



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
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Chicago, Illinois 60606

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www.cmap.illinois.gov

MPO Policy Committee Annotated Agenda Thursday, March 9, 2017 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 12, 2017**
ACTION REQUESTED: Approval
- 4.0 Agency Reports**
 - 4.1 Executive Director's Report
 - 4.2 CMAP Board Report
- 5.0 Transportation Consent Agenda: Semi-Annual GO TO 2040/TIP
Conformity Analysis & TIP Amendment**

The public comment period ended February 20, 2017. 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
- 6.0 FTA Subarea Allocation between Indiana-Illinois and Wisconsin-Illinois of Section 5307/5340 Capital and Planning funds, 5337 State of Good Repair Funds and 5339 Bus Funds**

At its March 3 meeting, the CMAP Transportation Committee is expected to recommend approval of the allocation of Section 5307/5340 Capital and Planning funds, 5337 State of Good Repair Funds and 5339 Bus Funds between Illinois, Indiana, and Wisconsin. The funds have been partially allocated as per the January 19, 2017, Federal Register. The RTA staff has negotiated splits of all funding with northwestern Indiana and southeastern Wisconsin contingent on RTA Board approved the splits at their March 16, 2017, meeting. When the total allocation is available, we will inform the committee. The split allocations will be updated based on the agreed upon percentages of

the negotiated splits. If any subsequent changes are made the committee will be advised.

ACTION REQUESTED: Approval

7.0 State Legislative Update

Staff will update the Policy Committee on relevant legislative activities and bills monitored based on the [State Legislative Framework](#) and [State Agenda](#).

ACTION REQUESTED: Information

8.0 ON TO 2050: Financial Plan Expenditure Forecasts

Staff will present draft expenditure forecasts for the financial plan, including the maintenance, operation, and administration of the transportation system between 2019 and 2050

ACTION REQUESTED: Discussion

9.0 Transportation Roundtable

9.1 IDOT will present on how performance measures can help Illinois prioritize projects through a value-driven project selection process for public investments.

9.2 Metra will present on its train car and locomotive modernization plan. Metra has identified modernization of rolling stock as one of its highest capital priorities due to the age of its fleet and the importance of cars and locomotives to providing high-quality, reliable, and comfortable service.

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 Next Meeting

The MPO Policy Committee is scheduled to meet next on June 8, 2017.

13.0 Adjournment

MPO Policy Committee Members:

___ Randy Blankenhorn, Chair
___ Kay Batey
___ Frank Beal
___ Greg Bedalov
___ Dorval Carter
___ Tom Cuculich
___ Jack Franks

___ Scott Gryder
___ Elliott Hartstein
___ R.A. Kwasneski
___ Christopher J. Lauzen
___ Aaron Lawlor
___ John McCarthy
___ Don Orseno

___ Leanne Redden
___ Rebekah Scheinfeld
___ Jeffery Schielke
___ Marisol Simon
___ Liisa Lawson Stark
___ Larry Walsh
___ John Yonan



Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

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MPO Policy Committee Draft Minutes

January 12, 2017

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

Policy Committee Members Present:

Randy Blankenhorn, MPO Policy Committee Chair, Frank Beal-representing the CMAP Board, Adrian Guerrero-representing Railroads, Scott Gryder-Representing Kendall County, Robert Hahn-representing Private Providers, Elliott Hartstein-representing the CMAP Board, Janell Jensen-representing McHenry County, Jill Leary-representing the RTA, Michael McLaughlin-representing the CTA, Don Orseno-representing Metra, Tom Rickert-representing Kane County, T.J. Ross-representing PACE, Rebekah Scheinfeld-representing CDOT, Chris Snyder-representing DuPage County, Paula Trigg-representing Lake County, Thak-representing Will County, John Yonan-representing Cook County, Rocco Zuccherro-representing the Tollway, and non-voting member Kay Batey-representing FHWA.

Staff Present:

Melissa Porter, Angela Manning-Hardimon, Bob Dean, Tom Garritano, Tom Kotarac, Jesse Elam, Elizabeth Oo and Sherry Kane

Others Present:

Erin Aleman-IDOT, Garland & Heather Armstrong-Access Living, Len Cannata-WCMC, Lynnette Ciavarella-Metra, John Donovan-FHWA, Jackie Forbes-Kane Kendall Council, Mike Fricano-WCMC, Tom Kelso-IDOT, Bobby Kellman-UBER, Mike Klemens-WCGL, Jon-Paul Kohler-FHWA, Brian Pigeon-NWMC, Mark Pitstick-RTA, David Seglin-CDOT, and Mike Walczak-NWMC.

1.0 Call to Order and Introductions

MPO Policy Committee Chair, Randy Blankenhorn called the meeting to order at 9:34 a.m., and asked members to introduce themselves.

2.0 Agenda Changes and Announcements

There were no Agenda changes. Policy Committee Chair Randy Blankenhorn congratulated the CTA on its recent grant award and reported that the lawsuit, under which the Policy Committee had been named regarding the relationship between the Policy Committee and the CMAP Board and specifically related to the Illiana project vote,

had been resolved. Blankenhorn went on to say that the court had ruled in the Policy Committee's favor and had issued summary judgement for the defendants—the Policy Committee, the CMAP Board, and the Illinois Department of Transportation—validating the Memorandum of Understanding between the Board and the Policy Committee.

3.0 Approval of Minutes

A motion to approve the minutes of the October 12, 2017, meeting of the MPO Policy Committee as presented was made by Don Orseno and seconded by Frank Beal. All in favor, the motion carried.

4.0 Agency Reports

4.1 On behalf of CMAP Executive Director Joe Szabo, Deputy Executive Director Tom Kotarac reported that discussions have begun to revisit the current agreement between the City of Chicago, the Council of Mayors and the Policy Committee regarding the distribution of funds under the Surface Transportation Program (STP). The agreement, Kotarac continued, last updated in 2008, has historically been considered after a new transportation bill has been passed. The U.S. Department of Transportation also recently finalization several planning and performance-measurement regulations that warrant re-examination of the agreement. Lastly, FHWA has called on the region to revisit the STP program and respond to the certification review finding regarding suballocation and performance-based programming techniques. Conversations will begin in February, and should correspond with the annual recertification review that will take place in the summer. Questioned about the distribution of allocations to all the entities or how the funds get programmed and if historical distributions will be maintained, Kotarac reported that the FHWA and IDOT will also be involved in the conversations and that while they continue to seek performance-based programming, the first conversation will be around high-level themes.

4.2 On behalf of Leanne Redden and for the CMAP Board, John Yonan reported that the board had met the day before, that a number of matters considered at that meeting would also be considered by the Policy Committee and that CMAP Executive Director Joe Szabo had received high marks in his annual performance evaluation.

4.3 Also reporting for Mayor Jeffrey Schielke, Deputy Executive Director Tom Kotarac reported that the Council of Mayors, had met in January, had considered and approved their request for Unified Work Program (UWP) funding, had discussed STP allocations, made changes in their own allocation funding (all of which had been approved), and presentations were given on the Regional Truck Permitting Study and the U.S. DOT MPO Coordination Rule.

Chairman Secretary Randy Blankenhorn also reported that the Department of Transportation had seen changes in its Department of Planning and Programming and introduced Erin Aleman (a former CMAP staff member), who had recently been named to the role [of Director].

5.0 Unified Work Program (UWP) Update

Deputy Executive Director for Finance and Administration Angela Manning-Hardimon, reported that the schedule of the FY 2018 Unified Work Program (UWP) process is as

follows: A call for projects was issued on January 3, 2017, with all proposals, core and competitive, due on January 30. Presentations on the proposals will be given to the UWP committee on February 15, 2017, ranking of competitive proposals is due late February with adoption of the UWP program being considered by the committee on March 8. The program will be considered in April by the Transportation Committee, and in June by the Programming Committee, the CMAP Board, and the MPO Policy Committee. The final UWP document will also be released in June.

6.0 Updates on Federal Rulemakings Affecting MPOs

6.1 CMAP staff Jesse Elam, regarding the national performance measurement system, reported that MAP-21 passed in 2012 and brought a shift toward measuring the outcomes of transportation investments. Federal rulemakings were finalized shortly after the memo for this agenda item was posted, so Elam noted that the final details may be different and it is likely an update will have to be given at a future meeting. Elam explained the basics of the program including: the federal measures and the state DOTs and MPOs set targets for the measures; transit measures are quantitative and established by the feds with the targets set by a state and local decision; and, the MPOs can either choose to set their own quantitative targets or they can commit to helping the state meet its targets through planning and programming. Elam covered the four categories of measures: highway safety, transit asset condition, pavement and bridge condition and system performance in context of GO TO 2040 which was strongly in favor of performance measures and that formalizes the measurements we already do. The measures, however, set up a new reporting system with its own timelines and without connection to the long-range planning and transportation improvement program we already have in place, which will likely require additional resources. Next steps, Elam concluded, include establishing new targets for transit asset condition (requiring Board and Policy Committee approval in June), the next round of target setting on highway safety targets probably by next January, and with some of the rules only just being finalized additional reporting in March or June.

Elam's report sparked conversation with the Policy Committee particularly related to the transit measures, i.e., the reporting that is done by each of the service boards (Metra, Pace and the CTA) is done differently, resources are needed to conduct reporting, and technology to use right from the start. Also to be considered is the actual meeting the targets, that safety on all public roads will be considered (not just the National Highway System system), and a plan being introduced for the City of Chicago regarding safety awareness may present an opportunity for other partners to create momentum around public awareness.

