 02-16-0003) for **\$36,050** in STP funds, \$51,500 total; and Locust Road Reconstruction in the Village of Wilmette (02-13-0003) for **\$149,643** in STP funds, \$213,847 total. The Council is requesting a total of **\$292,076** in federal STP dollars for Phase II Engineering.

CMAP has indicated that the region has an unspent balance of STP dollars that need to be programmed. The Council looks forward to moving this project forward.

If you have any questions or require any additional information on this request, please feel free to contact me at 847 296-9200 ext. 128. Thank you for your consideration.

Sincerely,

Brian Pigeon  
Planning Liaison  
North Shore Council of Mayors



May 1, 2017

- Alsip
- Beecher
- Blue Island
- Burnham
- Calumet City
- Calumet Park
- Chicago Heights
- Country Club Hills
- Crestwood
- Crete
- Dixmoor
- Dolton
- East Hazel Crest
- Flossmoor
- Ford Heights
- Glenwood
- Harvey
- Hazel Crest
- Homewood
- Lansing
- Lynwood
- Markham
- Matteson
- Midlothian
- Mokena
- Monee
- Oak Forest
- Olympia Fields
- Orland Hills
- Orland Park
- Park Forest
- Peotone
- Phoenix
- Posen
- Richton Park
- Riverdale
- Robbins
- Sauk Village
- South Chicago Heights
- South Holland
- Steger
- Thornton
- Tinley Park
- University Park
- Worth

Honorable Jeffrey Schielke, Chair  
 Council of Mayors Executive Committee  
 c/o CMAP  
 233 South Wacker Drive, Suite 800  
 Chicago, Illinois 60606

Dear Mayor Schielke:

On behalf of the South Council of Mayors, the South Suburban Mayors and Managers Association respectfully requests advance funding in the amount \$6,306,984 in federal Surface Transportation Program (STP) dollars for FFY 2017. The funding is needed for ROW, Engineering, Construction, and Construction Engineering in various SSMMA communities. SSMMA and the municipalities have been working together to move these projects forward and it is anticipated that the STP funding will be spent prior to the end of Federal Fiscal Year 2017.

The request is for the following projects:

TIP ID	MUNICIPALITY	STREET	TYP. IMP	Phase	Federal Share (Advance Funding Requested)	TOTAL COST
07-12-0017	East Hazel Crest	Halsted from 180 to 175 <sup>th</sup> St	Road Reconstruction	ROW	\$104,000	\$130,000
07-12-0017	East Hazel Crest	Halsted from 180 to 175 <sup>th</sup> St	Road Reconstruction	Construction and CE	\$2,327,500	\$3,325,000
07-11-0055	Tinley Park	84 <sup>th</sup> Ave from 159 <sup>th</sup> to 171 <sup>st</sup>	Resurfacing	Construction and CE	\$1,030,000	\$1,287,000
07-17-0002	Hazel Crest	170 <sup>th</sup> from Western Ave to Dixie Hwy	Resurfacing	Construction and CE	\$392,000	\$465,000
07-14-0005	Markham	163 <sup>rd</sup> from Dixie Hwy to Park Ave	Resurfacing	Construction and CE	\$422,400	\$580,400

TIP ID	MUNICIPALITY	STREET	TYP. IMP	Phase	Federal Share (Advance Funding Requested)	TOTAL COST
07-14-0007	Park Forest	Illinois St from Orchard Dr. to Western	Resurfacing	EI/EII	\$96,800	\$121,000
07-10-0033	Country Club Hills	Pulaski Road at 183 <sup>rd</sup> St	Intersection Improvement	ROW	\$546,160	\$682,700
07-11-0039	Glenwood	187 <sup>th</sup> St at Glenwood Rd	Intersection Improvement	EI	\$100,000	\$500,000
07-13-0007	Crete	Crete Rd from Richton to Exchange	Road Reconstruction	EII	\$46,000	\$58,000
07-15-0006	Tinley Park	Oak Park Ave from 159 <sup>th</sup> to 167 <sup>th</sup>	Road Reconstruction	EII	\$100,000	\$125,000
07-09-0037	Oak Forest	159 <sup>th</sup> at Midlothian Creek	Intersection Improvement	Construction	\$681,324	\$4,780,000
07-94-0027	Lynwood	Joe Orr Rd from 394 to Burnham	Road Reconstruction	Supplemental Engineering	\$172,800	\$1,893,302
07-14-0003	Olympia Fields	Vollmer Road Underpass	Bridge Rehab	Supplemental Engineering	\$288,000	\$1,360,000

