



Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

Transportation Committee Annotated Agenda Friday, September 20, 2019--9:30 a.m.

**Cook County Conference Room
233 S. Wacker Drive, Suite 800
Chicago, Illinois**

- 1.0 Call to Order/Introductions** **9:30 a.m.**
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes— August 2, 2019**
ACTION REQUESTED: Approval
- 4.0 Committee Reports**
A report on the September 11, 2019 Coordinating Committee will be provided. The September edition of Committee Updates is included in the meeting materials.
ACTION REQUESTED: Information
- 5.0 FFY 2019-2024 Transportation Improvement Program (TIP)**
- 5.1 Amendments and Administrative Modifications**
TIP Amendment **19-08** was published to the [eTIP web site](#) on September 13, 2019 for committee review and public comment. A memo summarizing the formal TIP amendment **19-08** and administrative amendments **19-08.1** and **19-08.2** is included in the meeting materials.
ACTION REQUESTED: Approval
- 5.2 Semi-annual ON TO 2050/TIP Conformity Analysis and TIP Amendment**
The semi-annual ON TO 2050/TIP conformity analysis and TIP amendment **19-09** was subject to a 30-day public comment period from August 2 – September 2, 2019. Staff will summarize any comments received and request a recommendation for approval to the CMAP Board and MPO Policy Committee.
ACTION REQUESTED: Approval

6.0 FFY 2020 – 2024 STP-Shared Fund, FFY 2020 – 2024 CMAQ, and FFY 2020 – 2022 TAP-Local Program Development

6.1 FFY 2020-2024 STP-Shared Fund Program

Staff will summarize the program development process and the recommended program of projects and request a recommendation of approval of the proposed program and TIP amendment [20-21.1](#) to the CMAP Board and MPO Policy Committee.

ACTION REQUESTED: Approval

6.2 FFY 2020-2024 CMAQ and FFY 2020-2022 TAP-L Programs

Staff will summarize the program development process and the recommended program of projects and request a recommendation of approval of the proposed programs and TIP amendments [20-21.2](#), and [20-21.3](#) to the CMAP Board and MPO Policy Committee.

ACTION REQUESTED: Approval

7.0 RTA 5310 Program

RTA released a call for projects for Section 5310 funding in March. Applications were due in May and were reviewed and ranked by RTA staff, in conjunction with a project selection team composed of staff from IDOT, CMAP, and RTA. As a result of the review, eleven projects were recommended from funding. The total program budget is \$16,518,695, including \$9,111,584 federal funding and \$7,407,111 in local matching funds. This program was approved at the August RTA Board meeting after the close of the public comment period on July 6, 2019.

ACTION REQUESTED: Information

8.0 Lake County Division of Transportation (DOT) Budget and Capital Program/Long Range Plan

Staff from Lake County DOT will present an overview of the division's budget and capital program.

ACTION REQUESTED: Information

9.0 RTA Budget and Capital Program

Staff from the RTA will present an overview of the agency's budget and capital program.

ACTION REQUESTED: Information

10.0 Activity Based Model Demonstration

CMAP Research and Analysis staff will provide a demonstration of the Activity Based Model.

ACTION REQUESTED: Discussion

11.0 Preliminary Meeting Dates for 2020

Proposed meeting dates for calendar year 2020, with consideration of the MPO Policy Committee meetings and IDOT lettings are attached. The

committee will be asked for approval at the November 15, 2019, meeting. Staff requests that members notify them of any conflicts with the proposed schedule by November 1, 2019.

ACTION REQUESTED: Information

12.0 Spring Legislative Recap and Capital Bill Analysis

The 101st General Assembly concluded its spring session with passage of several noteworthy pieces of legislation including an operational budget and the Rebuild Illinois capital program. Staff will present analysis of the transportation revenues and appropriated projects.

ACTION REQUESTED: Discussion

13.0 Local Technical Assistance (LTA) Program

13.1 2019 LTA and Community Planning Call for Projects

The 2019 LTA and Community Planning Call for Projects opens September 17, 2019 and closes October 17, 2019. CMAP and RTA encourage applicants to envision planning projects that align with recommendations outlined in [ON TO 2050](#) and the RTA's [Invest in Transit](#) strategic plan. Staff welcomes project ideas and evaluation criteria suggestions from the Committee members.

ACTION REQUESTED: Discussion

13.2 Status of the LTA Program

The LTA program status report is available [here](#).

ACTION REQUESTED: Information

14.0 Other Business

15.0 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 time for the public comment period will immediately follow the last item on the agenda.

16.0 Next meeting

The next Transportation Committee meeting will be November 15, 2019.

17.0 Adjournment

Committee Members

_____ Ed Barsotti	_____ Robert Hann	_____ Tom Rickert
_____ Darwin Burkhart	_____ Jessica Hector-Hsu	_____ Leon Rockingham
_____ Kevin Carrier	_____ Scott Hennings	_____ Joe Schofer
_____ Lynnette Ciavarella	_____ Elizabeth Irvin	_____ David Seglin
_____ Michael Connelly	_____ Tom Kelso	_____ Lorraine Snorden
_____ Carrie Cooper	_____ Fran Klaas	_____ Chris Snyder**
_____ John Donovan***	_____ Christina Kupkowski	_____ P.S. Sriraj
_____ Doug Ferguson	_____ Kevin Muhs	_____ Trey Wadsworth
_____ Tony Greep***	_____ Tara Orbon	_____ Audrey Wennink
_____ Adrian Guerrero	_____ Anthony Quigley	_____ Rocco Zuccherro*

*Chair

**Vice-Chair

***Non-voting



Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

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Chicago Metropolitan Agency for Planning (CMAP) DRAFT Transportation Committee Meeting Minutes August 2, 2019

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

- Members Present:** Chris Snyder – DuPage County, Chair, Brian Carlson – IDOT D1, Kevin Carrier- Lake County, Mike Connelly – CTA, John Donovan – FHWA, Jesse Elam – CMAP, Jackie Forbes – Kane County, Tony Greep – FTA, Jessica Hector-Hsu – RTA, Scott Hennings – McHenry County, Chris Hiebert – SEWRPC, Elizabeth Irvin – CNT, Tom Kelso – IDOT OP&P, Christina Kupkowski – Will County, Aimee Lee – Illinois Tollway, Tara Orbon – Cook County, Jason Osborn – Metra, Ryan Peterson – Kendall County, Leon Rockingham – Council of Mayors, Dave Seglin – CDOT, Lorraine Snorden – Pace, P.S. Sriraj – Academic & Research, Audrey Wennink – MPC
- Staff Present:** Erin Aleman, Sarah Buchhorn, Anthony Cefali, Aidan Dixon, Teri Dixon, Kama Dobbs, Lindsay Hollander, Kristen Ihnchak, Leroy Kos, Stephanie Levine, Patty Mangano, Tim McMahon, Tom Murtha, Art Nicholas, Katie Piotrowska, Todd Schmidt, Jeff Schnobrich, Liz Schuh, Gordon Smith, Tung Truong, Ian Warren, Simone Weil, Barbara Zubek
- Others Present:** Garland Armstrong, Heather Armstrong, Adam Ballard, Philip Banea, Baird Bream, Stephanie Brown, Elaine Bottomley, Jack Cruikshank, Emily Daucher, Angela Davis, Nellyka Dennis, Melissa Fuller, Emily Karry, Mike Klemens, Josh Klingenstein, Leah Mooney, Kelsey Mulhausen, Andrew Parker, Dan Persky, Chad Riddle, Suzen Riley, Donna Shaw, Troy Simpson

1.0 Call to Order and Introductions

The meeting was called to order at 9:30 a.m. by chair Snyder.

2.0 Agenda Changes and Announcements

Chair Snyder welcomed Erin Aleman, the new CMAP executive director. Ms. Aleman thanked the committee for the welcome and said she is looking forward to working with the Transportation Committee.

Ms. Dobbs announced that the CMAQ Project Selection Committee and STP Project Selection Committee released draft programs of projects for public comment for CMAQ, TAP, and the STP-Shared Fund. Comments will be accepted through August 16. Mr. Connelly congratulated the STP Project Selection Committee on the program and stated that he is pleased that the CTA has a project that made it through the evaluation process. He thanked CMAP staff and the STP Project Selection Committee for having a strong evaluation process that was performance based.

3.0 Approval of Minutes

A motion to approve the minutes of the June 7, 2019 meeting, made by Mr. Seglin, and seconded by Mayor Rockingham, carried.

4.0 Committee Reports

Ms. Inhchak provided a report about the June 19 and July 17, 2019 Coordinating Committee meetings. A written summary of recent CMAP committee activities was included in the meeting materials.

5.0 FFY 2019-2024 Transportation Improvement Program (TIP)

5.1 Amendments and Administrative Modifications

Mr. Kos reported that formal amendment 19-07 was published to the eTIP website on July 26, 2019 for committee review and public comment. Administrative amendments 19-07.1 and 19-07.2 were posted for information. A memo summarizing the formal TIP amendment 19-07 and administrative amendments 19-07.1 and 19.07.2 was included in the packet. A motion to approve formal TIP amendment 19-07, made by Mr. Connelly and seconded by Ms. Lee carried.

5.2 Semi-Annual ON TO 2050/TIP Conformity Analysis and TIP Amendment

Mr. Kos reported that the ON TO 2050/TIP Conformity Analysis and TIP amendment was prepared for public comment. A motion to approve the release of the semi-annual ON TO 2050/TIP Conformity analysis and TIP amendment 19-09 for a 30-day public comment period made by Ms. Snorden and seconded by Mr. Seglin, carried.

6.0 IDOT Safety Targets

Mr. Schmidt gave an update on the state's safety performance targets for 2020 and provided the timeline for setting the regional targets. Mr. Seglin suggested that in addition to RTOC, safety targets should be discussed with the Bicycle/Pedestrian Task Force. Ms. Wennink stated that the trends are alarming and setting performance targets is not enough. She stated that a proven approach in other regions is to establish a multi-disciplined team, including education, enforcement, and engineering. Mr. Schmidt stated CMAP is currently working on a local safety analysis project and participates in several committees throughout the region, including CDOT's Vision Zero and Lake County. Mr. Carlson stated IDOT has and continues to add safety components to routine maintenance projects. Ms. Orbon stated that safety is a part of all projects and the challenge is having a way to measure it that is not cumbersome.

7.0 Will County Division of Transportation (DOT) Budget and Capital Program

Ms. Kupkowski presented an overview of “Build Will”, the department’s budget and capital program. Mr. Snyder noted that the budget was approved prior to the passing of the state Capital Bill, and asked if the DOT anticipates going back to the County Board for supplemental appropriations. Ms. Kupkowski stated that the County Board is aware of the additional revenues, although there is no plan to adopt a revised budget. The County Board is also having discussions about county option gas tax.

8.0 Grade Crossing Prioritization Studies

Mr. Murtha presented an update regarding ongoing grade crossing delay and prioritization studies. Ms. Irvin stated that given the video Mr. Murtha showed, pedestrian safety is a major concern and asked if CMAP had considered how to collect delay information for non-motorized users. Mr. Murtha stated that has been considered, and noted that Canal Street is included in the priority list because of the high volume of pedestrians at the crossing. Mr. Sriraj stated that UIC has partnered with SSMMA on an Invest in Cook project in Riverdale and Dolton and has found 52 minutes of delay at 10 crossings in a mile and a half radius. He stated that jobs and fire stations are located on one side, and schools are on the other and that there are two train yards in the vicinity that affect several crossings at a time.

Mr. Seglin stated that Chicago has designated crossings as “9-1-1- Critical Crossings” on streets that provide access to hospitals and similar facilities. The railroads must contact 9-1-1 if they are going to block these crossings for more than 10 minutes so that dispatchers can re-route emergency vehicles. Mr. Carlson stated that IDOT has call center documentation of delayed emergency services response times. Mr. Snyder asked if emergency response times were part of the analysis and Mr. Murtha said that the data to conduct the analysis regionwide was not available to CMAP.

Ms. Snorden asked about cooperation from freight railroads. Mr. Murtha stated that data is poor, but cooperation is pretty good. Ideally event recorder data would be useful and the implementation of PTC may provide some useful data if CMAP can access it. In response to a question from Ms. Orbon, Mr. Murtha stated that the delay data is from the ICC, because that is what was available, but noted that local data was used where available. Mr. Osborn stated that the study is great work and said that passenger safety is a top priority for Metra.

9.0 Legislative Update

Mr. Smith stated that staff is preparing a memo for the CMAP Board that will provide an analysis of the State’s operational budget, the budget implementation bill, and the capital bill. The memo will come to the Transportation Committee in September.

10.0 Status of the Local Technical Assistance (LTA) Program

The LTA program status report was included in the meeting materials.

11.0 Other Business

Ms. Mooney commented that the CTA was pleased to see the recommendation for the Austin Green Line station project in the STP-Shared Fund Active Program. She said it was exciting to see a transit project and an accessibility project recommended. Ms. Irvin announced CNT's 40th anniversary celebration will be held on Thursday September 26 and more information is available on the CNT website.