6.2 Deputy Executive Director for Policy and Programming Tom Kotarac gave a presentation on the final U.S. DOT MPO Consolidation Rule. Kotarac thanked everyone for weighing in with DOT so heavily about the consequences of this rule (660 comments to the docket, with over 50 from our region, almost the entire Illinois Congressional Delegation, and only 16 comments in favor of the rule). The final rule was released in December and takes effect January 19. Kotarac covered the basics of the rule while presenting maps of the surrounding urbanized areas and planning

areas in the tristate region. Kotarac also explained how the rule could force a merger of our urbanized area into one mega metropolitan planning area with 21 counties, 520 municipalities, 11.25 million people, a 100-person board, and 8300 square miles of geography. The biggest concern, Kotarac continued, is the requirement of a unified plan, a unified TIP, and unified performance targets, the rule would require that any TIP changes be agreed upon by every governor and every MPO. Two changes in the rule that offer a glimmer of hope, Kotarac went to say, first, the effective date for compliance was pushed to 2024. The second change included an exception option which would require all the governors and MPOs involved to sign onto a letter that makes a clear and convincing argument that : (a) the merged MPO would be too large and have too many governments involved; (b) the rule would produce adverse results that would interfere with effective planning; (c) the existing MPOs are already coordinating well; and (d) are current practices are in line with what the rule requires. The exception option would have to be approved by the Secretary of Transportation. Kotarac also described a 4-track approach consisting of the exception request, legislation, administrative action, and legal action.

Questions and comments raised by the Policy Committee consisted of: the possibility of the rule becoming effective before 2024 and that minimally an attempt should be made to show progress which would be documented during the certification review process; the group discussed the difficulty of getting each governor together for an exception request, since there is a new governor in Indiana and there are two new state transportation commissioners in Wisconsin and Indiana; there is no specific timeline with the rule for the exemption request.

7.0 State Legislative Update

CMAQ staff Gordon Smith reported that the State Legislative Update had been included on the Agenda primarily as a place holder, that the General Assembly had, during the lame duck session, convened one day and adjourned the next. Smith also reported that the State Legislative Agenda, prepared annually by staff was presented to the Programming Committee and would next go to the CMAQ Board for approval. Briefly, Chairman Secretary Randy Blankenhorn also reported that conversations were underway regarding the lockbox amendment and implementation efforts and while trailer legislation is fine, administrative rules are good and that constitutional amendments take lawmaking out of the hands of legislators and this will ultimately be decided in court—transportation-related will be broadly interpreted and uses of money will be liberal.

8.0 ON TO 2050 Alternative Futures Engagement

CMAQ staff Elizabeth Oo gave a presentation on Alternative Futures, explaining what are Alternative Futures and their relation to ON TO 2050. Oo also covered the ON TO 2050 timeline showing the development of the alternative futures process that began late 2016 and continues with an intensive outreach effort during summer 2017. Oo reported the five alternative futures are: climate change impacts intensified; economic restructuring continues; public resources are further depleted; technology-enabled greater mobility; and, more people opting for mixed-use, walkable neighborhoods. In all futures, Oo continued, CMAQ anticipates an older more diverse population, increased access to data

and advanced technology and disproportionate impacts to specific populations. Oo went on to report “what would happen if” scenarios related to each of the futures, the associated impacts to the region and how the region might prepare for the future. Oo also gave background on the MetroQuest tool that CMAP has used since 2008 and the relationship to the ON TO 2050 I-pad kiosks (15 free-standing, 10 tabletop) that will be loaded with five interactive apps, the first of which will be rolled out in April and one each month through August. A comment related to the impact of local manufacturing through advanced technology and the associated bearing on the freight network, and when queried about how the scenarios come together at the end, Oo stated one way to wrap it all up is that common strategies will evolve that will help us prepare across multiple futures. Finally, an ask was made that policy committee members get in touch with ideas for locations of the kiosks, and that staffs be engaged in the process.

9.0 Transportation Innovation Roundtable Discussion

- 9.1 Continuing the Innovation Roundtable Discussion series, Policy Committee Chairman Secretary Randy Blankenhorn introduced Michael McLaughlin of the CTA who gave a presentation of the Red Purple Line Modernization project. McLaughlin reported that the CTA had been awarded a \$1 billion grant, thanked those who had worked on the project, gave historical information on the project that began in 2009 and got a big boost in 2011-2012 to the present day as well as future phases. McLaughlin also reported the need for the local match on the \$956.6 million grant and one innovative financing option that was developed through a Transit TIF. McLaughlin thanked several people in attendance for their help in securing the grant, including Tom Kotarac who worked on Core Capacity legislation as a staff member in Congress, Liz Schuh who had been instrumental in analyzing the revenue that could be generated from the Transit TIF, and Peter Skosey who helped draft the legislation that passed the General Assembly and was signed by the Governor late last summer. McLaughlin went on to explain how the Transit TIF works, which funded the gap and allowed the CTA to secure the federal grant.
- 9.2 A second presentation illustrating innovation by the private sector was given by Bobby Kellman who manages public policy issues across the Midwest for UBER. Meant as a glimpse into how UBER views the future of urban mobility, Kellman reported that the future of transportation can actually cut congestion, pollution and parking while increasing access to transportation to those than need it most. Through its app, UBER feels it has created reliable and affordable alternatives to individual car use. Access to reliable transportation, Kellman continued, is reportedly the single biggest factor as to whether someone can escape poverty. UBER can be there for that first and last mile in coordination with public transportation. Kellman discussed affordability, the creation of the UBER pool and the associated reduction in miles travelled—312 million miles, saving 6.2 million gallons of fuel and a reduction of over 55,000 metric tons of CO₂. Kellman also discussed UBER freight, an answer to local manufacturing and the utilization of the truck, with 70% of freight moving less than 40 miles, and the development of an app that can be used by those that have freight can be matched with a driver who has space in his truck for cargo. UBER also has a new set of data, UBER movement, Kellman reported, that is available for sharing by cities, planning agencies, and others. Available now only as

historical, the data may become available as a forecasting tool. Questions and comments included: the number of trips by commuters versus those of the discretionary user (only available in the aggregate); when would data be available for the Chicago region (parts are available now); how the suburban user might benefit from the service (seen as an extension of the city in first and last mile that might increase from 5 minutes in the city to 10-11 minutes in the suburbs); driverless cars (a bit of a ways away); Metra's partnership with UBER and mobility issues (Uber Access for those who may need help with groceries, etc. and Uber Wave for accessibility); legal and regulatory hurdles related to driver shortages (most would like to see driverless vehicles introduced, tested and built); and ADA and Pace working with UBER to get accessibility to those that need it (the federal rules that govern the driver and the vehicle that have to be followed are tough—advisory committees are not very supportive either)

10.0 Other Business

Some Pace retirements were announced: Terry Brannon will retire with Rocky Donahue taking over external and internal services and Mike Bolton will retire with Lorraine Snorden taking over all strategic services planning.

11.0 Public Comment

Garland Armstrong hopes that UBER will support those in wheelchairs, asked about follow up with the FAA about the signage for the visually impaired relating to the use of Metra and Pace buses at O'Hare and complimented the work that had been done at the Rosemont transit center.

12.0 Next Meeting

The MPO Policy Committee is scheduled to meet next on March 9, 2017.

13.0 Adjournment

At 11:16 a.m., a motion to adjourn by Chris Synder was seconded by Don Orseno. All in favor, the motion carried.

Respectfully submitted,



Tom Kotarac, Secretary

02-21-2017
/stk



Chicago Metropolitan Agency for Planning

Agenda Item No. 4.1

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MEMORANDUM

To: CMAP Board and Committees

From: CMAP Staff

Date: March 1, 2017

Re: Local Technical Assistance Program Update

The CMAP Board and committees receive regular updates on the projects being undertaken through the Local Technical Assistance (LTA) program, including those receiving staff assistance and grants. To date, 188 local projects have been initiated. Of these, 142 projects have been completed, and the remainder are underway. Further detail on LTA project status can be found in the attached project status table.