Total

\$6,306,984

If you have any questions regarding this project or the South Council's Surface Transportation Program, please feel free to contact me at (708) 922-4677.

Thank you for your time and consideration.

Respectfully,



Dennis Latto

South Council of Mayors Planning Liaison

South Suburban Mayors and Managers Association



Dear Mayor Schielke:

The Will County Council of Mayors would like to thank the Council of Mayors Executive Committee for approving our previous advanced funding requests and to provide an update on our current program. The Will Council will be moving two projects out of Federal Fiscal Year 2017 due to project delays.

The projects moving out of FFY17 are:

**TIP ID 12-12-0004:** Frankfort St. Francis Road Reconstruction  
Federal STP-L: \$2,334,00.00

**TIP ID 12-16-0014:** Lockport- Division @ Gougar Intersection Improvements  
Federal STP-L Amount: \$1,193,251.00

In January of 2017 the Council of Mayors Executive Committee approved advanced funding for the Lockport Division @ Gougar Project (12-16-0014). The Will Council will be moving the following projects from MYB into FFY17 in the TIP, in place of the above projects:

**TIP ID 12-09-0088:** Rockdale, Moen Avenue Reconstruction  
Construction Phase: \$3,902,471 Total, \$3,121,978 Federal STP-L

**TIP ID 12-16-0012:** Channahon, Sioux Drive/ Dove Drive Reconstruction  
Phase II Engineering Phase: \$115,000 total, \$92,000 Federal STP-L

**TIP ID 12-11-0042:** Frankfort, Steger Road Reconstruction  
Phase II Engineering Phase: \$183,611 total, \$146,929 STP-L

<b>Total STP-L Moving out of FFY17:</b>	<b>\$3,527,251.00</b>
<b>Total STP-L Moving into FFY17:</b>	<b><u>\$3,360,907.00</u></b>
<b>Remaining FFY17 STP-L Balance:</b>	<b>\$166,344.00</b>

At this time the Will County Council will not require additional advanced funding for projects in FF17, as the amount of federal funding we are moving out of FFY17 is more than the amount of federal funding needed for projects we are moving in.

Sincerely,

Mike Klemens  
Director of Transportation and Planning  
Will County Governmental League

Beecher Bolingbrook Braidwood Channahon Coal City Crest Hill Crete Diamond Elwood  
Frankfort Godley Homer Glen Joliet Lemont Lockport Manhattan Minooka Mokena  
Monee Naperville New Lenox Orland Park Oswego Peotone Plainfield Rockdale Romeoville  
Shorewood Steger Tinley Park University Park Wilmington Woodridge County of Grundy  
County of Will





## MEMORANDUM

**To:** Council of Mayors Executive Committee

**From:** CMAP staff

**Date:** May 8, 2017

**Re:** Reasonably expected revenues in ON TO 2050

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As required by law, CMAP must prepare a financial plan, including the anticipated expenditures and revenue sources necessary to carry out the operation, maintenance, and expansion of the region's surface transportation system over the ON TO 2050 planning period (2019-50). Specifically, federal regulations in [CFR § 450.322 \(f\) \(10\)](#) require that "for purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways" and "public transportation".