12.0 Public Comment

Heather Armstrong said she is concerned about the rail crossing at 87th Street, Pulaski, and Southwest Highway because it is a dangerous intersection. She said another dangerous rail crossing is in Des Plaines at Touhy and Mannheim, especially at night when it is dark and dangerous.

Garland Armstrong stated that the rail crossing in Barrington delays ambulances and the rail crossing in Elmhurst is difficult for people with disabilities because there is no elevator for wheelchairs, and no crossing if there is a blocked train. He asked if a representative from the freight committee could attend the next ADA committee meeting.

Suzen Riley stated that the Austin Green Line station project is an important accessibility project. She said it would benefit her, several senior housing buildings, and West Suburban Hospital because it would give people an accessible station.

Adam Ballard of Access Living stated that he also supports the Austin Green Line station project because it is setting a precedent to find various fund sources to make stations accessible. He said the CTA has an ambitious plan for the All Stations Accessibility Program (ASAP) and funding the Austin Green Line Station gets it off to a good start.

Angela Davis, Chair of the CTA ADA Advisory Committee, commented that she supports the Austin Green Line station project and said it is important to the disabled community to have full access to public transportation because full access benefits everyone. She said that ASAP will take 20 years and there will be so many people that will be left out during that time.

Melissa Fuller, Vice-chair of the CTA ADA Advisory Committee, stated that she supports the Austin Green Line project. She added that she has been trying to reach IDOT to discuss the Forest Park Blue Line station in Des Plaines, near I-290 where a turning truck hit a pedestrian. She said there is a small concrete median where pedestrians cross that does not provide enough protection. She said she called IDOT and left a message and never received a call back and requested contact information for the correct staff at IDOT. Mr. Carlson offered to talk with her after the meeting.

13.0 Next Meeting

The next Transportation Committee is scheduled for September 20, 2019.

14.0 Adjournment

On a motion by Mr. Osborn, seconded by Mr. Hennings, the meeting adjourned at 11:05 a.m.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "B Zubek". The signature is written in a cursive, somewhat stylized font.

Barbara Zubek

Committee Updates

Dear CMAP Committee members and friends,

In an effort to better coordinate across CMAPs committees, staff will periodically provide an update on timely developments, upcoming presentations in other committees, and a recap of recent meetings. Please see [the archive](#) for previous committee updates.

September Update

Register today for CMAP's fall events

Starting September 17, CMAP is hosting the fall event series, “[Small Plans, Big Ideas,](#)” to connect local leaders and provide expert advice on how [ON TO 2050](#) can make a difference in your community. We invite committee members to attend and help promote these events. Registration links follow. Partner toolkits, which provide promotional text you can use in your organization’s newsletter and on social media, are available on [CMAP’s website](#).

- [Harnessing technology for a safer future](#)
Tuesday, September 17, 3:00 to 6:00 p.m., Waubensee Community College, Aurora
- [Focusing your plan for real results](#)
Tuesday, September 24, 3:00 to 6:00 p.m., Joliet Historical Museum, Joliet
- [Making it happen -- from plan to project](#)
Tuesday, October 1, 3:00 to 6:00 p.m., Greenbelt Cultural Center, North Chicago
- [Planning for an equitable water future](#)
Thursday, October 3, 3:00 to 6:00 p.m., CalComm Regional 911 Center, Calumet Park
- [Benefiting from a changing economy](#)
Tuesday, October 8, 3:00 to 6:00 p.m., Gail Borden Public Library, Elgin

A final [ON TO 2050 Symposium](#) will take place in Chicago, from 10:00 a.m. to 4:30 p.m., on Thursday, October 10, the one-year anniversary of the adoption of the plan.

Each event will help you make meaningful connections with other communities and collaborate on some of our region’s toughest issues. A resource fair with opportunities and educational materials from CMAP's local and regional partners will also be available at each event. The event series will coincide with the 2019 joint call for projects for the CMAP [Local Technical Assistance](#) (LTA) and [Regional Transportation Authority](#) (RTA) Community Planning programs.

Recap and highlights: Recent and upcoming committee meetings

Agenda items are subject to change. To check meeting agendas and access all committee materials: <https://www.cmap.illinois.gov/committees>

Bicycle and Pedestrian Task Force

Meets next on Wednesday, September 18, at 1:00 p.m.

At the September 18 meeting, the Bicycle and Pedestrian Task Force will hear from Lake County on bicycle and other initiatives in the county. The Illinois Department of Transportation's District 1 office will provide an update on the department's bikeway facilities guide.

At the [June 19 meeting](#), the Task Force heard an update from the City of Chicago on [Milwaukee Avenue Complete Streets Improvements](#). Additionally, Illinois Department of Natural Resource's (IDNR) Regional Landscape Architect and Grand Illinois Trail Coordinator George Bellovics presented on IDNR's project to complete the northern portion of the [Burnham Greenway Trail gap](#), providing an overview of the project and its current status.

Board

Meets next on Wednesday, September 11, at 9:30 a.m.

At the [September 11 meeting](#), CMAP staff will present a Spring Legislative Recap and Capital Bill analysis on [transportation capital funding](#) and [non-transportation infrastructure funding](#).

Join the CMAP Board meeting in person at CMAP's office or [stream the meeting online](#).

Citizens' Advisory Committee

Meets next on Tuesday, September 10, at 2:00 p.m.

At the September 10 Citizens' Advisory Committee meeting, CMAP staff will provide an update on recent [demographic shifts in the region](#), as well as an update on [motorist delay at highway-rail grade crossings](#).

At the [June 11 meeting](#), the committee received a presentation from the U.S. Census Bureau on regional efforts for the 2020 Census.

Congestion Mitigation and Air Quality (CMAQ) Project Selection Committee

Meets next on Thursday, October 31, at 11:00 a.m.

At the [September 5 meeting](#), staff presented [public comments received for the Federal Fiscal Year \(FFY\) 2020-24 CMAQ Improvement program and the FFY 2020-22 locally programmed Transportation Alternatives Program](#). The committee recommended the [proposed programs](#) to the Transportation Committee for its recommendation to the MPO Policy Committee.

Coordinating Committee

Meets next on Wednesday, September 11, at 8:00 a.m.

At the [September 11 meeting](#), staff will present research on the potential impacts of a road usage charge in the region as well as thoughts on how Illinois could structure a pilot program. Additionally, staff have begun a collaborative project considering state and regional policies to reduce the disproportionate

impacts of existing and proposed transportation revenue sources. Staff will present the project scope to the committee for discussion.

At the [July 17 meeting](#), the committee heard from staff on CMAP's [embedded staff planner demonstration project](#) and provided feedback on the program's action plan development.

Council of Mayors' Executive Committee

Meets next on Tuesday, October 29, at 9:30 a.m.

At the [August 20 meeting](#) of the Council of Mayors, the Executive Committee heard from staff about ongoing research about the [growth and impacts of e-commerce in the region](#) and received a presentation on recent [regional demographic shifts](#).

Environment and Natural Resources Committee

Meets next on Thursday, November 7, at 9:30 a.m.

[The ENR committee met on September 5](#). Mike Warner from the Lake County Stormwater Management Commission presented on the [Illinois State Water Survey's update to Bulletin 70's rainfall data](#) and the impact to Lake County, the Des Plaines River, and the Lake County Watershed Development Ordinance. Patrick McPartlan from the Kane-DuPage Soil and Water Conservation District provided an update on the district's [Land Use Opinion report](#) and solicited feedback from the committee on incorporating the principles of [ON TO 2050](#).

Freight Committee

Meets next on Monday, September 16, at 10:00 a.m.

At the upcoming meeting on September 16, the Freight Committee will hear an update from City Tech and HERE Technologies on their Delivery Congestion Reduction pilot program. Following this presentation, Dr. Kazuya Kawamura will provide an overview of research into decentralization of urban logistics facilities.

At the [June 17 meeting](#), the committee heard from FHWA on the [Freight Fluidity Monitoring Program](#), an effort to understand end-to-end performance of an individual freight trip across multiple nodes and jurisdictions. A representative from Cook County joined the committee as well to provide an update on the [Lincoln Highway Logistics Corridor Strategic Plan](#), which resulted in a prioritized list of industrial development sites in the disinvested communities of Chicago Heights, Ford Heights and Sauk Village. CMAP staff introduced new work that will respond to the growth of e-commerce in the region and solicited feedback from the committee on the project scope.

Human and Community Development Committee

Meets next on Tuesday, October 8, at 10:00 a.m.

[Austin Coming Together](#) (ACT) will host the October 8 meeting of the Human and Community Development Committee. The Committee will receive an introduction to the organization and the Austin Community Area. Members will also hear from CMAP and ACT staff about a Local Technical Assistance project in Austin.

At the [August 6 meeting](#), the committee received presentations from CMAP staff on population changes in the CMAP region. Staff also presented the newly released [Sidewalk Inventory](#), a CMAP analysis to estimate the walkability of the CMAP region by compiling sidewalk data.

Land Use and Housing Committee

Meets next on Tuesday, November 5, at 9:30 a.m.

At the [September 3 meeting](#), the committee heard from CMAP staff on recent [demographic shifts in the region](#). The committee discussed an update on recent work undertaken by [Homes for a Changing Region](#), a partnership between CMAP, Metropolitan Mayors Caucus, and Metropolitan Planning Council. Additionally, CMAP staff provided an overview of Rebuild Illinois, the [recently passed infrastructure package](#), and demonstrated a recently released tool developed by CMAP [that allows users to search the projects and programs funded by Rebuild Illinois](#).

Surface Transportation Project (STP) Project Selection Committee

Meets next on Thursday, October 31, at 9:30 a.m.

At the September 5 meeting, staff presented public comments received for [the FFY 2020-24 Active and Contingency Programs](#). The committee approved the proposed programs. A TIP Amendment encompassing the programs will be presented to the Transportation Committee for its recommendation to the MPO Policy Committee.

Transportation Committee

Meets next on Friday, September 20, at 9:30 a.m.

At the September 20 meeting, the Transportation Committee will consider recommending an ON TO 2050/FFY 2019-2024 TIP Conformity Analysis and TIP Amendment to the MPO Policy Committee. The Lake County Division of Transportation and the RTA will provide presentations on their budget and capital plans and CMAP's research and analysis team will demonstrate the agency's new Activity Based Model.

The committee met on August 2, and discussed the timeline of the [2020 regional highway safety performance targets](#). CMAP staff provided an update on [motorist delay at highway-rail grade crossings](#), and Will County's Division of Transportation provided an overview of the [county's transportation improvement program](#).

To learn more or attend

For questions about committee meetings, please contact the staff member listed on the [Committees](#) page. Please note that any changes to committee meeting dates or times will be listed on the individual committees webpage.

All committee meetings are held at CMAP's office, 233 S. Wacker Drive, Chicago, Suite 800, which is ADA accessible. If a committee member or a member of the public requires a reasonable accommodation in order to attend a committee meeting, please contact Ingrid Witherspoon at 312-454-0400 or iwitherspoon@cmap.illinois.gov at least five days in advance of the meeting.



MEMORANDUM

To: CMAP Transportation Committee
From: CMAP Staff
Date: September 13, 2019
Re: Transportation Improvement Program (TIP) Amendments

Since the August 2nd committee meeting, project programmers submitted 63 formal amendments for Transportation Committee consideration. Additionally, 164 administrative amendments were submitted, reviewed, and accepted by staff. Summary information is presented below. A list of projects and report of the full change details for each amendment are available on the Amendments tab of the [eTIP public web page](#). Staff requests committee approval of Formal Amendment 19-08.

Formal Amendment 19-08

A total of 63 formal amendments were submitted for Transportation Committee approval on amendment **19-08**. Financial changes made when phases were moved into or out of the active years (FFY 2019 – 2023) of the TIP on twenty-six (26) projects added \$46.7 million in total cost. Twenty-one (21) new projects totaling over \$89 million are proposed to be added to the TIP. Just under \$2.2 million in total cost was removed as a result of one (1) project deletion. Other cost changes, including the removal of federal funds from a project, resulted in the addition of another \$4.7 million. The overall change in total project cost within all prior, current, and future years due to this amendment is the addition of \$138 million to the TIP, as summarized below.

Type of change	# of projects	Change in total cost	Total cost before	Total cost after
Phase(s) added to or removed from TIP	26	\$46,716,720	\$1,042,324,613	\$1,089,041,333
New Project	21	\$89,023,240	\$0	\$89,023,240
Cost change	14	\$4,897,215	\$612,892,068	\$617,789,283
Delete project	1	-\$2,197,000	\$2,197,000	\$0
Federal funds added or removed	1	-\$203,181	\$230,888	\$27,707
Grand Total	63	\$138,236,994	\$1,657,644,569	\$1,795,881,563

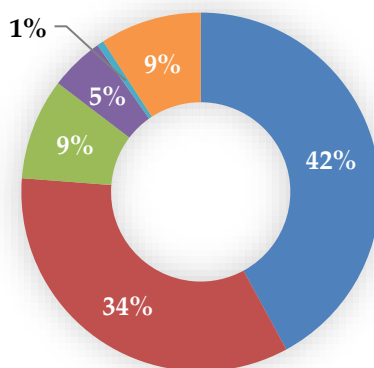
Administrative Amendments 19-08.1 and 19-08.2

A total of 164 Administrative Amendments were submitted, reviewed, and accepted by staff on amendments **19-08.1** and **19-08.2**. Administrative amendments include new projects that are not

federally funded or have all federal funds in future years, conversion of project phases to or from Advance Construction (AC), cost changes that are below CMAP's amendment thresholds, changes to project schedules within the years of the TIP, changes to fund sources, and other miscellaneous changes that do not affect the scope, schedule, or funding of projects in a way that requires committee approval.