ACTION REQUESTED: Information

Projects Currently Underway

| Project | CMAP lead | Timeline | Assistance type | Status and notes |
|--|-----------------|----------------------|---------------------------------|---|
| Arlington Heights bicycle-pedestrian plan (see website) | John O'Neal | May 2014-Apr. 2017 | Staff assistance | Final InDesign layout currently underway, with completion expected in mid-March. Plan index under development. Coordination with Village staff on schedule for plan approval/adoption continues. |
| Aurora downtown plan (see website) | Lindsay Bayley | May 2015-June 2017 | Staff assistance | The draft downtown master plan was sent to City staff for review. Plans for the Public Open House have been deferred to avoid potential overlap with mayoral elections. |
| Beach Park planning priorities report (see website) | Ricardo Lopez | Jan. 2016-Mar. 2017 | Staff assistance | The draft planning priorities report is under review by Village Staff. |
| Bensenville zoning update (see website) | Jake Seid | Oct. 2015-Dec. 2017 | Staff assistance | Drafting of module one of three of the revised Ordinance will begin in March. |
| Berwyn stormwater management plan | Nora Beck | Apr. 2017-Feb. 2018 | Consultant assistance | This project will now be consultant led. The scope is being updated to reflect this and the project will begin in the coming months. |
| Berwyn zoning revisions (see website) | Kristin Ihnchak | Jan. 2013-June 2017 | Staff and consultant assistance | The public draft is nearing completion and public meetings are being scheduled for April. |
| Brookfield comprehensive plan | Heidy Persaud | Oct. 2016-Oct. 2017 | Consultant assistance | Revised Existing Conditions Report shared with CMAP and partner agencies for review. |
| Campton Hills zoning and subdivision regulations | Kristin Ihnchak | July 2014-June 2017 | Consultant assistance | No update. |
| Chicago Heights zoning update | Maggie Jarr | Nov. 2016-Sept. 2017 | Consultant assistance | The consultant is drafting the Recommendations Memo. |
| Chicago North River Communities neighborhood plan (see website) | Brian Daly | Nov. 2015-Nov. 2017 | Staff assistance | CMAP staff presented key findings from the Existing Conditions Report (ECR) and received community feedback at a public visioning workshop on February 22. More than 125 people attended the workshop and provided input on the ECR and long-term vision guiding the plan. Staff is finalizing the ECR with this input in mind and will be drafting the Recommendations Memo. |
| Chicago Pilsen-Little Village neighborhood plan (see website) | Evy Zwiebach | Dec. 2013-Mar. 2017 | Staff assistance | DPD continues revising the draft plan. In the next month, staff will provide comments on the new draft, as well as meet with stakeholders to obtain input on the draft plan. |

| Project | CMAP lead | Timeline | Assistance type | Status and notes |
|--|----------------|---------------------|-----------------------|---|
| Chicago Pullman National Historic Park transportation plan (https://pullmantransportation.com/) | Lindsay Bayley | June 2015-May 2017 | Consultant assistance | The online survey ended in February and received 156 responses. Full response report and outreach materials have been posted on the project webpage. Plan is being finalized in response to open house input. |
| Chicago Riverdale area transportation plan | Tony Manno | Nov. 2016-Oct. 2017 | Consultant assistance | Data collection and outreach to various community organizations, partner agencies and the Alderman's office to create a steering committee is underway. The steering committee kick-off is planned for early March. |
| Cicero comprehensive plan (see website) | Jonathan Burch | Apr. 2014-Apr. 2017 | Consultant assistance | The Town and the contractor are finalizing changes associated with one illustrative plan. |
| Cook County subregional growth plan | Jonathan Burch | May 2016-Mar. 2017 | Staff assistance | RW Ventures is currently preparing a second draft of the phase 1 report for discussion with the sounding board in March. |
| Cook County (Maine-Northfield) unincorporated area plan (see website) | John Carlisle | July 2016-Dec. 2017 | Staff assistance | Initial phase of outreach has ended with closing of the MetroQuest community survey. CMAP staff is creating the draft existing conditions report and working with transportation and stormwater consultants to finalize scopes of work for their contributions to the draft plan. |
| Crystal Lake transportation plan (see website) | Nora Beck | Mar. 2014-June 2017 | Staff assistance | City staff are reviewing updated draft plan; version to be sent to steering committee for review in March. |
| Des Plaines comprehensive plan | Heidy Persaud | Nov. 2016-May 2018 | Staff assistance | CMAP staff and City staff determined workplan for February-April, along with finalization of list of stakeholders to be interviewed in March, and identification of appropriate participants for two business focus groups (anticipated to take place in late March). |
| DuPage County / Hanover Park Homes for a Changing Region (see website) | Jonathan Burch | Nov. 2014-July 2017 | Consultant assistance | The Hanover Park memo is under review by the community and the contractor is creating the recommendations memo for Glendale Heights. |
| DuPage County Elgin-O'Hare Corridor Bicycle and Pedestrian Plan (see website) | John O'Neal | May 2015-June 2017 | Consultant assistance | Interim Recommendations Memo and proposed prioritization approach and criteria finalized. Public outreach and input on proposed recommendations obtained at DuPage County Land Use Forum, February 16. Draft plan under development. |

| Project | CMAP lead | Timeline | Assistance type | Status and notes |
|---|-------------------|----------------------|-----------------------|---|
| Franklin Park comprehensive plan (see website) | John Carlisle | Apr. 2015-May 2017 | Staff assistance | External partner agencies are reviewing draft plan. Steering Committee and public review of the draft will occur in early April. A public open house is tentatively scheduled for late April. |
| Governors State University green infrastructure plan | Holly Hudson | June 2015-Apr. 2017 | Consultant assistance | The consultant team continued to finalize the stormwater management plan. A draft report is expected in late February/early March. |
| Hampshire planning priorities report (see website) | Tony Manno | Mar. 2016-Apr. 2017 | Staff assistance | Key recommendations section is being drafted and a draft of the Community Profile will be sent to the Village in early March. |
| Harvard zoning update | Jake Seid | Jan. 2017-June 2018 | Consultant assistance | Camiros will continue setting up the initial phases of the project in March. |
| Huntley zoning update | Patrick Day | May 2015-May 2017 | Consultant assistance | A completed draft ordinance is under review by Village Staff. |
| Impact DuPage affordable housing strategy | Jonathan Burch | Mar. 2016-Apr. 2017 | Staff assistance | Staff are writing the draft report. |
| Joliet Chicago Street plan | Stephen Ostrander | Dec. 2016-Dec. 2017 | Consultant assistance | Advisory Committee membership finalized. Kick-off meeting of the full Advisory Committee is scheduled for March 8. |
| Lisle downtown parking plan (see website) | Lindsay Bayley | Mar. 2016-Oct. 2017 | Staff assistance | The downtown parking conditions and transportation overview report was sent to Village staff for review and will be sent to the Downtown Planning Advisory Committee. A public meeting is planned for March 22, and the online survey will be debuted at that time. |
| Lower Salt Creek Watershed-based Plan | Holly Hudson | Jan. 2016-Dec. 2017 | Staff assistance | CMAP staff and project partners DuPage County Stormwater Management and DuPage River Salt Creek Workgroup submitted the final draft of the Watershed Resource Inventory to Illinois EPA in mid-February. A public meeting is planned for early March. |
| McHenry County Fox River corridor study | Kate Evasic | Sept. 2016-Mar. 2018 | Staff assistance | Staff launched an online survey and is preparing for a public open house on March 2. Development of the existing conditions report is underway. |
| Metropolitan Planning Council Great Rivers project | Evy Zwiebach | Dec. 2015-June 2017 | Staff assistance | The project team hosted two well-attended workshops for residents, community organizations, and government agencies to discuss strategies for river activation and implementation of the Our Great Rivers vision. The project team continues to work on designing and scheduling outreach activities in suburban Cook County. |

| Project | CMAP lead | Timeline | Assistance type | Status and notes |
|--|-----------------|---------------------|---------------------------------|---|
| Midlothian 147 th Street corridor improvements (see website) | Tony Manno | Apr. 2016-June 2017 | Staff and consultant assistance | CMAP staff met with the consulting engineers and Village staff to walk the corridor and evaluate potential key locations for further exploration. Recommended locations will be discussed at the next steering committee meeting. Once the locations are finalized by the Village and steering committee, the consulting engineers will develop concept plans for each. |
| North Lawndale community plan (see website) | Brandon Nolin | Feb. 2016-Feb. 2018 | Staff assistance | Existing conditions report available for public review on project website. Second annual Community Planning Conference scheduled for June 3. The conference and sub-committee meetings will be key components of LISC Quality of Life coordination and outreach. Draft Plan anticipated in fall 2017 with publication/adoption in early 2018. |
| O'Hare area truck route coordination | Alex Beata | July 2016-June 2017 | Consultant assistance | Developed classification framework with consultant team. Completed initial identification of truck routing networks. Began scheduling outreach opportunities to review draft networks. |
| Palos Park bikeways and trails plan | John O'Neal | Apr.-Dec. 2017 | Consultant assistance | Project start-date delayed to April (anticipated), due to leave-of-absence of project manager for Palos Park. MOU with Village and contract with consultant finalized. |
| Park Forest zoning revisions (see website) | Kristin Ihnchak | June 2013-June 2017 | Staff and consultant assistance | No update. |
| Richton Park capital improvement plan (see website) | Brandon Nolin | June 2015-Mar. 2017 | Staff assistance | Draft CIP delivered to staff week of February 27 to ensure adoption by end of Village's fiscal year. The CIP will include available results of the stormwater management plan (described below) with MWRD collaboration. |
| Richton Park stormwater management plan (see website) | Kate Evasic | Apr. 2016-June 2017 | Consultant assistance | CMAP met with the Village and market analysis consultant to present findings from the retail market study on February 9. Project is on hold until a separate floodway study that will inform the plan is complete. CMAP staff continues to check in with consultant performing floodway study. |
| Romeoville comprehensive plan (see website) | Brandon Nolin | Apr. 2016-Aug. 2017 | Consultant assistance | Steering Committee reviewed preliminary Draft Sub-Area Plans in February and draft document outline has been prepared for comment. Draft Plan document anticipated in March with public open house to |