In March, CMAP staff presented draft forecasts for [core revenues and expenditures](#) necessary to operate, administer, and maintain the transportation system to the CMAP Board and MPO Policy Committee. CMAP staff is continuing to work with transportation agencies to refine the forecast further. The current draft forecast identifies a \$45.2 billion shortfall between core revenues and expenditures over the planning period. Not only will expenditures for operating and maintaining the transportation system to its current state of repair greatly exceed the core revenues forecasted to be available, but the expected funding will not allow for additional improvements, 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 revenues," to be included in the financial plan: "All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified." GO TO 2040 makes several [policy recommendations](#) regarding reasonably expected revenues, including increasing the state motor fuel tax by 8 cents/gallon and indexing the rate to an inflationary measure, replacing the state motor fuel tax, implementing congestion pricing on a portion of the expressway system, and employing variable parking pricing.

This memo describes the ON TO 2050 initial policy recommendations and forecasts for five reasonably expected revenues, drawing in part from the [Transportation System Funding](#)

[Concepts](#) strategy paper published in August 2016. Recent experience both within the region and across the country suggests that all five revenue sources could be reasonably expected to be implemented over the planning horizon. Given the substantial deficit between core revenues and expenditures, these policies must be implemented to ensure the future viability of the region’s transportation system. The following table summarizes a total of \$55 billion in proposed reasonably expected revenues for the ON TO 2050 Financial Plan for Transportation.

<i>Reasonably expected revenue</i>	<i>Amount</i>	<i>Notes</i>
Increase state MFT and replace with vehicle miles traveled fee	\$30 billion	Replace MFT with 2 cents/mile VMT, after initial 10 cent MFT rate increase
Expanding the sales tax base	\$11 billion	Increase existing sales tax base by 15%, resulting in more RTA sales tax revenue
Federal cost of freight service fee	\$7 billion	8% (½ of NEIL's share of national truck and rail freight) of \$2 billion
Regional revenue source	\$5 billion	Transportation user fee, such as \$15 fee on all vehicles registered in the region
Expansion of priced parking	\$2 billion	200,000 additional priced spaces by 2050
<b>Total</b>	<b>\$55 billion</b>	

Certain new funding sources, like congestion pricing, tolling, public private partnerships, and value capture, are specific to particular projects. Therefore, in the financial plan, they will be used to offset the cost of specific Regionally Significant Projects, rather than being included here as reasonably expected revenue.

The remainder of the memo describes the reasonably expected revenues in more detail. An appendix to the memo reviews the methodology used to arrive at the revenue forecasts.

## **Increase state MFT and replace with a vehicle miles traveled fee**

As vehicle travel levels off and fuel economy rises, the state motor fuel tax (MFT) can no longer keep pace with growth in construction costs, let alone the transportation system’s larger investment needs. A near-term increase in the state MFT rate supports GO TO 2040 recommendations and will help to offset the decline in purchasing power, and appears reasonable, given experience elsewhere in the country. Many states have enacted transportation revenue enhancements in recent years, with most of those new revenues coming from gas tax increases. According to [Transportation for America](#), 24 states have done so since 2012.

However, over the long term, the state MFT should be replaced with a revenue source that provides sufficient, stable, and growing revenue. The [Transportation System Funding Concepts](#) strategy paper suggests that ON TO 2050 recommend a vehicle miles traveled (VMT) fee as the long-term alternative to the state MFT.

Levied on a per-mile rather than per-gallon basis, VMT fees act as a direct user fee and also offer opportunities to integrate with other types of facility-level pricing. Eventually, VMT fees could be leveraged to implement a system where different rates could be applied to travel on



different types of facilities, at different times of day, and for different classes of vehicles. This revenue source would benefit from a national solution that allows VMT fees to be collected from out-of-state drivers; a national approach would also streamline implementation. In addition, the state should take the opportunity presented by the implementation of a new revenue source to integrate measures to lower the burden on lower-income drivers.