19-08.1 & 19-08.2 Administrative Amendments - Type of Change

■ Schedule ■ AC ■ Cost ■ New ■ Scope ■ Other



The majority of administrative changes submitted were schedule changes, which included the removal of \$3.4 million from the TIP. Cost adjustments made with changes related to Advance Construction (AC), added just under \$4 million in total cost to the TIP. Cost changes made on 15 projects added \$15 million, and the addition of 8 new projects added \$16 million. Minor scope and other changes, such as updating project IDs and contacts, added an additional \$1.8 million. Overall, the 164 administrative changes resulted in just over \$33 million being added to the TIP. The type of change, number of projects affected, and total project cost information is shown on the next page. Total cost includes all fund sources and all project phases in prior, current, and future years.

Type of change	# of projects	Change in total cost	Total cost before	Total cost after
Schedule change	69	-\$3,454,212	\$447,970,988	\$444,516,776
Phase(s) converted from AC status	43	\$3,714,020	\$411,112,836	\$414,862,856
Phase(s) placed in AC status	13	\$210,000	\$82,648,421	\$82,858,421
Cost change below amendment thresholds	15	\$14,564,999	\$3,815,013,293	\$3,829,578,292
New Project	8	\$16,245,000	\$0	\$16,245,000
Minor scope change	1	\$500,000	\$63,100,000	\$63,600,000
Other	15	\$1,318,515	\$157,517,994	\$158,836,509
Grand Total	164	\$33,098,322	\$4,977,363,532	\$5,010,461,854

ACTION REQUESTED: Approval

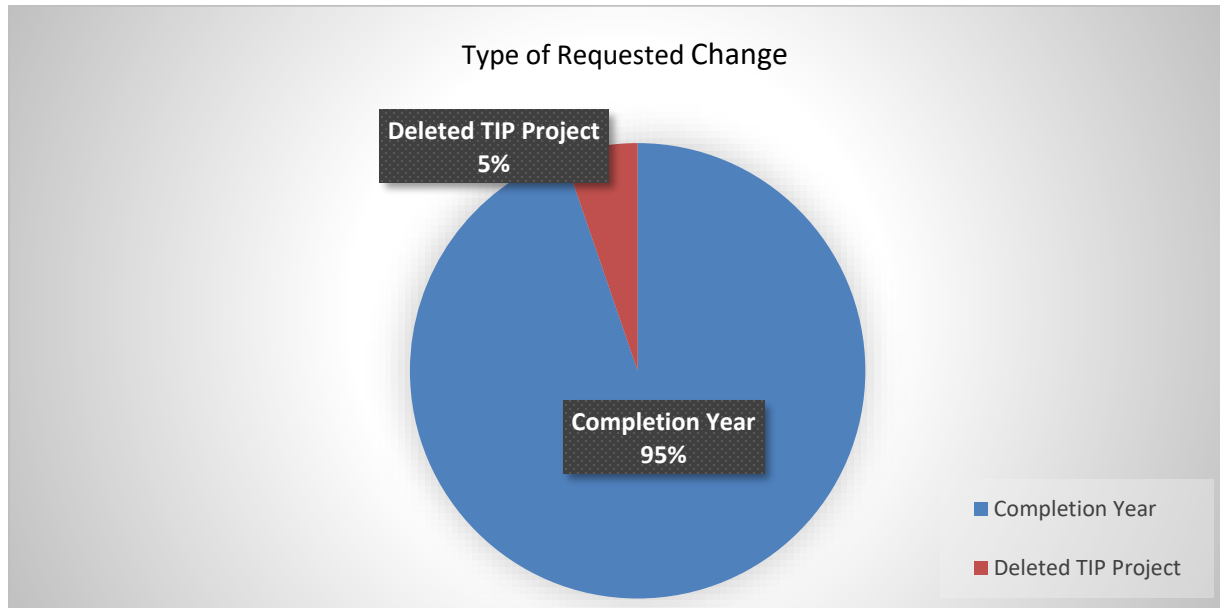
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MEMORANDUM

To: CMAP Transportation Committee
From: CMAP Staff
Date: September 13, 2019
Re: ON TO 2050/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 FFY 2019-24 Transportation Improvement Program (TIP) and ON TO 2050. Of the changes requested, nineteen projects require air quality conformity analysis. Below is a summary by type of requested changes.



If the TIP amendment is approved, one non-exempt project will be removed from the TIP and eighteen existing non-exempt projects will be updated. 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. Changes to existing projects are described below.

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 2050. The analysis years are currently 2020, 2025, 2030, 2040 and 2050. If a change in completion year results in moving a project across an analysis year, the project must be revised in the conformity analysis.

The below project sponsors indicated a focus on different segments of their projects, providing a clarification of location with no physical change and noting a later completion year, therefore requiring a revision to the conformity analysis:

- TIP ID [07-94-0027](#): Torrence Ave to Burnham Ave; FAU 1631 Joe Orr Road Realignment/Extension from Stony Island Avenue to Burnham Ave
- TIP ID [09-03-0002](#): Huntley Rd from Randall Rd to Elm Ave
- TIP ID [09-16-0013](#): Wolfs Crossing Road from US 34 Chicago Road to Eola Road

These non-exempt projects crossed an analysis year and are included in the conformity analysis:

- TIP ID [03-03-0101](#): Meacham Rd from Kirchoff Rd to IL 62 Algonquin Rd
- TIP ID [06-00-0042](#): 143rd Street from Wolf Road to US 45 LaGrange Rd
- TIP ID [06-03-0005](#): 143rd St from Will-Cook Rd to IL 7 Wolf Rd
- TIP ID [07-96-0013](#): FAU 1631 Joe Orr Rd Main St Extension from FAU 2943 Burnham Ave to IL/IN State Line (Joe Orr Road project)
- TIP ID [09-16-0032](#): IL 71 Reconstruction and Add Lanes from IL 47 to E. of IL 126
- TIP ID [09-99-0102](#): La Fox Rd Bypass to Bunker Rd at Campton Twp (3783)
- TIP ID [12-06-0013](#): 143rd St from IL 59 to IL 126
- TIP ID [12-18-0006](#): Houbolt Road (I-80 to US ROUTE 6)
- TIP ID [12-18-0007](#): Houbolt Road ext (Des Plaines Bridge)

The following not exempt Regionally Significant Projects (RSP) crossed an analysis year:

- TIP ID [01-06-0051](#): CREATE - Central Av at BRC RR (GS-02) - RSP 151
- TIP ID [09-12-0036](#): I-80 Reconstruction and Managed Lanes from Ridge Rd to US 30 Lincoln Hwy - RSP 36
- TIP ID [13-16-0009](#): I-294 Central Tri-State Reconstruction and Mobility Improvements - RSP 23
- TIP ID [13-18-0005](#): I-290/I-88/I-294 Interchange Improvement - RSP 24

Due to the completeness of the vast majority of this Major Capital project, the sponsor requested for this segment to become a new stand-alone not exempt project, in doing so it crossed an analysis year:

- TIP ID [01-19-0031](#): Jane Addams Tollway (I-90) Eastbound Exit to Lee Street

The addition of the proposed bridge widening of this tollway improvement affects the project completion year and crosses an analysis year:

- TIP ID [08-16-0033](#): I-88 Recon -York Rd to I-290, and the Windsor Bridge over I-88

The following project is now being deleted and will be removed from the travel demand model:

- TIP ID [10-10-0022](#): Lewis Avenue from Grand Avenue to Belvidere Road

Current project information is available through the [eTIP database](#) public website. Details of the project changes summarized in this memo are found in the [19-09 Conformity Amendment](#) 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 2014a model. The results from the MOVES model show emissions for each modeled year remain below the Motor Vehicle Emissions Budget (MVEB) set forth by the US EPA for the 8-Hour Ozone standard for the Chicago Non-Attainment area. Therefore, with the proposed changes, ON TO 2050 and the FFY 2019 – 2024 TIP conform to the 2008 and 2015 8-Hour Ozone NAAQs and the 1997 8-Hour Ozone Maintenance Plan. Although conformity to the PM_{2.5} MVEB is no longer required for the Chicago region by the US EPA, CMAP continues to model PM_{2.5} emissions and document the comparison of those emissions to the last applicable PM_{2.5} MVEB.

The model generated on-road emission estimates for each precursor or direct pollutant in each analysis year are shown in the table below. Ozone precursors, volatile organic compounds (VOC) and nitrogen oxides (NO_x), were modeled with the resulting emissions inventories estimates below the MVEB for ozone.

Direct PM_{2.5} and NO_x Emissions in Tons per Year for PM_{2.5} Conformity

Year	Fine Particulate Matter		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2020	2,041.41	5,100.00	55,368.26	127,951.00
2025	1,235.34	2,377.00	31,530.70	44,224.00
2030	952.89	2,377.00	23,775.31	44,224.00
2040	850.07	2,377.00	20,664.61	44,224.00
2050	898.98	2,377.00	21,691.69	44,224.00

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

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

Year	Volatile Organic Compounds		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2020	71.39	117.23	146.15	373.52
2025	53.12	60.13	85.11	150.27
2030	43.41	60.13	60.95	150.27
2040	33.91	60.13	51.54	150.27
2050	34.15	60.13	54.13	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 July 11, 2019

No comments were received during the comment period from August 2 through September 3, 2019. Staff requests that the Transportation Committee recommend a finding of conformity and approval of TIP Amendment 19-09 to the CMAP Board and MPO Policy Committee.

ACTION REQUESTED: Approval

###



MEMORANDUM

To: CMAP Transportation Committee

From: CMAP Staff

Date: September 13, 2019

Re: Proposed FFY 2020–2024 STP- Shared Fund program

On September 5, 2019, the Surface Transportation Program (STP) Project Selection Committee (PSC) approved the attached program of 17 projects to be funded over the next five years from the STP-Shared Fund. The program was developed by applying a performance-based selection [methodology](#) to the 71 project [applications](#) received in response to the call for projects issued in January 2019. The draft program of projects was available for public comment from July 18 through August 16, 2019. More than 500 comments were received regarding the STP-Shared Fund recommended program and the process used to develop the recommendation. The majority of comments (485) were in support of specific projects recommended for funding. A summary of comments and the staff recommendations with regard to those comments is available in [this memo](#) provided to the STP PSC for their September 5th meeting. Copies of the individual comments are available on the call for projects web page at <https://cmap.is/2019callforprojects>.

In addition to the 17 projects recommend for the FFY 2020 – 2024 STP-Shared Fund Active Program, all other projects submitted for consideration that met all eligibility requirements will be included in a [contingency program](#). Project phases in the contingency program may be selected to move into the active program if funds become available, according to the [Active Program Management](#) policies enacted by the STP PSC.

The recommended program has been incorporated into TIP Amendment 20-21.1. Staff requests that the Transportation Committee recommend approval of the proposed program and TIP Amendment 20-21.1 to the CMAP Board and MPO Policy Committee.