| Project | CMAP lead | Timeline | Assistance type | Status and notes |
|---|-------------------|---------------------|-----------------------|---|
| | | | | be scheduled for April. Project website is https://bigpictureromeoville.com . |
| South Elgin zoning update (see website) | Patrick Day | Oct. 2014-June 2017 | Staff assistance | A draft Module 1 (of 3) of the UDO is currently under review by Village Staff. CMAP Staff have begun drafting Module 2. |
| South Holland comprehensive plan (see website) | Stephen Ostrander | Apr. 2015-Aug. 2017 | Staff assistance | On February 7, CMAP staff met with project steering committee to discuss the key recommendations memo. With overall approval of the proposed recommendation themes, staff is proceeding to draft full recommendations of plan. Concurrently, consultant SB Friedman completed draft analysis of office and hotel market feasibility for Interstate Zone "A" site. |
| SSMMA Complete Streets plan (see website) | John O'Neal | July 2014-Mar. 2017 | Staff assistance | Internal (CMAP) review of draft plan narrative and technical memos completed. Draft plan shared with SSMMA and Active Transportation Alliance staff. Meeting to introduce project to new SSMMA Executive Director, to discuss draft plan, and South Council / SSMMA process for plan approval scheduled for March 1. |
| Sugar Run Creek area plan (see website) | Brandon Nolin | May 2015-Mar. 2017 | Staff assistance | Draft Plan approved by Will County Land Use and Development Committee on February 17. Presentation to Will County Board scheduled for March 16. |
| Villa Park zoning ordinance | Patrick Day | July 2015-May 2017 | Consultant assistance | CMAP staff attended a Steering Committee meeting with consultant on February 7 to review a completed draft ordinance. Review will continue at subsequent meetings. |
| Westchester zoning ordinance | Kristin Ihnchak | Nov. 2014-June 2017 | Consultant assistance | No update. |
| Wilmington downtown plan | Maggie Jarr | Jan. 2017-May 2018 | Staff assistance | Key person interviews and a business workshop are being scheduled for mid-March. The public kick-off event will be held on March 22. CMAP staff is continuing work on the Existing Conditions Report. |

--end--



Chicago Metropolitan Agency for Planning

Agenda Item No. 5.0

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MEMORANDUM

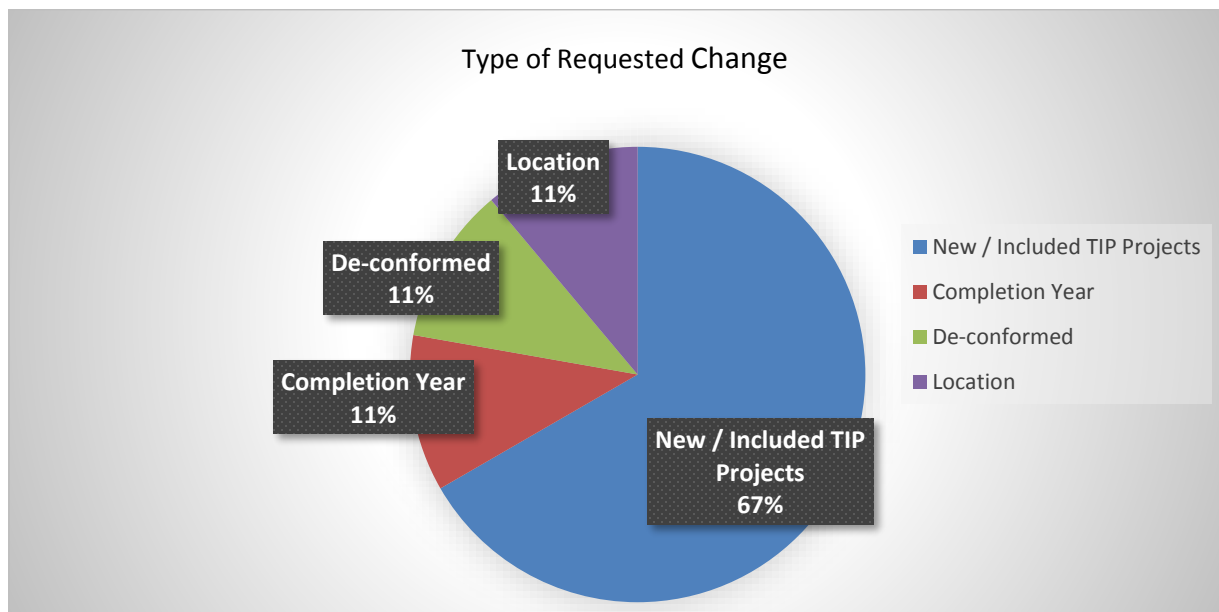
To: Programming Committee
CMAP Board
MPO Policy Committee

From: CMAP Staff

Date: March 2, 2017

Re: GO TO 2040/TIP Conformity Analysis & TIP Amendment

In accordance with the semi-annual 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, nine projects require air quality conformity analysis. Below is a summary by type of requested changes.



If the TIP amendment is approved, six 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 projects with only

preliminary engineering funding and exempt tested projects are excluded from conformity analysis.

The new projects are:

- TIP ID **01-17-0003**: Removal of lane on Chicago Avenue between Latrobe Avenue and Kedzie Avenue.
- TIP ID **09-09-0099**: U.S. 30 corridor expansion from IL 47 to IL 31 Lake Street.
- TIP ID **09-16-0041**: The reconstruction of the IL 23 bridge over I-90, with a proposed new interchange.
- TIP ID **10-01-0022**: Capacity added improvements along the IL 22 Lake Zurich Road corridor between Quentin Rd to west of IL 83.
- TIP ID **11-16-0012**: Roadway extension and intersection improvement, inclusive of W Diggins St, Lawrence Rd, Potawatomi Way and Commanche Circle. A city of Harvard economic development initiative.
- TIP ID **13-16-0005**: Barrington Road, additional lanes and bridge reconstruction between IL 62 to Mundhank Road.

Limits are the cross-streets, mileposts or other boundaries which define the extent of a project. There is one project for which the limits are being changed. After an extensive phase one engineering process, the determination is to extend the limits of this corridor project.

- TIP ID **10-09-0149**: The limits for this project on IL 173 Rosecrans Road are now from IL 59 to U.S. 41, an extension of over 1.5 miles of additional lane capacity.

A status change to de-conformed, after the sponsor indicated the following project is delayed:

- TIP ID **02-09-0003**: Willow Road from E of I-294 to US 41.

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 2020, 2025, 2030 and 2040. If a change in completion year results in moving a project across an analysis year, the project must be revised in the conformity analysis. Sponsors indicated that several projects have updated completion years, but the Chicago Transit Authority's (CTA) Major Capital Project has a revised completion year requiring a revision to the conformity analysis.

- TIP ID **01-94-0006**: CTA Red Line South Extension, from 95th Street to 130th Street. The sponsor requested changing the completion year from 2018 to 2026.

At this time, no projects are requesting a scope change. The scope of a project is determined by the **work types** associated with the project.

- Non-exempt work types are expected to affect air quality and must be included in the conformity analysis. Examples of non-exempt work types are adding lanes to a road, 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 these types of projects 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 public website of the [TIIP database](#) is available through the hyperlink for current project information. Newly submitted changes are found in the [Conformity Amendments](#) 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 the 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 (NOx), the resulting emissions inventories estimates fell below the applicable budgets for the ozone maintenance State Implementation Plan (SIP).

As of April 2015, the region was designated as "unclassifiable" with respect to the 2012 fine particulate matter standard. Effective October 2016, the 1997 fine particulate matter standard was revoked – this is the standard to which the region has been conforming. Thus, for regulatory purposes, the region has no conformity requirement with respect to fine particulate matter. To reflect this, the conformity inventory table shows only the inventories for ozone precursors.

VOC and NOx Emissions in Tons per Summer Day for Ozone Conformity

| Year | Volatile Organic Compounds | | Nitrogen Oxides | |
|------|----------------------------|------------|-----------------------|------------|
| | Northeastern Illinois | SIP Budget | Northeastern Illinois | SIP Budget |
| 2020 | 76.08 | 117.23 | 104.77 | 373.52 |
| 2025 | 59.57 | 60.13 | 68.30 | 150.27 |
| 2030 | 47.19 | 60.13 | 52.27 | 150.27 |
| 2040 | 37.05 | 60.13 | 43.24 | 150.27 |

conformity is demonstrated by comparison of analysis year emissions to the SIP budgets

Notes:

Off-model benefits are not included in the total emissions estimates

Results updated as of January 3, 2017

ACTION REQUESTED: Approval

###

METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE

RESOLUTION
Number 17- 01

**A RESOLUTION ENDORSING THE NORTHEASTERN ILLINOIS/NORTHWESTERN
INDIANA SUBAREA ALLOCATION AGREEMENT FOR THE FFY 2017 FEDERAL
TRANSIT §5307 FUNDING, INCLUDING §5340 URBANIZED AREA FORMULA
PROGRAM, §5337 STATE OF GOOD REPAIR PROGRAM AND §5339 BUS AND BUS
FACILITIES FORMULA PROGRAM, BETWEEN NORTHEASTERN ILLINOIS AND
NORTHWESTERN INDIANA**

WHEREAS, the Policy Committee is the Metropolitan Planning Organization (MPO) for northeastern Illinois, designated by the Governor, as being responsible, together with the State of Illinois and public transportation operators, for carrying out the provisions of Section 134 Title 23 U.S. Code and Sections 5303-06 Title 49 U.S. Code; and

WHEREAS, 23 U.S. Code 134(h) and 49 U.S. Code 5304 require the Metropolitan Planning Organization to develop a Transportation Improvement Program; and

WHEREAS, the *Federal Register* provides a combined northeastern Illinois/northwestern Indiana 2015 apportionment; and

WHEREAS, the determination of subarea apportionments is to be accomplished by local agreement; and

WHEREAS, the split of the apportionment is essential to the development of the Transportation Improvement Program; and

WHEREAS, the funds made available to the Chicago, Illinois/ Northwestern Indiana urbanized area are allocated by agreement between the Regional Transportation Authority and the Northwestern Indiana representatives; and

WHEREAS, an agreement has been reached between northeastern Illinois and northwestern Indiana proposing to sub-allocate the partial FFY 2017 apportionment of funds available per the January 19, 2017 *Federal Register* and any remaining apportionment that becomes available to the Chicago, Illinois/Indiana UZA for FFY 2017 through annual attachments to the Letter of Understanding (LOU) for §5307/5340, for §5337, and for §5339

funding to be approved at the March 16, 2017 Regional Transportation Authority Board meeting.