Given recent efforts across the United States to study or begin implementation, it is reasonable to assume that one could be implemented in Illinois by 2025. For example, Oregon has initiated a vehicle miles traveled fee, although the program is currently limited to 5,000 participants. Other states are in varying stages of testing or piloting VMT fees, including [Delaware](#) (in partnership with neighboring states), [Hawaii](#), [Minnesota](#), [Washington](#), and [California](#). Additionally, several states are studying alternatives to the MFT, including VMT fees, and the federal government [provided](#) funding in 2016 to test innovative approaches to transportation funding. Just recently, FHWA announced a second round of funding for the grant program. Last year, two bills ([SB3267](#) and [SB3279](#)) were introduced in the Illinois General Assembly to establish state VMT fees, with one assumed to take effect in 2017 and the other in 2025. CMAP studied VMT fees in the May 2015 issue brief, [Possible Alternatives to the Illinois Motor Fuel Tax](#).

## **Expanded sales tax base**

As part of its tax policy recommendations, GO TO 2040 recommends expanding the sales tax base to include additional services. If current rates remained the same, this expansion would generate more revenue for state and local governments, including the RTA, potentially providing more funding for operating costs and freeing up other revenues to use for transportation capital costs. Currently, the RTA imposes a sales tax of 0.75 percent in the collar counties and 1.0 percent in Cook County (1.25 percent for qualifying food, drugs, and medical appliances). In addition, the RTA receives Cook County's 0.25 percent portion of the state sales tax on general merchandise. These funds support transit operations in the RTA service area, as well as transportation and public safety purposes in the collar counties.

There has been recent state legislative interest in implementing GO TO 2040's recommendation of expanding the sales tax base. There have been two bills proposed this legislative session. For example, [Senate Bill 9, Amendment 3](#) would add several services to the Use Tax Act. The structure proposed in this specific bill would mean that the RTA sales tax would not be affected, but the RTA would eventually receive 10 percent of the local share of the statewide revenues in state disbursements.

## **Cost of freight service fee**

Freight investment is an emerging transportation policy issue at all levels of government. At the federal level, a sales tax on the cost of shipping freight could raise considerable revenues with a very low rate. Such a "cost of freight service fee" has a user-fee nexus to the freight system, and could be mode-neutral (that is, not collected disproportionately from shippers using truck, rail, air, or water to move goods). A similar approach is currently used for air-freight shipments to help support the nation's aviation capital program, which are [taxed](#) at the

rate of 6.25 percent of the amount paid for the air-cargo service. Administration could be difficult – for example, properly accounting for shipments made by private fleets – and new rules and practices would need to be established to accurately and efficiently collect the fee.

A cost of freight service fee would likely be implemented in the context of a long-term transportation reauthorization bill, which would define how revenues could be disbursed in the federal transportation program, or potentially as part of a larger federal tax reform bill. Drawing on the example of the freight program in the current authorization law, the Fixing America’s Surface Transportation Act (FAST Act), it is possible that revenues raised from a cost of freight service fee would be split between a formula program and a competitive program. CMAP’s [federal agenda](#) supports performance-based approaches to federal programs, as well as an engaged role for metropolitan planning organizations in planning and project selection. This proposal assumes implementation of a cost of freight service fee after the FAST Act expires in 2020, as part of the next surface transportation bill.

Cost of freight service fees have recently received attention among national policy circles. The 2009 [National Surface Transportation Infrastructure Financing Commission](#) considered the waybill tax -- essentially a version of the cost of freight fee -- as a potential revenue source, assuming a 0.01 percent rate. AASHTO’s 2014 [transportation revenue matrix](#) similarly included versions of a freight waybill tax of 0.5 percent applied to gross freight revenues. In 2014 and 2015, bills were introduced in the House of Representative to establish new freight funding programs based on a waybill tax fee. For example, the 2014 [proposal](#) for the “Economy in Motion Act” would establish an \$8 billion freight fund based on a 1 percent tax on trucking and rail shipments to be paid by the shipper. Most recently, the Eno Center for Transportation’s 2016 [Delivering the Goods](#) report recommends a “cost of freight shipment” fee to support a national freight discretionary grant program over the long term. Eno recommends a rate of 0.3 percent applied to all modes, exempting international portions and aviation portions of trips. It also recommends applying the fee to internal private fleets.