ACTION REQUESTED: Approval

###



Chicago Metropolitan
Agency for Planning

FFY 2020 - 2024 STP - Shared Fund Active Program

Green - Recommended for funding as requested Yellow - Recommended for funding in later year(s)

PROJECT INFORMATION							RECOMMENDED PROGRAM						
Rank	CMAP ID	Project	Council/Lead	Muni/Lead	Project category	Phases	2020	2021	2022	2023	2024	5-year Total	TDCBs
1	CFP03-19-0009	U.S. Route 14 Grade Separation at the Canadian National Railway -- Barrington	Northwest Council	Barrington	highway rail grade crossing	E2, R, C/CE	\$10,664,000	\$0	\$0	\$37,947,672	\$0	\$48,611,672	
2	CFP12-19-0017	143rd Street East Extension-IL Route 59 to IL Route 126	Will Co Council	Plainfield	truck route improvement	R, C/CE	\$5,014,225	\$0	\$12,169,985	\$0	\$0	\$17,184,210	
3	CFP01-19-0013	Canal Street Viaducts - Adams to Madison stage	CDOT	CDOT	bridge rehab or reconstruction	C/CE	\$0	\$16,000,000	\$0	\$0	\$0	\$16,000,000	
4	CFP01-19-0017	LaSalle Street Bridge and Viaduct over Chicago River	CDOT	CDOT	bridge rehab or reconstruction	C/CE	\$0	\$0	\$0	\$0	\$39,200,000	\$39,200,000	
5	CFP01-19-0015	Milwaukee Avenue from Gale St to Jefferson St	CDOT	CDOT	road reconstruction	C/CE	\$0	\$11,825,000	\$0	\$0	\$0	\$11,825,000	
7	CFP18-19-0007	Homewood Station Renovation	South Council	Metra	transit station	I	\$9,250,212	\$0	\$0	\$0	\$0	\$9,250,212	
8	CFP07-19-0011	Burnham Avenue Grade Separation	South Council	Burnham	highway rail grade crossing	E1	\$3,800,000	\$0	\$0	\$0	\$0	\$3,800,000	\$760,000
9	CFP05-19-0006	Depot District Streetscape Project	Central Council	Berwyn	road reconstruction	C	\$0	\$5,398,000	\$0	\$0	\$0	\$5,398,000	
12	CFP16-19-0033	CTA Green Line Austin Station Accessibility Improvements	CTA	CTA	transit station	E2, C/CE	\$6,334,000	\$0	\$13,930,000	\$0	\$0	\$20,264,000	
16	CFP03-19-0019	Irving Park Road at Bartlett Road	Northwest Council	Streamwood	corridor or small area safety	E2, C	\$80,000	\$3,505,600	\$0	\$0	\$0	\$3,585,600	
19	CFP07-19-0007	Joe Orr Road Extension	South Council	Cook Co DOTH	road expansion	C	\$0	\$2,500,000	\$0	\$0	\$0	\$2,500,000	
21	CFP08-19-0010	North Aurora Rd (FAU Route 1509) Pennsbury Ln to Frontenac Rd	DuPage Council	Naperville	road expansion	C	\$0	\$0	\$9,800,000	\$0	\$0	\$9,800,000	
24	CFP09-19-0012	East New York Street	Kane/Kendall Council	Aurora	road reconstruction	C	\$3,125,600	\$0	\$0	\$0	\$0	\$3,125,600	
25	CFP07-19-0017	University Park Metra Reconstruction	South Council	University Park	transit station	E1	\$0	\$0	\$2,500,000	\$0	\$0	\$2,500,000	\$500,000
31	CFP05-19-0004	IDOT East Avenue Improvements (Joliet Road to 55th Street)	Central Council	Countryside	truck route improvement	C	\$894,542	\$0	\$0	\$0	\$0	\$894,542	
40	CFP07-19-0009	Cottage Grove Avenue grade separation (CREATE GS23a)	South Council	Dolton	highway rail grade crossing	E1	\$0	\$0	\$0	\$2,000,000	\$0	\$2,000,000	\$400,000
67	CFP09-19-0017	Prairie Street Improvements - Wilson Street to Pine Street	Kane/Kendall Council	Batavia	road reconstruction	E2, R, C/CE	\$166,600	\$93,100	\$1,527,050	\$0	\$0	\$1,786,750	
Grand Total							\$39,329,179	\$39,321,700	\$39,927,035	\$39,947,672	\$39,200,000	\$197,725,586	\$1,660,000
Unprogrammed Balance							\$670,821	\$678,300	\$72,965	\$52,328	\$800,000	\$2,274,414	

Phases: E - Engineering E1 - Phase 1 Engineering E2 - Phase 2 Engineering R - Right of Way C/CE - Construction/Construction Engineering I - Implementation



Chicago Metropolitan Agency for Planning

Agenda Item 6.2

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MEMORANDUM

To: CMAP Transportation Committee
From: CMAP Staff
Date: September 13, 2019
Re: Proposed FFY 2020 – 2024 CMAQ and FFY 2020-2022 TAP-L Programs

At its September 5, 2019 meeting, the CMAQ Project Selection Committee considered the comments on the proposed FFY 2020-2024 CMAQ and FFY 2020-2022 TAP-L programs released for public comment from July 11 to August 16, 2019. The Project Selection Committee accepted the staff recommendations regarding the comments and no changes were made to the proposed programs. See the [memo to the CMAQ Project Selection Committee](#) for a summary of the comments received on the CMAQ program. Individual comments are available at <https://cmap.is/2019callforprojects>.

Staff requests that the Transportation Committee recommend approval of the proposed FFY 2020-2024 CMAQ program, the FFY 2020-2022 TAP-L program, and TIP amendments 20-21.2 and 20-21.3 to the CMAP Board and MPO Policy Committee.

ACTION REQUESTED: Approval

###



Chicago Metropolitan Agency for Planning

FFY 2020-2024 CMAQ and FFY 2020-2022 TAP-L Recommended Programs by CMAQ Project Selection Committee September 5, 2019

Project Type	CFP ID	Sponsor	Facility to be Improved	Project Total	Federal Request	2020-2024 Recommended Total ¹	Congestion Mitigation and Air Quality Improvement					Transportation Alternatives Program
							Annualized \$ per Kg VOC Eliminated	Annualized \$ Per Kg PM2.5 Eliminated	Air Quality Cost Effectiveness Score	Transportation Impact/Regional Priority Scores	Composite Priority Index ²	TAP-L Score
Access to Transit	CFP05-19-0001	IDOT D1 Hwys	55th Street Transit Access Improvements	\$ 238,500	\$ 178,800	\$178,800	\$526		55.9	12.8	68.7	
Access to Transit	CFP12-19-0023	RTA	RTA Access to Transit Program of Projects	\$ 5,996,330	\$ 4,508,033	\$3,224,634	\$1,249		50.7	16.0	66.7	
Access to Transit	CFP08-19-0028	VILLA PARK	Villa Park Metra Commuter Station Area Sidewalk Project	\$ 623,610	\$ 446,160	\$0	\$3,309		38.4	5.0	43.4	
Access to Transit	CFP07-19-0020	RIGHTON PARK	Richton Park Metra Commuter Rail Station Traffic Flow Improvements	\$ 1,529,200	\$ 1,112,000	\$0	\$3,868		35.6	13.0	48.6	
Access to Transit	CFP01-19-0023	CDOT	Chicago Pedway Reconstruction + System Wayfinding Replacement	\$ 13,750,000	\$ 13,500,000	\$13,500,000	\$6,113		26.3	22.8	49.1	
Access to Transit	CFP08-19-0027	VILLA PARK	Euclid Avenue and Jackson Street Sidewalk Improvements	\$ 414,000	\$ 298,400	\$0	\$60,294		0.0	5.0	5.0	
Access to Transit	CFP11-19-0009	HARVARD	US Rte. 14 Sidewalks/Rte. 173 Sidewalks	\$ 1,540,200	\$ 179,000	\$0	\$91,825		0.0	9.5	9.5	
Access to Transit	CFP05-19-0006	BERWYN	Depot District Streetscape Project	\$ 16,338,462	\$ 5,398,000	\$0	\$227,131		0.0	15.5	15.5	
Bicycle Facilities	CFP03-19-0017	SKOKIE	Oakton Street Multi-use Path	\$ 2,364,000	\$ 1,760,000	\$1,760,000	\$943		52.8	23.0	75.8	62
Bicycle Facilities	CFP08-19-0020	OAK BROOK	Oak Brook Harger Road Multi-Use Path	\$ 2,083,733	\$ 1,556,986	\$1,556,986	\$1,589		48.4	24.0	72.4	40
Bicycle Facilities	CFP08-19-0015	OAK BROOK	Salt Creek Trail Underpass at Harger Road	\$ 3,541,279	\$ 2,331,900	\$2,331,900	\$1,848		46.8	16.0	62.8	20
Bicycle Facilities	CFP04-19-0005	FRANKLIN PARK	Franklin Avenue Shared Use Path	\$ 990,500	\$ 784,000	\$784,000	\$1,949		46.2	15.0	61.2	52
Bicycle Facilities	CFP15-19-0008	FPD OF COOK COUNTY	Des Plaines River Trail at Union Pacific Railroad	\$ 4,250,000	\$ 3,104,000	\$3,104,000	\$2,976		40.2	34.0	74.2	91
Bicycle Facilities	CFP05-19-0004	Countryside (IDOT D1 Local Rds)	IDOT East Avenue Improvements (Joliet Road to 55th Street)	\$ 1,192,722	\$ 894,542	\$0	\$3,205		39.0	16.0	55.0	37
Bicycle Facilities	CFP07-19-0016	RIGHTON PARK	Poplar Avenue Multi-Use Path Extension along IL 50/Cicero Avenue	\$ 1,554,000	\$ 1,140,000	\$1,140,000	\$3,367		38.1	26.0	64.1	64
Bicycle Facilities	CFP03-19-0022	SCHAUMBURG	Golf Road and Meacham Road Multiuse Path	\$ 1,775,550	\$ 1,332,000	\$1,332,000	\$5,403		29.0	26.0	55.0	75
Bicycle Facilities	CFP06-19-0007	ROSEMONT	Rosemont Bicycle/Pedestrian Bridge	\$ 1,725,280	\$ 1,180,224	\$1,180,224	\$5,751		27.7	24.0	51.7	70
Bicycle Facilities	CFP02-19-0006	NORTHFIELD	Skokie Valley Trail Improvements	\$ 4,408,500	\$ 240,000	\$240,000	\$7,180		22.8	26.0	48.8	70
Bicycle Facilities	CFP02-19-0007	Glencoe Park District	Connect Glencoe	\$ 1,550,300	\$ 667,150	\$667,150	\$8,990		17.9	24.0	41.9	65
Bicycle Facilities	CFP12-19-0022	ROLLING MEADOWS	Quentin Road Bike Path	\$ 1,126,500	\$ 858,400	\$858,400	\$9,424		16.9	22.0	38.9	60
Bicycle Facilities	CFP03-19-0015	DES PLAINES	Rand Road Sidepath - Central Rd to Elk Blvd	\$ 4,740,479	\$ 2,377,920	\$2,377,920	\$9,609		16.5	28.0	44.5	62
Bicycle Facilities	CFP10-19-0025	HIGHLAND PARK	St. Johns Bike Path Relocation	\$ 2,007,720	\$ 1,586,000	\$0	\$10,364		14.9	16.0	30.9	35
Bicycle Facilities	CFP07-19-0015	BURNHAM	Burnham Greenway Trail Bridge @ RR's and Brainard Avenue	\$ 11,350,000	\$ 200,000	\$200,000	\$26,207		1.8	24.0	25.8	64

1-Orange is CMAQ funding and Green is TAP-L funding.

2-Composite priority index is the sum of air quality, transportation impact, and regional priority scores.

							Congestion Mitigation and Air Quality Improvement					Transportation Alternatives Program
Project Type	CFP ID	Sponsor	Facility to be Improved	Project Total	Federal Request	2020-2024 Recommended Total ¹	Annualized \$ per Kg VOC Eliminated	Annualized \$ Per Kg PM2.5 Eliminated	Air Quality Cost Effectiveness Score	Transportation Impact/Regional Priority Scores	Composite Priority Index ²	TAP-L Score
Bicycle Facilities	CFP09-19-0015	SUGAR GROVE	Blackberry Creek Bridge and Shared-Use Path	\$ 1,027,746	\$ 734,210	\$0	\$55,581		0.0	18.0	18.0	45
Bicycle Facilities	CFP01-19-0021	CDOT	Englewood Line Trail	\$ 56,685,500	\$ 44,548,400	\$0	\$55,681		0.0	30.0	30.0	70
Bicycle Facilities	CFP03-19-0018	ARLINGTON HEIGHTS	Buffalo Creek Multi-Use Trail Extension	\$ 193,000	\$ 122,400	\$122,400	\$110,718		0.0	15.0	15.0	65
Bicycle Facilities	CFP10-19-0026	HIGHLAND PARK	Sheridan Road Path	\$ 2,773,800	\$ 2,186,200	\$0	\$177,734		0.0	18.0	18.0	35
Bicycle Facilities	CFP10-19-0027	FOX LAKE	Nippersink Boulevard Bike Path - from Grand Avenue to Oak Street	\$ 2,910,065	\$ 336,000	\$0	\$206,019		0.0	13.0	13.0	40
Bicycle Facilities	CFP10-19-0020	Lake Co DOT	Illinois Route 137 Bike Path (Patriot Path)	\$ 28,108,393	\$ 21,397,998	\$0	\$821,378		0.0	23.0	23.0	64
Bicycle Facilities	CFP10-19-0019	Lake Co DOT	Deerfield Road from Milwaukee Avenue to Saunders Road	\$ 6,576,756	\$ 3,444,608	\$3,444,608	N/A		N/A	0.0	N/A	65
Bicycle Facilities	CFP12-19-0018	ORLAND PARK	143rd Street Multi-use Path from 108th to Southwest Highway	\$ 6,485,071	\$ 5,081,153	\$0	N/A		N/A	0.0	N/A	42
Bicycle Facilities	CFP10-19-0017	FPD of Lake County	Millennium Trail - Rt. 45 Underpass	\$ 4,825,384	\$ 3,450,024	\$3,450,024	No Benefit		N/A	22.0	No Emissions Benefit	65
Bicycle Facilities	CFP09-19-0010	Kane Co DOT	Dauberman Road Extension-Multiuse Path	\$ 1,563,000	\$ 1,250,400	\$0	No Benefit		N/A	12.0	No Emissions Benefit	50
Bicycle Facilities	CFP10-19-0030	HIGHLAND PARK	Highland Park Pedestrian and Bicycle Bridge over US Rte 41 Replacement	\$ 5,240,000	\$ 3,936,000	\$0	No Benefit		N/A	16.0	No Emissions Benefit	25
Bicycle Facilities	CFP12-19-0024	FPD OF WILL COUNTY	Veterans Memorial Trail (Spring Creek to 159th Street)	\$ 7,550,734	\$ 5,353,791	\$5,353,791	No Benefit		N/A	19.0	No Emissions Benefit	65
Bicycle Facilities	CFP03-19-0016	ELK GROVE VILLAGE	Clearmont Bicycle and Pedestrian Bridge over Salt Creek	\$ 2,984,200	\$ 2,014,400	\$0	No Benefit		N/A	13.0	No Emissions Benefit	50
Bottleneck Elimination	CFP07-19-0010	Cook Co DOTH	Dolton Interlocking (CREATE WA11)	\$ 43,606,848	\$ 19,956,633	\$0	\$2,227		44.5	31.0	75.5	
Bottleneck Elimination	CFP08-19-0019	IDOT D1 Hwys	I-55 from Illinois Route 53 to I-355 Auxiliary Lanes	\$ 28,077,574	\$ 20,345,800	\$0	\$36,845		0.4	22.0	22.4	
Bottleneck Elimination	CFP12-19-0027	NEW LENOX	Gougar Road Grade Separation at Wisconsin Central Ltd. Railroad	\$ 36,336,109	\$ 28,668,888	\$0	\$72,952		0.0	14.0	14.0	
Bottleneck Elimination	CFP03-19-0009	BARRINGTON	U.S. Route 14 Grade Separation at the Canadian National Railway -- Barrington	\$ 69,934,590	\$ 48,611,672	\$0	\$83,018		0.0	13.0	13.0	
Demonstration	CFP17-19-0043	Pace	Low Cost On-Demand Service Platform integrated with Pace's Transit Systems	\$ 600,000	\$ 600,000	\$0	N/A		N/A	N/A	N/A	
Direct Emissions Reduction	CFP18-19-0006	Metra	Repower of 21 F59PHI Locomotives	\$ 63,000,000	\$ 50,400,000	\$28,800,000		\$475	58.6	30.0	88.6	
Direct Emissions Reduction	CFP16-19-0031	CTA	CTA Electric Bus Program - Purchase up to 70 Electric Buses and up to nine Chargers - FY 2020-2024 CMAQ	\$ 103,139,665	\$ 103,139,665	\$39,088,861		\$1,720	55.4	27.0	82.4	
Direct Emissions Reduction	CFP13-19-0012	IDOT D1 Hwys	Emergency Traffic Patrol Vehicle Replacement	\$ 3,060,000	\$ 2,448,000	\$0		\$69,953	16.3	14.0	30.3	
Direct Emissions Reduction	CFP17-19-0004	Pace	Pace - Purchase/Replace Fixed Route CNG Buses	\$ 63,000,000	\$ 63,000,000	\$0		\$114,685	17.8	16.0	33.8	