NOW, THEREFORE, BE IT RESOLVED THAT: the MPO Policy Committee hereby endorses the proposed allocation of funds between northwestern Indiana and northeastern Illinois as set forth above.

BE IT FURTHER RESOLVED THAT: the Secretary of the MPO Policy Committee is hereby authorized and directed to transmit a certified copy of this resolution to the Regional Administrator of the Federal Transit Administration.

The above and foregoing resolution is hereby adopted the 9th day of March, 2017.

Randall S. Blankenhorn
Chairman, MPO Policy Committee

Thomas G. Kotarac
Secretary, MPO Policy Committee

Subscribed and sworn to before me, this ____ day of _____, 20__

METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE

RESOLUTION
Number 17-02

**A RESOLUTION ENDORSING THE NORTHEASTERN ILLINOIS/SOUTHEASTERN
WISCONSIN SUBAREA ALLOCATION AGREEMENT FOR THE FFY 2017 FEDERAL
TRANSIT ADMINISTRATION §5307 FUNDING, INCLUDING §5340 URBANIZED AREA
FORMULA PROGRAM, §5337 STATE OF GOOD REPAIR AND §5339 BUS AND BUS
FACILITIES PROGRAM, BETWEEN NORTHEASTERN ILLINOIS AND SOUTHEASTERN
WISCONSIN**

WHEREAS, the Policy Committee is the Metropolitan Planning Organization (MPO) for northeastern Illinois, designated by the Governor, as being responsible together with the State of Illinois, and public transportation operators, for carrying out the provisions of Section 134 Title 23 U.S. Code and Sections 5303-06 Title 49 U.S. Code; and

WHEREAS, 23 U.S. Code 134(h) and 49 U.S. Code 5304 require the Metropolitan Planning Organization to develop a Transportation Improvement Program; and

WHEREAS, the *Federal Register* provides a combined northeastern Illinois/southeastern Wisconsin FFY 2017 apportionment; and

WHEREAS, the determination of subarea apportionments is to be accomplished by local agreement; and

WHEREAS, the split of the apportionment is essential to the development of the Transportation Improvement Program; and

WHEREAS the funds made available to the Round Lake Beach-McHenry-Grayslake, IL-WI urbanized area are allocated by agreement between the Regional Transportation Authority and the southeastern Wisconsin representatives; and

WHEREAS, an agreement has been reached between northeastern Illinois and southeastern Wisconsin proposing to sub-allocate the partial FFY 2017 apportionment available per the January 19, 2017 *Federal Register* and any remaining apportionment that becomes available to the Round Lake Beach-McHenry-Grayslake, IL-WI UZA for FFY 2017 through annual attachments to the Letter of Understanding (LOU) for §5307/ §5340, for §5337, and for §5339

funding that will be approved at the March 16, 2017 Regional Transportation Authority Board meeting.

NOW, THEREFORE, BE IT RESOLVED THAT: the MPO Policy Committee hereby endorses the proposed allocation of funds between southeastern Wisconsin and northeastern Illinois as set forth above.

BE IT FURTHER RESOLVED THAT: the Secretary of the MPO Policy Committee is hereby authorized and directed to transmit a certified copy of this resolution to the Regional Administrator of the Federal Transit Administration.

The above and foregoing resolution is hereby adopted the 9th day of March 2017.

Randall S. Blankenhorn
Chairman, MPO Policy Committee

Thomas G. Kotarac
Secretary, MPO Policy Committee

Subscribed and sworn to before me, this ____ day of _____, 20__



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

MEMORANDUM

To: MPO Policy Committee

From: CMAP Staff

Date: March 2, 2017

Re: State Legislative Update

Illinois has operated without a complete budget since July 1, 2015. During this time, the state's bill backlog has grown to \$12.4 billion. Immediate budgetary action by the Governor and General Assembly is acutely needed.

The 100th Illinois General Assembly convened on January 11, 2017. On February 15, following the State of the State address, Governor Rauner delivered his fiscal year 2018 (FY18) **budget proposal** to a joint meeting of the Illinois General Assembly. The Governor's proposal includes a \$32.7 billion operating budget and a \$17.7 billion capital budget. Alternatively, the Senate Grand Bargain introduced by Senate President Cullerton and Leader Radogno proposes an operating budget of \$37.3 billion. Staff will continue to monitor budget negotiations.

Thus far, more than 6,000 bills have been introduced in the General Assembly. The deadlines for introducing substantive bills passed in February. By March 31, substantive bills in the House or Senate must be out of committee in the chamber of origin. The House and Senate have met infrequently thus far this spring. As a result, relatively few issues have been reviewed by committee or passed to the floor for consideration by the full House or Senate.

Staff continues to track and analyze bills with particular relevance to CMAP. Legislation included in this memorandum impact CMAP's 2017 State Legislative **Principles** and **Agenda** or is of interest to CMAP and its partners, and have at a minimum been assigned to a substantive committee ahead of the March 31 committee deadline.

Staff recommends the Board support eight bills that contribute to the implementation of GO TO 2040 by bolstering the region's ability to manage stormwater, facilitate efficient governance, invest strategically in transportation, and increase our commitment to public transit.

ACTION REQUESTED: Approval

March 2017 Legislative Summary

| Subject | Bill | Summary | Status | Agency Position |
|---|--|---|--|-----------------|
| MANAGE AND CONSERVE WATER AND ENERGY | | | | |
| Stormwater management | SB1507 HB2756 | <p>Sen. Heather Steans (D-Chicago) Rep. Mike Fortner (R-West Chicago)</p> <p>Amends the stormwater management sections of county codes to account for urban flooding, prioritize green infrastructure solutions, and provide grants for stormwater management. The bill also gives stormwater management authority to counties outside the CMAP region.</p> <p>Staff recommends support of the legislation because it aligns with GO TO 2040 and current program areas in stormwater management by providing communities with tools to mitigate flooding and manage stormwater.</p> | <p>2/22/2017 Senate Local Government Committee</p> <p>2/22/2017 House Counties & Townships Committee</p> | Support |
| PURSUE COORDINATED INVESTMENTS | | | | |
| Local government consolidation | HB496 | <p>Rep. Tom Demmer (R-Dixon)</p> <p>Provides a dissolution process for a single township that exists within a coterminous municipality. Currently, only Evanston, which dissolved the coterminous Evanston Township, may use the process outlined in PA 98-127. In the region, Zion, Oak Park, River Forest, Berwyn, and Cicero have coterminous municipalities.</p> <p>Staff recommends support of this legislation because it provides a process for combining coterminous townships and municipalities, and promotes locally driven efforts to find government efficiencies—both contained in the GO TO 2040 recommendations.</p> | <p>2/14/2017 House Government Consolidation & Modernization Committee</p> | Support |

| Subject | Bill | Summary | Status | Agency Position |
|--------------------------------|------------|--|--|-----------------|
| Local government consolidation | SB3 | <p>Sen. Thomas Cullerton (D-Villa Park)</p> <p>The bill would make several changes to existing law that facilitate local government consolidation by expanding the DuPage, Lake, and McHenry pilot program allowing the county board to consolidate/eliminate certain units of government to all counties in Illinois. The bill would allow counties to cease township organization structure (eliminate townships countywide) and choose whether to restructure into a commission form of government, rather than requiring that form of government in order to cease township organization. The bill would remove restrictions that limit townships to 126 square miles. The bill would provide a process by which any township within a coterminous municipality can dissolve and allows township road districts to be abolished when they have less than 15 center lane miles.</p> <p>While the efficient governance proposals articulated in this bill align well with GO TO 2040, staff recommends a neutral position because this bill is inseparable from the Senate's Grand Bargain.</p> | <p>2/8/2017 Senate Third Reading – <i>Passed with a motion filed by the sponsor to reconsider</i></p> | Neutral |