## **Regional revenue source**

CMAP’s [Regional Tax Policy Task Force](#) recommended that the region pursue regional revenue sources for regional transportation needs. Other than the RTA sales tax, which provides funding for transit operations, metropolitan Chicago does not have a regionwide, dedicated source of funding to provide for capital transportation investments. As noted in the March 2017 memo, the region faces significant transportation infrastructure needs, while revenues overall are increasing slower than expenses. Changes at the federal and state levels alone are unlikely to sufficiently address the region’s transportation infrastructure needs. Moreover, many of the transportation system needs in northeastern Illinois are unique. For example, the investments needed in the region to move the transit system to a state of good repair, decrease freight delay, and reduce roadway congestion are significantly greater than investments required in other parts of the state.

Other regions have imposed other types of regional taxes and fees to raise funding for transportation improvements and expansions. For example, sales tax measures were

implemented in the Los Angeles and Denver regions, while Las Vegas has both a sales tax and a motor fuel tax to fund transportation improvements.

One potential regional source, a regional vehicle registration fee, could raise significant revenues at relatively low rates, and could build off existing collection mechanisms. The state collects a [vehicle registration fee](#) and [more than half](#) of the region's municipalities do as well. Regional vehicle registration fees have been implemented to support and improve transit in the Seattle region, as well as in North Carolina's Research Triangle region.

## Expansion of priced parking

While some parking spaces – both on-street and off-street – are priced, particularly in denser parts of the region, the majority of parking spaces in the region are unpriced. A growing body of research illustrates how free parking obscures the true cost of driving and thereby discourages transit, bike, or walking trips. Pricing more publicly-owned parking spaces on streets and in municipally-owned lots and garages could provide revenue for local transportation improvements and reduce the number of trips by car, helping to reduce emissions, alleviate congestion, and allow land to be transitioned to revenue-generating uses.

Given the vast number of parking spaces in the region, even relatively low parking rates applied to relatively few parking spaces could raise significant revenues for municipalities to expend on local transportation needs. In some areas, parking rates could be variable, with higher prices charged at times and locations of peak demand – or for certain type of vehicles, like delivery trucks in business districts – allowing for more efficient use of a limited number of parking spaces.

There is growing interest in innovative parking strategies. The City of Chicago launched a [Downtown Loading Zone Reform](#) pilot program in 2017. It is anticipated that \$13 million to \$18 million would be generated annually if this program were implemented citywide. Similar programs have been implemented in other cities, such as [New York](#) and [Washington D.C.](#) CMAP has published a [toolkit](#) to assist municipalities in developing parking strategies and has completed [Local Technical Assistance](#) projects related to local parking issues. Based on recommendations in the LTA studies, the Village of Hinsdale upgraded payment technologies in one parking lot to credit card machines and increased hourly rates, and new on-street parking meters were installed in two Chicago neighborhoods to encourage parking turnover. To fully implement this revenue source, CMAP should continue to emphasize LTA assistance for these types of projects.

## Moving forward

To move forward, the region must work collaboratively to protect and enhance its transportation assets. The current forecast draft indicates that the region faces a \$45.2 billion shortfall between the forecasted core revenues and the forecasted cost to operate the system and maintain the system in its current state. The proposed reasonably expected revenues focus on near-term solutions to raise revenues and support capital investment. The region's financial challenges can become opportunities for bold, cooperative actions to enact policy changes. By

acting in cooperation with one another, the region 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. The following table identifies key implementers, timelines for implementation, and federal or state legislative requirements.