1-Orange is CMAQ funding and Green is TAP-L funding.

2-Composite priority index is the sum of air quality, transportation impact, and regional priority scores.

							Congestion Mitigation and Air Quality Improvement					Transportation Alternatives Program
Project Type	CFP ID	Sponsor	Facility to be Improved	Project Total	Federal Request	2020-2024 Recommended Total ¹	Annualized \$ per Kg VOC Eliminated	Annualized \$ Per Kg PM2.5 Eliminated	Air Quality Cost Effectiveness Score	Transportation Impact/Regional Priority Scores	Composite Priority Index ²	TAP-L Score
Intersection Improvement	CFP03-19-0008	IDOT D1 Hwys	US Route 20 at Oak Avenue and Bartlett Road	\$ 3,644,967	\$ 2,774,000	\$2,774,000	\$816		53.8	13.0	66.8	
Intersection Improvement	CFP08-19-0017	DuPage Co DOT	75th Street from Lyman Avenue to Exner Road/Williams Street	\$ 4,695,528	\$ 1,090,016	\$1,090,016	\$2,502		42.8	14.0	56.8	
Intersection Improvement	CFP02-19-0008	LINCOLNWOOD	Touhy/Cicero Avenue Intersection Improvements	\$ 3,040,000	\$ 2,232,000	\$2,232,000	\$2,757		41.4	19.0	60.4	
Intersection Improvement	CFP12-19-0015	GLENVIEW	E. Lake Avenue / Waukegan Road Intersection Improvement	\$ 3,290,000	\$ 2,448,000	\$2,448,000	\$3,725		36.3	11.0	47.3	
Intersection Improvement	CFP09-19-0020	Kane Co DOT	Orchard Road at U.S. Route 30	\$ 2,853,819	\$ 1,710,826	\$1,710,826	\$4,736		31.7	14.0	45.7	
Intersection Improvement	CFP09-19-0007	AURORA	Montgomery Road and Hill Avenue Intersection Improvements	\$ 6,589,486	\$ 4,991,589	\$4,991,589	\$5,333		29.3	24.0	53.3	
Intersection Improvement	CFP03-19-0010	IDOT D1 Hwys	Palatine Road at Barrington Road and at Ela Road	\$ 1,984,900	\$ 1,587,900	\$0	\$7,676		21.3	14.0	35.3	
Intersection Improvement	CFP03-19-0011	MOUNT PROSPECT	Rand-Central-Mount Prospect Road Intersections	\$ 7,037,300	\$ 5,377,040	\$5,377,040	\$8,794		18.4	27.0	45.4	
Intersection Improvement	CFP10-19-0019	Lake Co DOT	Deerfield Road from Milwaukee Avenue to Saunders Road	\$ 13,155,528	\$ 8,304,294	\$8,304,294	\$12,929		10.5	21.0	31.5	
Intersection Improvement	CFP09-19-0006	IDOT D1 Hwys	Illinois Route 56 at Hart Road/Mitchell Road	\$ 1,297,010	\$ 978,240	\$0	\$14,144		8.9	10.0	18.9	
Intersection Improvement	CFP09-19-0004	IDOT D1 Hwys	Illinois Route 64 at Peck Road	\$ 843,300	\$ 627,000	\$0	\$17,527		5.7	3.0	8.7	
Intersection Improvement	CFP08-19-0023	DuPage Co DOT	Naperville Road from N. of Diehl Road to S. of Naperville-Wheaton Road / Ridgeland Avenue	\$ 5,446,200	\$ 4,067,360	\$0	\$20,793		3.6	28.0	31.6	
Intersection Improvement	CFP03-19-0019	STREAMWOOD	Irving Park Road at Bartlett Road	\$ 6,442,884	\$ 3,585,600	\$0	\$21,474		3.3	21.0	24.3	
Intersection Improvement	CFP08-19-0021	DuPage Co DOT	Lemont Rd from 87th to 83rd/ 87th Street from Lemont to Havens Dr.	\$ 5,047,955	\$ 3,998,365	\$0	\$28,216		1.3	21.0	22.3	
Intersection Improvement	CFP05-19-0002	IDOT D1 Hwys	US Route 34 (Ogden Avenue) at Joliet Avenue	\$ 2,130,800	\$ 1,549,100	\$0	\$28,519		1.3	13.0	14.3	
Intersection Improvement	CFP01-19-0016	IDOT D1 Hwys	IL Route 50 (Cicero Avenue) at Interstate 55 (Stevenson Expwy)	\$ 7,316,746	\$ 5,566,960	\$0	\$33,225		0.7	21.0	21.7	
Intersection Improvement	CFP10-19-0022	LAKE BLUFF	US 41 at IL 176	\$ 11,518,920	\$ 3,640,000	\$0	\$49,485		0.1	27.0	27.1	
Intersection Improvement	CFP09-19-0009	Kane Co DOT	Bliss/Main/Fabyan Intersection Realignment and Roundabout	\$ 15,259,463	\$ 6,800,000	\$0	\$51,845		0.1	15.0	15.1	
Intersection Improvement	CFP12-19-0018	ORLAND PARK	143rd Street from Wolf Road to Southwest Highway	\$ 10,976,381	\$ 8,610,794	\$0	\$80,873		1.3	15.0	16.3	
Intersection Improvement	CFP05-19-0003	PALOS HILLS	Roberts Road at 111th Street	\$ 2,612,090	\$ 1,887,632	\$0	\$92,117		0.0	12.0	12.0	
Intersection Improvement	CFP09-19-0011	OSWEGO	Wolfs Crossing and Harvey Road Roundabout	\$ 8,437,805	\$ 2,620,331	\$0	\$101,184		0.0	16.0	16.0	

1-Orange is CMAQ funding and Green is TAP-L funding.

2-Composite priority index is the sum of air quality, transportation impact, and regional priority scores.

							Congestion Mitigation and Air Quality Improvement					Transportation Alternatives Program
Project Type	CFP ID	Sponsor	Facility to be Improved	Project Total	Federal Request	2020-2024 Recommended Total ¹	Annualized \$ per Kg VOC Eliminated	Annualized \$ Per Kg PM2.5 Eliminated	Air Quality Cost Effectiveness Score	Transportation Impact/Regional Priority Scores	Composite Priority Index ²	TAP-L Score
Intersection Improvement	CFP10-19-0008	Lake Co DOT	Fairfield Road and Monaville Road Roundabout	\$ 3,900,000	\$ 2,332,000	\$0	\$116,296		0.0	3.0	3.0	
Intersection Improvement	CFP10-19-0024	Lake Co DOT	Darrell Road Corridor Improvement	\$ 18,788,082	\$ 11,708,800	\$0	\$207,706		0.0	12.0	12.0	
Intersection Improvement	CFP09-19-0014	ELGIN	Rt 20 Reinking Road Roundabout	\$ 3,824,482	\$ 2,784,800	\$0	\$774,486		0.0	12.0	12.0	
Intersection Improvement	CFP09-19-0019	BATAVIA	Main Street Reconstruction from Van Nortwick Avenue to Water Street	\$ 8,683,655	\$ 1,000,000	\$0	\$881,950		0.0	16.0	16.0	
Intersection Improvement	CFP10-19-0011	Lake Co DOT	IL 59 and Grand Avenue Intersection Improvement	\$ 7,116,000	\$ 3,924,800	\$0	No Benefit		N/A	10.0	No Emissions Benefit	
Intersection Improvement	CFP10-19-0007	IDOT D1 Hwys	US Route 12 (Southbound Exit Ramp) at Illinois Route 176	\$ 476,000	\$ 380,800	\$0	No Benefit		N/A	6.0	No Emissions Benefit	
Signal Interconnect	CFP08-19-0038	IDOT D1 Hwys	IL 53 from Hobson Rd to 83rd St	\$ 363,000	\$ 290,400	\$290,400	\$364		57.1	22.0	79.1	
Signal Interconnect	CFP08-19-0035	IDOT D1 Hwys	IL 53 From Park Blvd to I-88 WB Exit	\$ 92,000	\$ 73,600	\$73,600	\$382		57.0	21.0	78.0	
Signal Interconnect	CFP08-19-0037	IDOT D1 Hwys	IL 53 from Fullerton Ave/Collins Ave to IL 64	\$ 154,000	\$ 123,200	\$123,200	\$441		56.5	26.0	82.5	
Signal Interconnect	CFP11-19-0014	IDOT D1 Hwys	IL 176 from IL 31 to Smith Rd	\$ 114,000	\$ 91,200	\$91,200	\$583		55.5	18.0	73.5	
Signal Interconnect	CFP04-19-0007	IDOT D1 Hwys	IL 171 - Belmont Ave and Fullerton Ave	\$ 353,000	\$ 282,400	\$282,400	\$607		55.3	20.0	75.3	
Signal Interconnect	CFP08-19-0034	IDOT D1 Hwys	York Rd from US 20 to I-290 WB/Crestview Rd	\$ 115,000	\$ 92,000	\$92,000	\$616		55.2	14.0	69.2	
Signal Interconnect	CFP10-19-0029	IDOT D1 Hwys	IL 176 from Midlothian to 4th St	\$ 639,000	\$ 511,200	\$511,200	\$669		54.8	14.0	68.8	
Signal Interconnect	CFP08-19-0022	DuPage Co DOT	Central Signal System Expansion #3	\$ 8,725,700	\$ 6,600,560	\$6,600,560	\$794		53.9	24.0	77.9	
Signal Interconnect	CFP06-19-0010	IDOT D1 Hwys	Wolf Rd from Brook Hill Rd to 187th St	\$ 401,000	\$ 320,800	\$320,800	\$828		53.7	22.0	75.7	
Signal Interconnect	CFP08-19-0036	IDOT D1 Hwys	IL 53 from St Charles Rd to Madison St	\$ 266,600	\$ 212,800	\$212,800	\$887		53.2	16.0	69.2	
Signal Interconnect	CFP08-19-0039	IDOT D1 Hwys	IL 53 From 22nd St to Sheehan Ave	\$ 120,000	\$ 96,000	\$96,000	\$1,084		51.9	16.0	67.9	
Signal Interconnect	CFP09-19-0023	IDOT D1 Hwys	IL 25 from St. Charles St/Bluff City Blvd to Liberty St/Bluff City Blvd	\$ 96,000	\$ 76,800	\$76,800	\$1,162		51.3	15.0	66.3	
Signal Interconnect	CFP03-19-0021	IDOT D1 Hwys	US 14 From Mt Prospect Rd to Broadway St	\$ 159,000	\$ 127,200	\$127,200	\$1,360		50.0	15.0	65.0	
Signal Interconnect	CFP12-19-0018	ORLAND PARK	143rd Street from Wolf Road to Southwest Highway (SI)	\$ 689,846	\$ 540,263	\$540,263	\$1,380		49.8	15.0	64.8	
Signal Interconnect	CFP08-19-0025	DuPage Co DOT	Central Signal System Expansion #4	\$ 7,993,940	\$ 6,035,152	\$6,035,152	\$1,491		49.1	22.0	71.1	
Signal Interconnect	CFP04-19-0008	IDOT D1 Hwys	Chicago Ave from 5th Ave to 9th Ave and Lake St from 9th Ave to 19th Ave	\$ 387,000	\$ 309,600	\$309,600	\$2,937		40.4	18.0	58.4	