INVEST STRATEGICALLY IN TRANSPORTATION

| | | | | |
|--------------------------|--------------|---|--|----------------|
| Transportation user fees | HB662 | <p>Rep. Thomas Morrison (R-Palatine)</p> <p>Increases the state's electric vehicle registration fee from \$35 for two years to \$216 per year, and increases the plug-in hybrid vehicle registration fee from \$101 to \$158.50.</p> <p>Staff recommends supporting the legislation because it will enhance transportation revenues through user fees. As these types of vehicles continue to proliferate, it will be necessary to ensure that users of the system are charged appropriately in order to ensure sufficient funding for transportation.</p> | <p>2/23/2017 House Placed on Calendar 2nd Reading</p> | Support |
|--------------------------|--------------|---|--|----------------|

| | | | | |
|--|---|--|---|----------------|
| Motor fuel tax increase | HB3136 | Rep. Robert Pritchard (R-Sycamore) | 2/22/2017 House Transportation: Regulation, Roads & Bridges Committee | Neutral |
| <p>Increases the state motor fuel tax (MFT) by 10 cents to 29 cents per gallon. The bill would also revise proportion of revenue disbursed to local governments. Currently, after various deductions, 45.6 percent of MFT revenue goes to state transportation funds (Road Fund and State Construction Account), and 54.4 percent of the revenue goes to counties, townships, and municipalities. Of the increased revenues generated, 60 percent would go to the Road Fund and 40 percent would go to local governments. Within the portion for local governments, the distribution criteria would remain the same as current law.</p> <p>Although GO TO 2040 promotes an increase in MFT, staff recommends a neutral position. This bill does not index the MFT rate to inflation, which means growth in construction costs will continue to reduce the buying power of the MFT. Nor does the bill address the fact that vehicle fuel economy improvements are driving low growth in fuel consumption, and that a full replacement to the MFT is needed. Finally, the bill uses a formula rather than performance-based funding allocations.</p> | | | | |
| I-55 managed lanes | SJR7 HJR12 | Sen. Martin Sandoval (D-Cicero) Rep. Jim Durkin (R-Western Springs) | 1/24/2017 Senate Assignments Committee 2/22/2017 House Executive Committee | Support |
| <p>Authorizes IDOT to begin a procurement process pursuant to the authority provided under the Public-Private Partnerships (PPP) for Transportation Act. Specifically, IDOT proposes using a PPP to provide additional highway capacity along Interstate 55 from Interstate 355 to Interstate 90/Interstate 94 in DuPage, Cook, and Will Counties, and tolling the additional capacity.</p> <p>The I-55 Express Toll Lane is included in the GO TO 2040 list of fiscally constrained projects.</p> | | | | |

INCREASE COMMITMENT TO PUBLIC TRANSIT

| | | | | |
|---------------------------------|---------------|--|--|----------------|
| Transit benefits programs | HB2802 | Rep. Theresa Mah (D-Chicago) Requires all businesses with more than 20 employees to offer their employees either (1) the federal pre-tax transportation benefit program or (2) a program to supply transit passes to employees or reimburse employees for commute-related parking expenses. The bill would be effective January 1, 2018. Staff recommends supporting this legislation because it is consistent with GO TO 2040's goal of increasing regional transit ridership. Increased access to the benefit program could incentivize more transit ridership. | 2/22/2017 House Mass Transit Committee | Support |
| RTA working cash | HB3004 | Rep. Al Riley (D-Chicago) Allows the RTA to sell additional Working Cash Notes before July 1, 2020 (now 2018) 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. Staff recommends supporting this legislation because the RTA's capacity to issue working cash notes is a critical tool for mitigating the impact of the state's practice of delaying payments. | 2/22/2017 House Assigned to Mass Transit Committee | Support |

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MEMORANDUM

To: MPO Policy Committee

From: CMAP staff

Date: March 2, 2017

Re: ON TO 2050 Financial Plan for Transportation Update

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 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" (CFR § 450.322 (f) (10)).

To fulfill these requirements as part of the quadrennial long-range plan, CMAP is determining a base set of assumptions regarding revenue and expenditures trends, understanding the future implications of current policies, and developing a comprehensive, accurate, and straightforward methodology that is appropriate for a planning-level forecast. Similar to GO TO 2040, CMAP staff is performing financial analysis and conducting policy research to develop revenue and expenditure forecasts, including reasonably expected revenues, in consultation with CMAP committees, stakeholders, and experts.

This memo describes the ON TO 2050 initial forecasts for core revenues as well as expenditures to operate and administer the current system and maintain its current state of repair. The memo also compares these forecasts to GO TO 2040. CMAP will continue to refine these forecasts, based on feedback from and collaboration with implementers.

Core revenues and expenditures to operate, administer, and maintain

As required by federal regulations, revenues and expenditures were forecast in year of expenditure dollars rather than real or constant dollars, meaning that inflationary increases are included in the forecasts. The following table summarizes the updated estimates for revenues and expenditures over the 32-year ON TO 2050 planning period (2019-2050). Note that core revenues include local, state, and federal revenue streams already in place.

Draft forecasts of core revenues compared to operations, administration and capital maintenance expenditures, 2019-2050, in \$ millions (year of expenditure)

| | |
|--|-------------------|
| Federal revenues | \$61,919 |
| State revenues | \$165,007 |
| Local revenues | \$232,968 |
| Total core revenues | \$459,894 |
| Roadway operating/administering expenditures | \$124,562 |
| Transit operating/administering expenditures | \$172,542 |
| Roadway capital maintenance | \$126,820 |
| Transit capital maintenance | \$81,141 |
| Total expenditures | \$505,065 |
| Difference between core revenues and expenditures | (\$45,171) |

CMAP staff estimates that the expenditures for operating and maintaining the transportation system to its current state of repair will greatly exceed the core revenues forecasted to be available over the planning horizon 2019 to 2050. Moreover, the expected funding will not allow for additional improvements, enhancements, or expansions to the system. GO TO 2040 prioritized investments in maintaining the existing transportation system first, as well as improvements and enhancements, to achieve the goal of a modern transportation system. Pursuing expansion projects, while important, remained a lower priority than these other activities. To keep the region's transportation system in the condition it is in today, as well as fiscally constrain a limited number of modernization and expansion activities within the long-range planning context, the region will need to prioritize the advancement of new and innovative revenue sources as major policy priorities in ON TO 2050.

Core revenues. The core revenue forecast totals \$459.9 billion over the 32-year planning period. Forecasts of core revenues include funding sources the region currently receives for transportation purposes and do not include any new sources. The forecasts assume that northeastern Illinois will continue to receive revenues from federal, state, and local sources for constructing, operating, administering, and maintaining the current roadway and transit system. This includes periodic transit fare and toll rate increases, which will be necessary to ensure sufficient revenues to pay for these systems over the 32-year planning period. In addition, this assumes that three state capital programs will be enacted during the planning period, which will ensure the region's ability to make capital investments in the transportation system. Until there is more clarity on its implementation, we do not believe the provisions contained in the [recent "lockbox" amendment](#) to the state constitution regarding transportation funds ([Article IX, Section 11](#)) to have an effect on the forecast.

As with GO TO 2040, revenue sources will be aggregated prior to the process of allocation to expenditure categories. This approach is suited to a long-range planning process focused on determining regional investment priorities, rather than budgeting for a program. In addition, the approach fits with CMAP recommendations emphasizing the need to use state motor fuel tax revenue for all transportation modes and congestion pricing revenues to support enhanced transit service or arterial improvements in priced corridors.

Expenditures to operate and administer the existing system. This category includes the cost of administering, operating, and servicing debt for the region's roadway and transit system. This assumes no operational enhancements, but the continued operation of the existing system. This includes employee costs, rent, utilities, non-capital repairs, fuel, debt service, as well as other costs needed to administer daily operations of the transportation system.

Forecasts for the operation and administration of IDOT District 1, Illinois Tollway, county transportation departments, the RTA, and transit service boards were estimated from historical expenditures. Municipal and township operating and administration forecasts were derived from U.S. Census of Governments data on highway operating expenses from 2012, the most recent year available.

Expenditures to maintain the system. The forecast includes the cost of capital maintenance on the region's roadway and transit system based on maintaining current conditions. The most recent data available indicate that 76.5 percent of National Highway System roadways are of acceptable ride quality, 9.3 percent of bridges are structurally deficient, and 68.4 percent of transit assets are in a state of good repair. The expenditure forecast is based on the investment needed to keep these conditions constant and not increase the backlog of facilities in fair or poor condition. ON TO 2050 may include targets for pavement, bridge, and transit asset condition that may represent an improvement over current conditions, as well as allocations in the fiscal constraint to meet these targets, to the extent that doing so is identified as a regional priority and feasible within funding constraints.

Staff used the Highway Economic Requirements System-State (HERS-ST) model to forecast pavement condition and expenditures on National Highway System roadways. Similarly, the RTA's Capital Optimization Support Tool (COST) was used to forecast transit asset condition and investment needs. CMAP used an in-house model based on National Bridge Inventory data to forecast bridge maintenance needs. Staff forecasted maintenance on other roadway assets, such as local roads, based on assumptions of the typical cycles with which roadway maintenance projects are performed today. These capital assets make up a large portion of the forecast, in part because local roadways make up the majority of the region's roadway network. These expenditure forecasts include capital maintenance expenditures completed in tandem with Regionally Significant Projects. This forecast does not include any costs that would address a need for increased capacity on the transportation system.

Note that continuing current levels of investment will lead to worsening asset condition; maintaining current condition actually represents a significant increase in investment over current regional investment practices. For instance, with only current levels of funding available for transit maintenance, the system would significantly deteriorate, with just 41.9 percent of assets in a state of good repair at the end of the planning period.

Maintenance costs were inflated for year-of-expenditure using a 2.5 percent rate, a reduction from the 3 percent annual increases assumed in GO TO 2040. By most measures, cost increases have been lower in recent years. Over the past 32 years, the average annual percent change in the U.S. Consumer Price Index was 2.6 percent, down from nearly 3 percent in the 26 years prior to the GO TO 2040 2014 update. FHWA's National Highway Construction Cost Index has been

essentially flat since 2009, while Engineering News Record's national construction cost index has experienced average annual increases of just 2.7 percent of the past several years.