	<b>Lead implementers and authorizers</b>	<b>Timeline for implementation</b>	<b>Legislative requirements</b>
Increase state MFT and replace with VMT fee	MFT increase: Illinois General Assembly and Governor  VMT fee: Illinois General Assembly and Governor; U.S. Congress and the President	MFT increase: Short term (first 3 years)  VMT fee: mid-term (4-10 years)	MFT increase: State legislation required  VMT fee: State legislation required, federal legislation could play a supportive role
Expand sales tax base	Illinois General Assembly and Governor	Short term (first 3 years)	State legislation required
Federal cost of freight service fee	U.S. Congress and the President	Short term (first 3 years)	Federal legislation required
Regional revenue source	Illinois General Assembly and Governor	Short term (first 3 years)	State legislation required, administration likely to be done through existing mechanisms
Expansion of priced parking	Municipalities	Throughout planning period	None, policy could be implemented through local action

## Discussion

- Should these revenue sources be recommended in ON TO 2050? Should other sources be recommended?
- What type of revenue source is the best candidate for implementation at the regional level?
- What resources can CMAP provide to ensure these recommendations are moved forward after ON TO 2050 is approved?
- What role should transportation implementers and other stakeholders play in ensuring the implementation of these revenue sources? **Forecast methodology**

This section discusses the specific methodologies used for projecting reasonably expected revenues for ON TO 2050 over the 2019-2050 planning period.

### Increase state MFT and replace with VMT fee

Draft forecast: \$30 billion	Draft assumptions for ON TO 2050
Northeastern Illinois would receive increased revenues resulting from an initial state motor fuel tax rate increase, followed by the implementation of a vehicle miles traveled fee to replace the state motor fuel tax.	<p>The state motor fuel tax rate would be increased by 10 cents in approximately 2020, and the rate would be indexed to an inflationary measure. An annual growth rate of 2.5 percent was used for the purposes of this forecast.</p> <p>A vehicle miles traveled fee would be implemented in approximately 2025 at a rate of 2 cents per mile. The rate would be indexed to an inflationary measure, assumed to be 2.5 percent annually for the purposes of this forecast. Funds would flow to northeastern Illinois in the same manner as the state MFT current does.</p>

### Expand the sales tax base to additional services

Draft forecast: \$11 billion	Draft assumptions for ON TO 2050
The sales tax would be expanded to additional services, which would result in additional RTA sales tax revenues, as well as state sales tax disbursements to the RTA.	Additional services would be added to the sales tax base in approximately 2021, resulting in a 15 percent increase in the base. Revenues are assumed to grow at a rate of 3.2 percent annually, which is the average annual growth rate for personal consumption expenditures in Illinois for certain services between 2006-15.

### Federal cost of freight service fee

Draft forecast: \$7 billion	Draft assumptions for ON TO 2050
The federal government would impose a new cost of freight service fee, with a portion of revenues allocated to the region.	The COFS fee would be implemented as part of the next federal transportation bill in 2020. The forecast assumes that \$2 billion would be raised nationwide, as was estimated in Eno's 2016 <a href="#">Delivering the Goods</a> report. The forecast assumes that the region's share of the federal revenue will be equivalent to half of its share of the nation's truck and rail freight traffic, which totals 16.2 percent. It is assumed that allocations will grow at the same rate as other federal revenue in the forecast (2.25 percent).

### Regional revenue source

Draft forecast: \$5 billion	Draft assumptions for ON TO 2050
A regional revenue source, such as a vehicle registration fee, would be imposed in northeastern Illinois.	As an example, it was assumed that a \$15 regional fee would be imposed on all vehicles registered in the 7-county region beginning in

	approximately 2021. The rate would be indexed to an inflationary measure, assumed to be 2.5 percent annually for the purposes of this forecast.
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**Expansion of priced parking**

Draft forecast: \$2 billion	Draft assumptions for ON TO 2050
Municipalities in the region would increase the number of priced parking spots in the region throughout the planning period.	Pricing of unpriced parking spots will be phased in annually, starting with 550 spaces in the first year. The number of priced spaces would accelerate as the concept gained popularity. Prices would vary by location, and it was assumed that the regional average would total \$4 per day, with rates growing annually with inflation, assumed to be 2.5 percent annually for the purposes of this forecast.