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							Congestion Mitigation and Air Quality Improvement					Transportation Alternatives Program
Project Type	CFP ID	Sponsor	Facility to be Improved	Project Total	Federal Request	2020-2024 Recommended Total ¹	Annualized \$ per Kg VOC Eliminated	Annualized \$ Per Kg PM2.5 Eliminated	Air Quality Cost Effectiveness Score	Transportation Impact/Regional Priority Scores	Composite Priority Index ²	TAP-L Score
Signal Interconnect	CFP07-19-0022	IDOT D1 Hwys	Williams St from Margaret St to Eleanor St	\$ 108,000	\$ 86,400	\$86,400	\$3,055		39.8	6.0	45.8	
Transit Facility Improvement	CFP08-19-0018	GLEN ELLYN	Village of Glen Ellyn Metra Station and Multi Modal Access Improvements Project	\$ 20,271,008	\$ 14,408,806	\$14,408,806	\$6,392		25.4	13.0	38.4	
Transit Facility Improvement	CFP17-19-0039	Pace	Pulse 95th Street Line	\$ 32,860,000	\$ 21,040,000	\$0	\$6,572		24.8	31.0	55.8	
Transit Facility Improvement	CFP17-19-0003	Pace	South Halsted Bus Enhancements	\$ 45,159,194	\$ 40,840,000	\$0	\$7,534		21.8	31.0	52.8	
Transit Facility Improvement	CFP16-19-0035	ELMHURST	Elmhurst Metra Station/Multi-Modal and Site Access/Improvements	\$ 23,229,951	\$ 4,005,484	\$4,005,484	\$8,692		18.6	12.0	30.6	
Transit Facility Improvement	CFP01-19-0020	CDOT	State/Lake (Loop Elevated) Station	\$ 124,360,000	\$ 59,430,000	\$59,430,000	\$15,052		7.9	34.0	41.9	
Transit Facility Improvement	CFP16-19-0033	CTA	CTA Green Line Austin Station Accessibility Improvements	\$ 25,330,000	\$ 20,264,000	\$0	\$26,902		1.6	19.0	20.6	
Transit Facility Improvement	CFP01-19-0022	CDOT	North/Clybourn (Red Line) Station	\$ 103,000,000	\$ 103,000,000	\$0	\$31,018		0.9	21.0	21.9	
Transit Facility Improvement	CFP01-19-0018	Cook Co DOTH	606 Trail Extension to Elston + Clybourn (Metra UP North/NW) Station Relocation	\$ 132,084,600	\$ 86,490,080	\$0	\$66,959		0.0	20.5	20.5	
Transit Service and Equipment	CFP16-19-0036	CTA	Bus Slow Zones Elimination Program	\$ 17,000,000	\$ 17,000,000	\$17,000,000	\$1,028		52.2	38.5	90.7	
Transit Service and Equipment	CFP17-19-0002	Pace	Pulse Dempster Line Operating Funds	\$ 35,472,816	\$ 10,250,000	\$10,250,000	\$3,040		39.8	37.0	76.8	
Transit Service and Equipment	CFP13-19-0005	IDOT D1 Hwys	Illinois Route 64 SMART Corridor (Smith/Kautz Road to Illinois Route 50 (Cicero Avenue))	\$ 17,390,729	\$ 13,304,600	\$13,304,600	\$10,343		14.9	24.5	39.4	
Transit Service and Equipment	CFP13-19-0006	IDOT D1 Hwys	Illinois Route 56-22nd Street SMART Corridor (Illinois Route 59 to Illinois Route 50 (Cicero Avenue))	\$ 17,097,629	\$ 13,069,600	\$0	\$11,424		12.9	24.5	37.4	
						\$277,891,928						

1-Orange is CMAQ funding and Green is TAP-L funding.

2-Composite priority index is the sum of air quality, transportation impact, and regional priority scores.

FY2018-FY2019 SECTION 5310 –RECOMMENDED PROGRAM OF PROJECTS

Applicant	Project Title	Description and Justification	Total Estimated Budget	Federal Share
AID	Ride in Kane Phase 17 & 18	The Ride in Kane project coordinates paratransit services in Kane County into a centralized system that optimizes transportation resources for older adults and persons with disabilities. The sponsors of this project include multiple private non-profit organizations and local units of government. Currently there are 17 private, non-profit organizations and local units of government participating in the program. This is an existing Section 5310 project.	\$5,000,992	\$2,502,996
City of Naperville	Ride DuPage to Work	This project continues to operate as part of the Ride DuPage program. Older adults are afforded increased employment opportunities by providing them with transportation to jobs outside of their own town and at times that may extend beyond traditional work hours. Seven local governments sponsor the service. This is an existing Section 5310 funded project. This is an existing Section 5310 project.	\$1,320,000	\$660,000
Clearbrook	Community Connections for Adults with Disabilities	This project provides transportation services to more than 8,000 children & adults with Intellectual/developmental disabilities. Clients are transported to work, school, day programs, medical appointments, community recreation, and other activities. This is a new Section 5310 project.	\$200,000	\$100,000
CTF Illinois	CTF Illinois Transportation Services for People with Disabilities	This project provides transportation support to children and adults with diverse disabilities. The door to door transportation supports are a vital service that allows persons enrolled at CTF greater access to their daily supports including vocational, community employment, educational, fine arts, and advocacy. This is a new Section 5310 project.	\$200,000	\$100,000
DuPage County	Transportation to Work	The Transportation to Work Program is an existing project that provides demand-responsive transportation to and from work for persons with disabilities. The project operates 24 hours per day, 365 days per year and serves all of DuPage County. This is an existing Section 5310 project.	\$984,000	\$492,000
Little City Foundation	Transportation Program	This project provides transportation for seniors and individuals with intellectual and developmental disabilities, who are enrolled with Little City, to places of employment, community-based programs, Special Olympics regional competitions, and medical appointments. This is an existing Section 5310 funded project.	\$1,088,194	\$544,097
Kendall County	Kendall Area Transit	This is a general public, demand responsive paratransit service that provides service predominately for senior citizens and persons with disabilities in the urban portions of Kendall County. This is an existing Section 5310 project.	\$640,000	\$320,000
McHenry County	McHenry County Service Integration & Coordination	McRide program provides coordinated dial-a-ride service to individuals with disabilities and individuals 60 years or older. This is an existing Section 5310 project.	\$2,400,000	\$1,200,000

	Project (McRide)			
Ray Graham Association	RGA Comprehensive Transportation Program	Individuals with disabilities are transported from their homes to Community Learning Centers and to a variety of other activities including grocery shopping, medical appointments, volunteer opportunities and recreational activities. This is an existing Section 5310 project.	\$1,533,054	\$766,527
Will County	Will-Ride	This program provides transportation and mobility management services for persons with disabilities and older adults residing in eastern Will County townships. This is an existing Section 5310 project.	\$320,000	\$160,000
Pace	Phase VII Regional Call Center	Pace's Regional Call Center takes reservations for dial a ride and demand response services to seniors and individuals with disabilities. The Call Center provides comprehensive mobility management services that improve the coordination and operation of transportation services. This is an existing Section 5310 project.	\$2,832,455	\$2,265,964



Chicago Metropolitan Agency for Planning

Agenda Item No. 11.0

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
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MEMORANDUM

To: Transportation Committee

From: CMAP Staff

Date: September 13, 2019

Re: Proposed Meeting Dates for 2020

The proposed 2020 Transportation Committee meeting dates with consideration of the proposed MPO Policy Committee meeting dates and IDOT letting schedule are in bold below. These dates reflect a slight shift to accommodate proposed changes to the semi-annual conformity schedule to move MPO Policy Committee approvals from their March and October meetings to their January and June meetings. To transition to this schedule, there will be three conformity amendments processed in 2020. Additionally, staff is requesting TIP changes be completed by close of business ten days in advance of Transportation Committee meetings; this is one day earlier than in 2019. The committee will be asked for approval of the 2020 meeting schedule at the November 15, 2019 meeting.

TIP Revisions Due (Tuesday)	Transportation Committee (Friday)	MPO Policy Committee (Thursday)	Federal Auth. Req. due @ IDOT (Friday)	IDOT Lettings (Friday)
02/11/20	02/21/20	January 2020	03/13/20	04/24/20
03/24/20	04/03/20	March 2020	05/01/20	06/12/20
05/12/20	05/22/20	June 2020	06/19/20	07/31/20
06/16/20	06/26/20		08/07/20	09/18/20
07/28/20	08/07/20		09/11/20	11/06/20
09/15/20	9/25/20	October 2020	Nov 2020	Jan 2021
11/10/20	11/20/20		Jan 2020	Mar 2021

Please review the schedule and notify Teri Dixon at tdixon@cmap.illinois.gov or (312) 386-8754 of any conflicts with the proposed 2020 Transportation Committee meeting dates by November 1, 2019.

ACTION REQUESTED: Information

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MEMORANDUM

To: Transportation Committee

From: CMAP Staff

Date: September 13, 2019

Re: Transportation capital infrastructure package enacted in 2019

The 101st Illinois General Assembly concluded the first year of session with a flurry of activity, passing Rebuild Illinois, an infrastructure funding package with new revenues¹ and a comprehensive state budget, among other initiatives. The session saw action on several ON TO 2050 recommendations including an increase of the state motor fuel tax (MFT) and its indexing to inflation; new ongoing funding for transit capital; an emphasis on multi-modal projects such as bicycle and pedestrian facilities; and authority for some local governments in northeastern Illinois to raise their own user fees.

This analysis discusses the revenues passed, implications for multimodal projects, and what further actions are needed. Although the legislation made laudable progress, critical work remains to ensure adequate transportation funding that will enable the region to make the level of investments required to improve overall condition and modernize the system. While some funds have been allocated to specific projects or modes, much about how these funds will be programmed remains unknown. Other funds allocated should be programmed by the State and local governments according to need and benefit. Even with all allocated funds, there is still a gap to address all infrastructure needs and truly sustain the system.

Moving forward, CMAP will identify how to include these challenges and priorities for the agency's 2020 legislative agendas and other policy initiatives. To meet the goal of a reliable, efficient, and safe system, the region needs to focus limited resources on asset management and modernization. The infusion of additional funding into the system still falls short of the need, particularly for transit. To modernize the system and adapt to changing mobility, state and regional policy makers will have to consider revenue enhancements like congestion pricing,

¹ Capital revenues and proposed expenditures approved by the Illinois General Assembly and signed by Governor Pritzker were established in four separate pieces of legislation: Public Acts [101-0029](#) (capital appropriations), [101-0030](#) (bonding authorization), [101-0031](#) (revenues for other infrastructure projects), and [101-0032](#) (transportation revenues). These are collectively known as the Rebuild Illinois program.

tolling, and securing additional transit revenues, and eventually transitioning from the MFT to a road usage charge, all of which are recommendations of ON TO 2050.

A companion analysis examines non-transportation legislation, including “vertical” capital appropriations, enacted this summer which also affect the region’s ability to implement ON TO 2050.

User-fee based funding for transportation

Among many notable achievements this session, the revenues passed for transportation capital are derived from user fees, primarily charging those who benefit from the system. CMAP has long recommended that the State move away from using unrelated revenues to fund the transportation system and towards more sustainable funding for all modes, and the bills enacted as part of Rebuild Illinois make progress on both counts. In the first full year of implementation, the changes will provide an estimated additional \$2 billion from raising transportation user fees. In addition to these transportation user fees, Rebuild Illinois shifts those sales taxes associated with motor fuel purchase from the General Funds to the Road Fund, providing annual revenues between \$470 - \$840 million at full implementation in 2026, depending upon the price of motor fuel. Over time, the full set of revenues will be used to both pay back \$11 billion in new bonds associated with the Rebuild Illinois program issued over six years for roadway, bridge, transit, rail, port, and airport infrastructure, as well as to pay for state, local, and transit capital needs on an ongoing basis.

Distribution of new transportation revenues

Note: The dollar figures are estimated revenues in the first full year of implementation, 2020, except for the sales tax generated by motor fuel sales, which will not be fully implemented until 2026. The distribution estimates represent projected amounts between 2020-50.