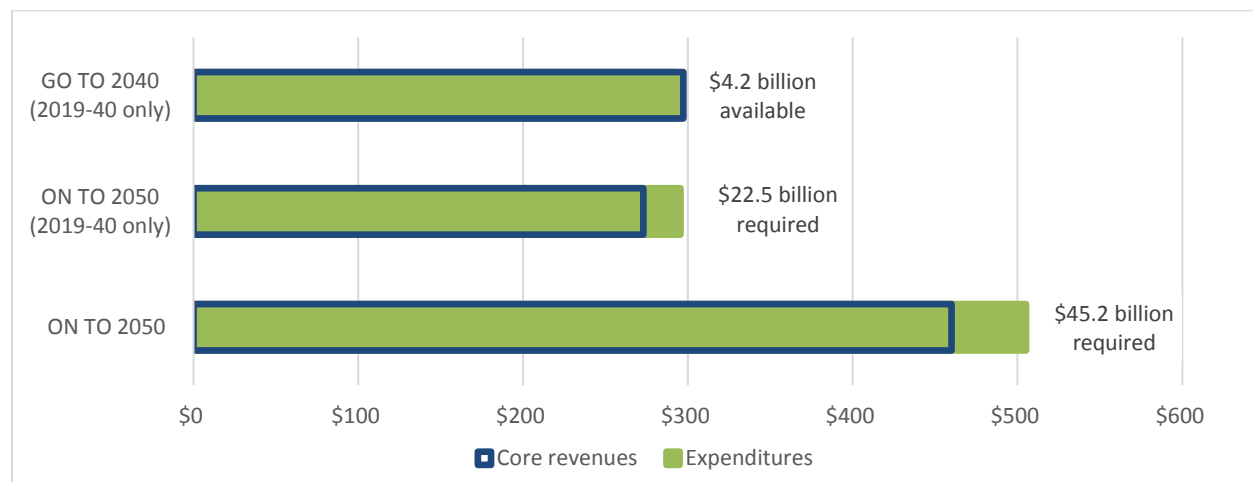
Comparison between the GO TO 2040 update and ON TO 2050

The methodology used to develop forecasts for ON TO 2050 remains largely the same as the GO TO 2040 forecast updated in 2014. There are three primary ways that the draft ON TO 2050 forecast differs from the GO TO 2040 forecast.

- Different annual **growth rates** were used when the data indicated that a different rate would better reflect trends.
- The **base from which growth rates are derived and/or applied** is different because actual or estimated 2015 and 2016 revenues were different from the GO TO 2040 forecast.
- Different **methodology** was implemented in some cases to better reflect expenditures made for transportation purposes, in particular basing maintenance forecasts on the cost of maintaining the system in its current condition.

The following chart compares the GO TO 2040 forecast to the draft ON TO 2050 forecast over the same planning horizon (2019-2040). For comparison purposes, the ON TO 2050 forecast is shown in terms of a 22-year planning period (2019-40) as well as the full 32-year planning period (2019-2050).

GO TO 2040 and ON TO 2050, core revenues as compared to maintenance, operations, and administration expenditures, in billions of year of expenditure dollars



Overall, the ON TO 2050 forecast of core revenues and operating and capital maintenance expenditures is more constrained than the GO TO 2040 forecast. Lack of increased revenues drives this result. For comparable years, more revenue was available in the GO TO 2040 forecast: core revenues exceeded expenditures by \$4.2 billion in GO TO 2040 compared to a \$22.5 billion deficit in ON TO 2050. However, when the entire ON TO 2050 planning period is included, expenditures exceed core revenues by \$45.2 billion over the 32-year planning period.

Potential reasonably expected revenues as well as enhancement, state of good repair, or regionally significant project expenditures have not yet been addressed in this forecast.

With regard to revenues, select major differences between the two forecasts include the following:

- Federal highway revenues are lower in ON TO 2050 due to lower annual growth rate assumptions; 2.25 percent as compared to 3.6 percent in GO TO 2040.
- State motor fuel tax revenue was forecast to experience less decline in ON TO 2050 due to higher revenue in 2015 and 2016 than forecast in GO TO 2040.
- Transit passenger fare revenues are lower in ON TO 2050 due to slower than anticipated growth in fare revenue in recent years.
- RTA sales tax revenue exhibited a slightly higher forecast, in part because actual and estimated revenues generated in recent years were higher than in the GO TO 2040 forecast.

These differences drove an overall lower revenue forecast for core revenues than in GO TO 2040. However, the ON TO 2050 forecast for operating and capital maintenance expenditures is also lower than the GO TO 2040 forecast. Just as growth rates for revenues have been lower than assumed in GO TO 2040, the same is true for growth in expenditures.

- Roadway capital maintenance expenditure forecasts were lower than in GO TO 2040, in part because of low growth in unit costs since the GO TO 2040 forecasts were developed. State and local highway departments consulted by CMAP indicated that capital costs have mostly stayed constant since GO TO 2040 was adopted, rather than increasing at the rates assumed in GO TO 2040.
- Transit capital maintenance expenditure forecasts for ON TO 2050 reflect the amount necessary to keep assets in their current condition. In contrast, GO TO 2040 assumed expenditures would reflect current regional investment practices, which would increase the backlog of assets in need of maintenance.
- A 2.5 percent growth rate for roadway and transit capital maintenance expenditures was used for the draft ON TO 2050 forecast, while 3 percent growth was used for GO TO 2040. Using a lower growth rate drove the forecast lower than it otherwise would have been.

Next steps

CMAP staff would like feedback on the draft forecast contained in this document. Over the next few weeks, CMAP staff will develop options for reasonably expected revenues and revise forecasts based on feedback. This information will be presented to the MPO Policy Committee in June.

Questions

While adding in reasonably expected revenues would likely cover the full amount of this forecast, little would be left for other priorities. What approach should the region take?

- Allow the condition of transit assets, roadways, and bridges to drop?
- Allow the condition of only certain assets to drop while prioritizing other assets?
- Allocate substantially less funding to enhancing and expanding the system?
- Find other ways to reduce operating or maintenance expenditures?

Forecast methodology

This section will discuss the specific methodologies used for projecting revenues for ON TO 2050 over the 2019-2050 planning period.

Core revenues

Locally-programmed federal revenue

| | |
|--|---|
| Draft forecast: \$12.2 billion | Draft assumptions for ON TO 2050 |
| Portion of annual federal apportionment that is sub-allocated to the Chicago region for programming. This includes the federal fund sources of CMAQ, Transportation Alternatives Program-Local, Surface Transportation Program-Local, and Surface Transportation Program-Counties. | Revenues were assumed to grow 2.25% annually. This is based on the assumption that federal funds will come to the region at a rate commensurate with growth in the economy. Congressional Budget Office projects that non-farm business sector Gross Domestic Product will grow 2.25% annually between 2019 and 2026. |

Other federal transit revenue

| | |
|--|--|
| Draft forecast: \$26.2 billion | Draft assumptions for ON TO 2050 |
| Projection includes New Starts, bus and bus facilities, State of Good Repair, and Urban Formula programs, as well as other federal transit grants. | Revenues through 2021 are based on the FFY2017-21 State/Regional Resources Table. After 2021, revenues are forecast to grow at a rate of 2.25% annually. This is based on the assumption that federal funds will come to the region at a rate commensurate with growth in the economy. Congressional Budget Office projects that non-farm business sector Gross Domestic Product will grow 2.25% annually between 2019 and 2026. |

State-programmed federal highway revenue

| | |
|---|--|
| Draft forecast: \$23.5 billion | Draft assumptions for ON TO 2050 |
| Portion of annual federal apportionment that is allocated to the State of Illinois for programming. This includes the federal fund sources of National Highway Performance Program, Surface Transportation Program-Urban, Highway Safety Improvement Program, Transportation Alternatives Program, and Recreational Trails. | Revenues were assumed to grow 2.25% annually. This is based on the assumption that federal funds will come to the region at a rate commensurate with growth in the economy. Congressional Budget Office projects that non-farm business sector Gross Domestic Product will grow 2.25% annually between 2019 and 2026. Forty-five percent of the statewide total annual apportionment was assumed to go to northeastern Illinois. |

State Public Transportation Fund

| | |
|---|---|
| Draft forecast: \$22.2 billion | Draft assumptions for ON TO 2050 |
| State funds equal to 30 percent of RTA sales tax and real estate transfer tax revenues. | Revenues from this matching fund equals 30% of forecasted Regional Transportation Authority (RTA) sales tax and real estate transfer tax estimates. |

State Motor Fuel Tax

| Draft forecast: \$6.8 billion | Draft assumptions for ON TO 2050 |
|---|--|
| Portion of state motor fuel tax retained by IDOT for the Road Fund and State Construction Account. The current rate is 19 cents per gallon (21.5 cents per gallon of diesel). | <p>Using a methodology to account for increasing vehicle fuel economy, revenues generally decreased throughout the planning period. CMAP forecasted annual vehicle miles traveled (AVMT) and average miles per gallon (MPG) to estimate revenue. To forecast AVMT, CMAP used actual statewide AVMT data for passenger vehicles (1996 – 2015) and for all other vehicles (2009-2015) to calculate linear trendlines for AVMT. Average annual percent change in AVMT between 2019 and 2050 was 0.3% for passenger vehicles and 0.9% for other vehicles.</p> <p>For MPG estimates for passenger vehicles over the planning horizon, CMAP created estimates based on National Highway Traffic Safety Administration (NHTSA) rules for Corporate Average Fuel Economy (CAFE) standards, estimated standards for 1978 through 2025 model years for cars and light trucks, and information about vehicle fleet from the Federal Highway Administration's 2009 National Household Travel Survey. For non-passenger vehicles, MPG was assumed to improve with NHTSA fuel efficiency standards for medium- and heavy-duty vehicles.</p> <p>After accounting for various statutory deductions, the region is assumed to receive 45% of these revenues for the purposes of funding state road construction and maintenance projects.</p> |