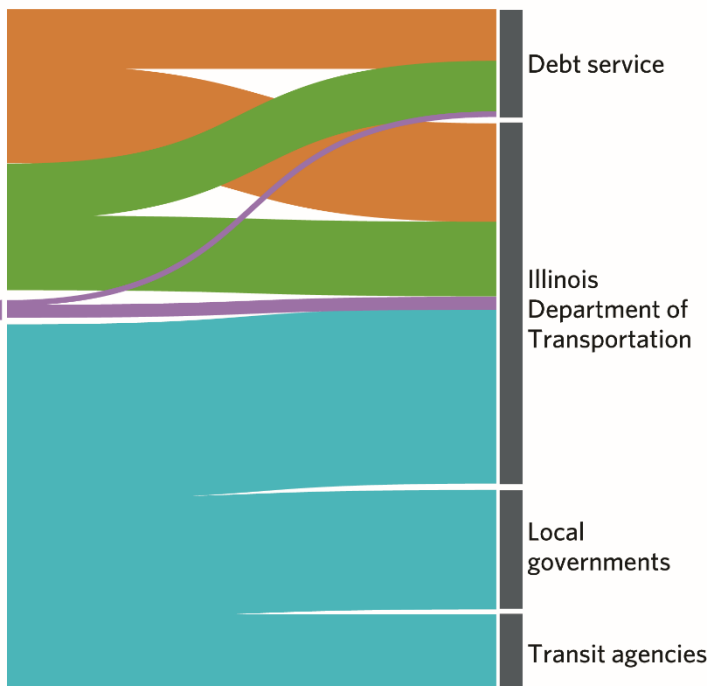
Source: Chicago Metropolitan Agency for Planning analysis of Public Act 101-0032.

Motor vehicle registration and other fees
\$680 million

Sales tax generated from motor fuel sales
\$800 million

Diesel differential increase
\$90 million

State motor fuel tax increase and rate index
\$1.2 billion



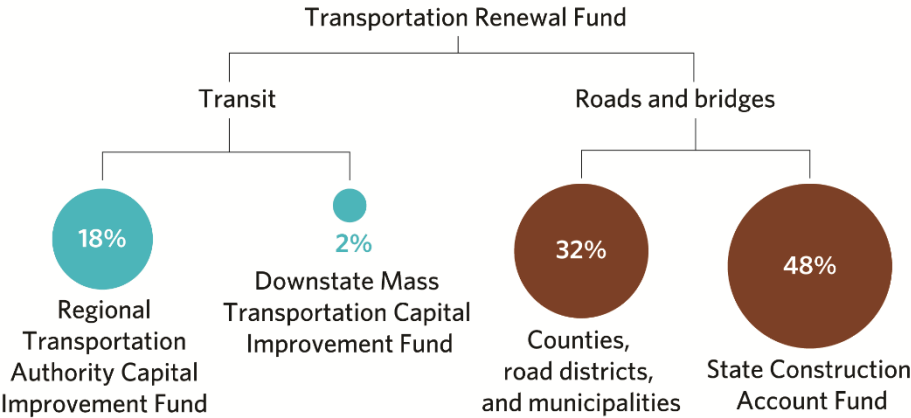
Motor fuel tax increased, indexed

The capital funding package doubles the state MFT rate from 19 cents per gallon to 38 cents per gallon. In addition, the MFT rate is indexed to the federal Consumer Price Index for all Urban Consumers, allowing revenues to grow more sustainably and keep up with the costs of operating and improving the system, which increase over time. The increase and indexing of the state MFT implements a major recommendation of ON TO 2050 and its predecessor GO TO 2040. The proceeds of the rate increase will be deposited into a new Transportation Renewal Fund, estimated to total \$1.2 billion in the first year. This fund will provide ongoing revenues to the Illinois Department of Transportation (IDOT), the Regional Transportation Authority (RTA), downstate transit agencies, and local governments.² The following chart displays the percent of new MFT revenues distributed to each entity.

Distribution of Illinois' 19-cent motor fuel tax increase

Note: Percentages represent the portion of \$1.2 billion in anticipated new annual motor fuel tax revenue.

Source: Chicago Metropolitan Agency for Planning analysis of Public Act 101-0032.



The higher rate imposed on diesel fuel, known as the diesel differential, will also increase from 2.5 cents per gallon at present to 7.5 cents per gallon. The revenues, estimated to generate nearly \$90 million in the first year, will be deposited into the Road Fund to support ongoing state transportation needs and debt service. The diesel differential attempts to compensate for the impacts of freight haulers, which cause additional wear and tear on the roadways due to vehicle weight. Under the legislation, while the 38 cent per gallon base rate is indexed to inflation, the 7.5 cent differential is not. As a result, the proportional difference between the rate that drivers of diesel fuel vehicles pay and the rate that other drivers pay will diminish over time.

Passenger, truck, and electric vehicle registration fees increased

Public Act 101-0032 also increases several other transportation-related fees. Such fees are currently the largest source of funding for IDOT. These include increasing passenger vehicle registration fees by \$50 and truck registration fees by \$100. Several other fees, such as certificate

² Distribution of the revenues generated from the prior motor fuel tax rate will not change. For the current distribution methodology, see <http://www.idot.illinois.gov/Assets/uploads/files/Doing-Business/Manuals-Guides-&-Handbooks/Highways/Local-Roads-and-Streets/MFT/Motor%20Fuel%20Tax%20Funds%20Source,%20Distribution%20and%20Uses%20for%20Municipality.pdf#page=10>.

of title fees, were also increased. ON TO 2050's financial plan for transportation assumed increases in these fees.

The funding package also increases fees for electric vehicles. Instead of a discounted \$35 biennial electric vehicle registration fee, electric vehicle owners will now pay the same base registration fee as all vehicle owners -- \$151 -- plus an additional \$100 fee in lieu of paying the MFT. This provision introduces more parity between electric vehicle drivers and other drivers. However, most drivers will pay closer to \$200 annually in MFTs per vehicle under a 38-cent MFT, and unlike the MFT rate, the \$100 fee will not be indexed to inflation.

Expanded revenue options for local governments

Counties, road districts, and municipalities will receive disbursements of the MFT increase from the Transportation Renewal Fund, as well as bond funding discussed later in this analysis. Local governments already receive state MFT revenue from the 19-cent rate, equivalent to 54.4 percent of the revenues after deductions (or about 45 percent of the gross amount) according to criteria outlined in statute. From the increased rate, local governments will receive 32 percent. While the proportional breakout among types of local governments is the same as current statute, the new language does not outline what criteria IDOT should use to disburse the revenues. Assuming the criteria will be the same as for disbursement of existing MFT revenues, local governments in northeastern Illinois would receive approximately 66 percent more MFT revenues, or \$235 million in the first year, and nearly \$12 billion over the next thirty years.

The increased funding to local governments can be used for highway maintenance, highway construction, bridge repair, congestion relief, and construction of aviation facilities. The legislation does not explicitly permit investment of the local government allocations from the Transportation Renewal Fund in transit infrastructure, such as Metra stations, which are often municipally owned properties. Therefore, it remains unclear if transit capital expenditures would be eligible in cases where congestion relief benefits are not evident, which is a requirement under current law. Clarification via new legislation would aid multimodal expenditures of funds.

Public Act 101-0032 provides some local governments with the ability to implement their own local MFT. This helps accomplish the ON TO 2050 recommendation that local governments implement user fees to fund the cost of providing infrastructure and that the State allow them to do so. Currently, DuPage, Kane, and McHenry counties are the only non-home rule counties permitted to charge a local MFT, while both home rule municipalities and the state's sole home rule county, Cook, may establish and collect a local MFT pursuant to their home rule powers. As illustrated in the chart below, the funding package allows Lake and Will counties to establish their own MFT, while also increasing the current maximum rate for these five counties to 8 cents per gallon from 4 cents and indexing the rates to inflation. In addition, non-home rule municipalities located within Cook County may now implement a local MFT of a maximum of 3 cents per gallon. The Illinois Department of Revenue (IDOR) would collect the taxes and charge a 1.5 percent collection fee.

County motor fuel tax rates, current rates and maximum rates allowed by new legislation

Note: Cook County currently imposes a rate of six cents under their home rule authority.

Source: Chicago Metropolitan Agency for Planning analysis of Public Act 101-0032.

Previous maximum county MFT rate	No limit			Cook
	4 cents		DuPage Kane McHenry	
	No county MFT	Kendall	Lake Will	
		No county MFT	8 cents	No limit
Maximum rate under new legislation				

Bond proceeds support near-term investments while incurring long-term obligations

The State will use revenue accruing to the Road Fund to pay off debt service for the \$11 billion in bonds that the State will issue as part of this capital package. [Public Act 101-0030](#) provided an additional \$6.5 billion to the existing Series A bond authorization and \$4.5 billion for a new Multi-modal Transportation Bond Fund authorization. Bond proceeds will be allocated toward state and local road projects, transit projects, and other transportation infrastructure such as aviation, ports, and freight rail.

[Public Act 101-0029](#) provides \$1.5 billion in Series A bond funds to counties, road districts, and municipalities for public infrastructure and transportation improvements related to economic development. The breakout among types of local governments is the same as the state MFT, but again, the criteria that will be used to disburse the bond funds among local governments within each type is not indicated. The following table provides a summary of how the bond funds will be allocated.

Bond authorizations and estimated debt service

Bond amount expected between FY2020-25	
State roads and bridges (Series A)	\$5.0 billion
Counties, townships, municipalities (Series A)	\$1.5 billion
Transit (Multi-modal Transportation Bond Fund)	\$3.0 billion
Aviation, passenger rail, freight, ports (Multi-modal Transportation Bond Fund)	\$1.5 billion
Total bond proceeds amount	\$11.0 billion
New debt service payments from Road Fund expected between FY2020-50	-\$17.4 billion
Note: Debt service estimate assumes that bonds are issued approximately evenly over the six years of the program and that the interest rate is 4.5 percent. Calculated in nominal dollars. Payment total includes interest and principal.	

CMAP estimates that \$17.4 billion of the new Road Fund revenues will be used for bond payments over the next three decades. During most of the repayment period, the State will need to use somewhere between one third and one half of additional Road Fund revenues for debt service. The State has not indicated a specific timeline for issuing these bonds. Under the previous capital program, Illinois Jobs Now!, Illinois delayed issuing bonds and providing bond funds due to lower than anticipated revenues, which particularly affected the timing of transit investments. However, some of the transportation revenues that will be used to repay these transportation bonds will start accruing to the Road Fund immediately, which could help with timely issuance of the bonds. A schedule of predictable bond revenue sales would help implementers plan for improvements.

A portion of the Build Illinois Bond funds, which use non-transportation revenues and provide funds to many types of infrastructure, were also allocated to transportation purposes. These are discussed in further detail below.

Revenue allocation decisions remain

The capital package identifies many new transportation investments. Some projects are specifically named, while other project types receive new funding allocations. The following describes these investments. As of this writing, neither IDOT's FY2020 annual highway improvement program, FY2020-25 proposed multi-year highway improvement program, nor the final Transportation Asset Management plan have been published. Those documents will provide additional clarity about what major investments will be prioritized in the near term.

Over an anticipated six years, the capital funding package provides approximately 53 percent of its new transportation funds for state roads and bridges, 21 percent for transit, 19 percent for localities, and 7 percent for other improvements such as passenger rail, freight rail, aviation,

and ports, after deducting estimated debt service.³ Excluding the initial infusion of bond proceeds, the ongoing percentage to transit is smaller, at an average of 14 percent per year from 2019-50.

The table below shows the distribution of all new transportation revenues for the first six years, including amounts dedicated to specific projects and estimates of funds for northeastern Illinois.⁴ Approximately 10 percent of new transportation revenue provided by Rebuild Illinois is dedicated to specific projects identified in [Public Act 101-0029](#) and [Public Act 101-0007](#).

Distribution of new transportation funding

(Millions of \$)	FY20-25 Total	Estimate to northeastern IL	Funds for specific projects	
			Funds appropriated	Share of total funds
State roads and bridges				
<i>State Construction Account (from TRF)</i>	\$3,821	No est.	\$81	2%
<i>Road Fund**</i>	\$2,705	No est.	\$100	4%
<i>Bond proceeds</i>	\$5,000	No est.	\$1,010	20%
Localities				
<i>MFT revenue (from TRF)</i>	\$2,547	\$1,535	-	0%
<i>Bond proceeds</i>	\$1,500	\$988	-	0%
Transit				
<i>MFT revenue (from TRF)</i>	\$1,592	\$1,433	-	0%
<i>Bond proceeds</i>	\$3,000	\$2,700	\$346	12%
Other bond proceeds				
<i>CREATE</i>	\$400	\$400	-	0%
<i>Intercity passenger rail</i>	\$722	No est.	\$722	100%
<i>Grade crossings</i>	\$78	No est.	-	0%
<i>Aeronautics</i>	\$150	No est.	\$6	4%
<i>Ports</i>	\$150	No est.	-	0%
Total	\$21,665		\$2,265	10%
*For local governments, it is assumed for purposes of this analysis that current distribution criteria will be used. However, this is not specified in the legislation.				
**Road Fund notes: 1) P.A. 101-0032 requires IDOT to set aside \$50 million from the Road Fund for pedestrian and bicycle facilities, including conversion of abandoned railroad corridors to trails. 2) Road Fund estimates presented above exclude amounts that will be dedicated to repayment of bonds. Staff's Road Fund debt service estimate for FY20-25 is \$3.1 billion, though actual amounts could vary substantially if the State's timeline for bond issuances differs from staff's assumptions.				