State motor vehicle registration fees and other state fees

| Draft forecast: \$25.4 billion | Draft assumptions for ON TO 2050 |
|--|---|
| Annual vehicle registration fees, certificate of title fees, overweight fines, permit fees, and operator's license fees collected by the State that are deposited into the Road Fund and State Construction Account. | Motor vehicle registration fee revenues to the Road Fund and State Construction Account, were assumed to grow at a rate of approximately 1 percent annually. Other types of fees in this category were forecast to grow approximately 1.8 percent annually. The region is assumed to receive 45 percent of these revenues for the purposes of funding state road construction and maintenance projects. Fee rate increases were not assumed here, as they would likely be accounted for in future state capital programs. |

Tollway revenue

| Draft forecast: \$84.8 billion | Draft assumptions for ON TO 2050 |
|--|---|
| Toll revenues forecasted to be collected on the 286-mile system, as well as other operating revenues. The current toll rate structure went into effect in 2012. Following 2017, the commercial rate will be adjusted annually for inflation. | <p>Toll revenue projections were derived from estimates prepared for the Illinois Tollway by CDM Smith in May 2016. The projection assumed that the annual adjustment in commercial toll rates beginning in 2017 would be 2 percent annually. CMAP also included an assumption of two passenger toll rate adjustments throughout the planning period.</p> <p>Other operational revenues, such as concessions and miscellaneous income, were forecast to grow at a compound rate of 2.0% annually.</p> |

State capital program

| Draft forecast: \$24.6 billion | Draft assumptions for ON TO 2050 |
|---|--|
| State capital programs are typically funded with a variety of revenue increases, including fee increases on sources like vehicle registration and certificate of title. | It is assumed that the state will enact a capital program three times during the planning period, in ten year intervals. Funding levels were assumed to grow 2.5% annually, with Illinois Jobs Now! as a base. |

Other state transit

| Draft forecast: \$1.4 billion | Draft assumptions for ON TO 2050 |
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| The State has provided \$8.5 million annually to support Pace Americans with Disabilities Act (ADA) Paratransit service since 2010. The State also provides reduced fare reimbursements to the service boards. | Both reduced fare reimbursements and ADA support are forecast to remain flat for the duration of the planning period. |

RTA sales tax

| Draft forecast: \$70.5 billion | Draft assumptions for ON TO 2050 |
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| The RTA sales tax is equivalent to 1.25% of sales in Cook County and 0.75% of sales in DuPage, Kane, Lake, McHenry, and Will counties. The RTA receives 2/3 of the collar county revenues. | Forecast was provided by the RTA. RTA sales tax revenues are assumed to grow 3% annually throughout the planning period. |

Collar County Transportation Empowerment Program

| Draft forecast: \$7.9 billion | Draft assumptions for ON TO 2050 |
|---|--|
| 1/3 of collar county revenues generated from the RTA sales tax are returned to DuPage, Kane, Lake, McHenry, and Will counties to be used for roads, transit, and public safety. | Growth in revenues generated for the collar counties are based on projected population growth combined with inflationary assumptions. During the planning period, annual growth averages 3.0%. |

Local allotment of state MFT

| Draft forecast: \$8.8 billion | Draft assumptions for ON TO 2050 |
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| Counties, townships, and municipalities receive a disbursement of state MFT | State MFT revenue was forecasted using the methods explained above. |

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| revenue. Cook County receives a 16.74% share. The remaining county share is based on motor vehicle registration fees received, township share is based on share of mileage of township roads, and municipal share is based on population. | |
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Other local revenues

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| Draft forecast: \$81.5 billion | Draft assumptions for ON TO 2050 |
| These are local revenues, such as property tax revenue, sales tax revenue, local motor fuel taxes and impact fees used for transportation, excluding the RTA sales tax, state funds, and federal funds. Local governments with jurisdiction over transportation include counties, townships, and municipalities. | Revenues were calculated for municipalities and townships using 2012 U.S. Census of Governments data, which includes all local governments in the region. County revenues were obtained from recent county budget documents. Revenues were adjusted to the current year using the change in the Consumer Price Index and population growth. To forecast to 2050, growth rates for CMAP population forecasts were added to an annual 2.5% inflationary adjustment. Average annual growth regionwide was 3.1%. County MFTs for DuPage, Kane, and McHenry were forecast separately using the same methodology for the state MFT, although baseline fuel economy was derived separately for each county and AVMT growth was calculated using growth rates in AVMT for each county for each air quality conformity analysis year. |

Chicago Real Estate Transfer Tax (RETT) (portion for CTA)

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| Draft forecast: \$3.4 billion | Draft assumptions for ON TO 2050 |
| The \$1.50 per \$500 of value of the City of Chicago's RETT is transferred to the CTA. | Revenues were forecast to grow at an average annual rate of 2.1% annually. |

Transit passenger fares

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| Draft forecast: \$53.0 billion | Draft assumptions for ON TO 2050 |
| This includes passenger fares for the CTA, Metra, Pace, and Pace ADA. | Forecast was provided by the RTA. Revenues were forecast to grow at an average rate of 2.9% annually. This assumes average annual ridership growth of 1.1% and the remaining growth is assumed to come from periodic fare increases. |

Other transit operating revenue

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| Draft forecast: \$7.8 billion | Draft assumptions for ON TO 2050 |
| This included other revenues for the RTA, CTA, Metra, Pace, and Pace ADA such as advertising revenue, investment income, and Medicaid reimbursements. | These revenues are assumed grow at a rate of 2.7% annually, based on assumed rates of growth in system revenue and ridership. |

Expenditures for administering, operating, and capital maintenance

Roadway operations expenditures

| Draft forecast: \$ 124.6 billion | Draft assumptions for ON TO 2050 |
|--|---|
| Includes highway operations and administrative costs for IDOT District 1, Illinois Tollway, counties, townships, and municipalities. Also includes Tollway debt service and state debt service for Series A bonds. | <p>Illinois Tollway and IDOT District 1 operating and administrative expenditures were forecasted using a linear trendline based on the most recent 15 years of available data. During the planning period, annual growth averaged 2.0% for IDOT District 1 and 2.2% for the Illinois Tollway. Tollway interest payments were forecast on a linear trendline using 2011-2015 data, and growth averaged 2.9% annually during the planning period. Series A bond payments were forecast to grow 2.0% annually during the planning period, and it was assumed that 45% of these costs were attributable to the region.</p> <p>Municipal and township highway operations and administrative expenditures were estimated from the local highway operations expenditures reported to the 2012 Census of Governments, and adjusted to the current year based on inflation and population growth. County expenditures were obtained from 2017 county budget documents. County, township, and municipal expenditures were assumed to grow at an average rate of 3.1 percent annually during the planning period due to growth in inflation and population.</p> |

Transit operations expenditures

| Draft forecast: \$172.5 billion | Draft assumptions for ON TO 2050 |
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| Includes operating, administration, and debt service costs for the RTA, CTA, Metra, Pace, and Pace ADA. | Operating and administrative expenditures were forecast to grow 3.1 percent annually during the planning period. estimated using linear trendlines of 2007-2015 actual and planned expenditure data, totaling \$96.4 billion. The interest portion of debt service payments were forecast for to grow an average of 2.4% annually during the planning period. |

Roadway capital expenditures

| Draft forecast: | Draft assumptions for ON TO 2050 |
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| Capital maintenance costs for the interstate system, state highways, Illinois Tollway highways, and local roads. | Capital maintenance expenditures for NHS roadways were estimated using the HERS-ST model, an optimization model that identifies projects based on deficiencies in the roadway network and selects the projects with the highest benefit given different constraints and objectives defined by the user. The model forecasts pavement |

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| | <p>condition using the current condition of roadways as well as factors such as truck volume. If the current or forecasted conditions meet a deficiency threshold of $IRI \geq 170$, HERS-ST will identify potential improvements and calculate their benefit-cost ratios. The scenario used assumed that current pavement conditions would be maintained during the planning period. Upcoming IDOT and Illinois Tollway pavement improvement projects were included as user-specified improvements.</p> <p>Capital maintenance expenditures for bridges were developed using a model created by CMAP staff. The CMAP bridge model is based on deterioration curves for Illinois from National Bridge Inventory (NBI) data. The model considers the condition of the deck, substructure, and superstructure and if one or more components of the bridge is in fair or poor condition, it will trigger an improvement to the bridge. The scenario used assumed that current pavement conditions would be maintained during the planning period.</p> <p>Capital maintenance expenditures for non-NHS roadways and traffic signals are based on assumptions for unit costs and maintenance cycles. These assumptions are then applied to the inventory of highway assets in the region.</p> <p>Various state, county, municipal, and township transportation departments provided feedback on modeling assumptions, unit costs, and lifecycle assumptions.</p> <p>Expenditures were inflated 2.5% annually.</p> |
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Transit capital expenditures

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| Draft forecast: \$81.4 billion | Draft assumptions for ON TO 2050 |
| Capital maintenance costs for the CTA, Metra, Pace, and Pace ADA. | Results from the RTA's COST model were used to forecast maintenance for a period of 2019-48. The final two years of the planning period were extrapolated. The scenario assumed that the current condition of assets would be maintained across the planning period. Expenditures were inflated 2.5% annually. |

ACTION REQUESTED: Discussion

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