³ While the revenues and bond authorizations enacted are not generally tied to a specific timeframe, the Governor's office has discussed and analyzed Rebuild Illinois as a six-year program (FY202-25), and this portion of this analysis uses this same timeframe.

⁴ Note that while the Governor's office's [summary of Rebuild Illinois](#) includes certain federal funds and existing revenues, this analysis only considers new state revenues.

In addition to funds derived from new transportation revenues, the capital package also includes appropriations from the existing Build Illinois Bond Fund for a wide variety of improvements, some of which include transportation projects. Build Illinois Bonds, first established in 1985 as an economic development initiative, are now used for a wide variety of purposes including public infrastructure, community development, and schools. Debt service is repaid from sales tax revenue and the Capital Projects Fund, which will receive new cigarette tax, parking tax, and certain gaming revenues. The table below displays the distribution of transportation-related Build Illinois Bond funds. The majority of funds are for general infrastructure in unspecified locations, though all funds in the road/bridge, bicycle/pedestrian, and transit categories -- and some funds in the general infrastructure category -- are dedicated to specific projects identified in [Public Act 101-0029](#).

Build Illinois Bond Fund appropriations for transportation*

(estimates in millions)	Northeastern Illinois	Downstate	Unspecified	Total
Roads/bridges	\$37.9	\$6.6	-	\$44.5
Bicycle/pedestrian	\$12.8	\$0.6	-	\$13.3
Transit	\$2.5	\$3.3	-	\$5.7
Transportation electrification**			\$70.0	\$70.0
General infrastructure*	\$31.6	\$14.0	\$779.3	\$824.9
Total	\$84.8	\$24.4	\$849.3	\$958.5

*General infrastructure refers to funding from line items designated for "infrastructure improvements", "capital improvements", or other unspecified improvements. Eligible recipients include local governments, school districts, community based providers, and other entities. These funds could be – but are not guaranteed to be – used for transportation projects.
 **Transportation electrification includes electric vehicle charging infrastructure and electrifying public transit, fleets, and school buses.

Appropriations include some ON TO 2050 Regionally Significant Projects

New revenues available to the region as a result of the capital package will impact some of ON TO 2050’s existing [Regionally Significant Projects](#) (RSPs). A number of ON TO 2050 RSPs are specifically identified for funding in the capital package, while additional revenue available to implementing agencies will enable progress on others. The Governor’s office released fact sheets indicating specific projects that will be advanced as part of Rebuild Illinois, some of which are RSPs.⁵ RSPs of note include:

- [I-80 \(Ridge Rd to U.S. 30\)](#): \$1.2 billion (\$848 million specifically provided in legislation)
- [I-190](#): \$561 million
- [CREATE](#): \$400 million for the 75th St. Corridor Improvement Project and adjacent corridors

⁵ Chicago projects fact sheet: <https://twitter.com/GovPritzker/status/1145748697864646656>
 Will County projects fact sheet: https://www2.illinois.gov/IISNews/20266-Rebuild_Illinois_-_JolietWill_Co_Transportation_Projects.pdf

- [IL-43/Harlem Avenue \(CREATE project GS-1\)](#): \$150 million⁶
- [US-12/95th St.](#): \$92 million
- [IL-47](#): \$57 million
- [CTA Blue Line O'Hare Branch](#): \$50 million

Three other projects identified in the capital package, operating budget, and budget implementation bill, respectively, would qualify as RSPs and require amendment of ON TO 2050 or inclusion in the next plan update if they were to proceed past preliminary engineering. While additional projects may arise as new funds are programmed, projects that meet the RSP threshold and are currently not on the fiscally constrained list include:

- Metra extension to Kendall County (currently on the fiscally unconstrained list)
- Eagle Lake Road interchange
- Road and transit improvements related to the proposed [One Central](#) development⁷

Appropriations include mix of enhancements and expansion

ON TO 2050 emphasizes investment in the existing transportation system, with limited expansions. Even with these new revenues, the backlog of state of good repair needs as well as enhancement and modernization needs require a focus on the existing system. Because most of the funding provided in the capital package is broadly eligible for different project types -- including reconstruction, modernization, or expansion -- it is not yet possible to analyze impacts of Rebuild Illinois by project type. The [Rebuild Illinois summary document](#) released by the Governor's office indicates that Transportation Asset Management Plan criteria will drive decision-making for state-funded road construction projects. Projects specifically listed in the capital package or in subsequent information released by the Governor's office represent a mix of enhancements to the existing system and system expansions. IDOT's FY2020-25 multi-year program will provide clarity about near term priorities and future projects but as of this writing that document is not available. ON TO 2050 emphasizes asset management and other performance-based processes in the allocation of transportation funds.

Bond funds support investments identified in LTA plans

The appropriations in Public Act 100-0029 vary in their degree of project specificity. From the information available in the public act, staff have identified a number of projects slated to receive Build Illinois Bond Fund proceeds that are supported by local plans conducted by CMAP's Local Technical Assistance (LTA) program. Of these projects, twenty-one identify specific planning elements from completed local plans, totaling approximately \$9 million. These projects include bicycle/pedestrian improvements, housing and community development projects, and transit improvements. Staff have identified an additional forty-five projects within

⁶ This appropriation is from the Grade Crossing Protection Fund (GCPF). However, it is not clear that sufficient revenues will be available for both this line item and the traditional GCPF appropriation in P.A. 101-0007.

⁷ The Budget Implementation Act included a new [Public-Private Partnership for Civic and Transit Infrastructure Project Act](#). This allows the State to negotiate and enter into a public private partnership with the developer of One Central, including the provision of public funding of infrastructure through state sales tax revenues. One Central, as outlined by the developer, includes road and transit improvements that would meet ON TO 2050's threshold for Regionally Significant Projects (RSP) but are currently not on the ON TO 2050 fiscally constrained list.

the legislation that total another \$9 million designated for unspecified infrastructure improvements in communities that have received assistance from the LTA program. If prioritized for projects identified in planning efforts, these projects can be implemented quickly, demonstrating the importance of the local planning process. In addition to the identified projects, it is possible that other appropriations flowing to communities in northeastern Illinois will be used to fund projects recommended in recent planning efforts.

Project implementation will take time

While new funding promises many benefits for the region's transportation network, much work remains to implement Rebuild Illinois. The funds and projects outlined in the capital funding package and budget will be planned and implemented over at least the next six years. Before many of these projects can begin, many must undergo a series of planning steps. Each federally funded project must be in the region's [Transportation Improvement Program \(TIP\)](#), which budgets for transportation projects undergoing planning or implementation within the next five years. The [RSP](#) list within ON TO 2050 outlines fiscally constrained major transportation improvements that the region will pursue, containing federally funded projects that add capacity and cost more than \$100 million, and all projects exceeding \$250 million, including reconstructions. Several projects listed in the capital funding package are not currently included in one or both of these lists, and will need to successfully undergo their respective [amendment processes](#).

Additional considerations to implement ON TO 2050

While the capital funding package implements a number of ON TO 2050 priorities, there is room for advancement on others. As outlined above, the bill provides increased revenue for transportation infrastructure. Several funding set-asides allocate funding directly to the multimodal projects that are important for a well-functioning transportation system that works better for everyone. Local governments received more options to raise revenues, and freight investment continues to garner support. However, more progress is needed on emerging technology and performance based programming.

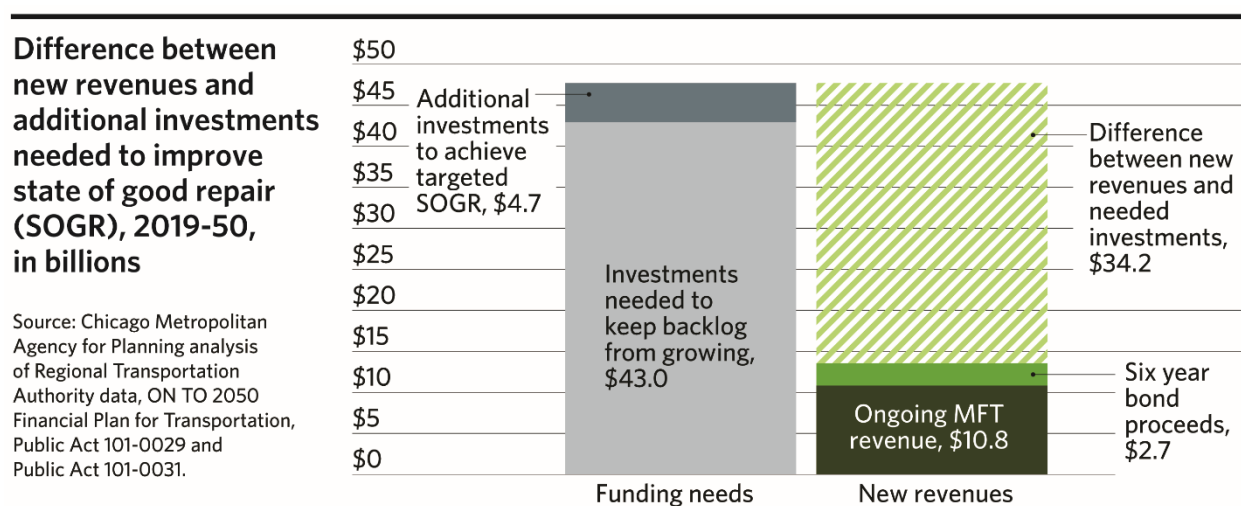
Transit funding will not achieve a state of good repair

The legislation represents the first time that a portion of the state MFT has been dedicated toward funding transit capital infrastructure. The RTA will receive ongoing distributions of revenue from the Transportation Renewal Fund, equivalent to 18 percent of the fund, via the state MFT increase. These revenues will initially provide approximately \$235 million, and will increase annually as the MFT rate increases, resulting in \$10.8 billion over the next 30 years. In addition, the RTA will receive \$2.7 billion from the Multi-modal Transportation Bond Fund over the next six years, including \$2.2 billion to be used for capital infrastructure across the system and \$469.5 million to be used for specific projects outlined in the legislation. Overall, transit investments in northeastern Illinois account for a quarter of the \$11 billion transportation bond funding. The following table provides an overview of these new funding resources. In addition to these, \$2.5 million in Build Illinois Bond funds were appropriated to municipalities in the region for transit infrastructure, primarily for station improvements.

New funding for RTA, 2019-50

Multi-modal Transportation Bond Fund appropriations	\$2.7 billion
Funding for capital infrastructure across the system	\$2.2 billion
Funding for specific projects	\$0.5 billion
Transportation Renewal Fund	\$10.8 billion
Total	\$13.5 billion

Despite the benefits of this new funding, basic state of good repair needs on the transit system remain unfunded. In 2017, the RTA reported that nearly a third of its assets were not in a state of good repair, representing a \$19.4 billion maintenance backlog. In addition to maintenance needs, the system requires additional investments in enhancements in order to improve access to transit and increase ridership. Once the priorities for this new funding are determined and the remaining needs identified, the State and region will likely need to consider additional sources of funding for transit.



Clarification on funding for biking and walking

The capital funding package requires IDOT to set aside \$50 million from the Road Fund for bicycle and pedestrian improvements to be awarded competitively through an expanded Illinois Transportation Enhancements Program (ITEP), with provisions to allow high-need communities easier access to the funds. The intent appears to be an annual allocation to biking and walking, but the language is imprecise and may require cleanup in future bills. It is important that the new state funds continue to be dedicated to a mix of on-street improvements, separate trails, and elements of larger projects. In addition, IDOT may need to provide support to high-need communities that often lack sufficient staff to oversee the project application or management of these projects. The legislation calls for administrative rules to be developed for the expanded ITEP program.

Continued investment in freight priorities

The capital funding package also allocates \$400 million to CREATE, a priority of ON TO 2050 to support the region's status as a rail freight hub as well as ease passenger rail delay and reliability issues. Initial information provided by the Governor's office indicates that these

funds will go to the [75th Street Corridor Improvement Project and adjacent corridors](#), reaching approximately 75 percent of the funding required for the second phase of the 75th Street CIP. Private railroads and Cook contributed to the first phase, and private or additional public support may be required again, pending final cost estimates. This project received a \$132 million INFRA grant from the U.S. Department of Transportation in 2018, as well as significant contributions from the State and Cook County to pursue the first portion of the project. ON TO 2050 recommends implementing CREATE, with a particular focus on the 75th Street project as well as a set of [priority grade crossings](#) throughout the region.

Additional revenues to local governments

A large portion of the state's roadway, bicycle, and pedestrian infrastructure is maintained by counties, road districts, and municipalities. ON TO 2050 calls for additional funding and funding options for local governments to provide transportation infrastructure and basic services. The capital funding package allocates additional revenues to local governments as well as providing limited new options for them to raise revenues for transportation infrastructure. Many local governments lack the resources necessary to even assess the condition of their infrastructure, so it is unclear whether this funding will be sufficient to address needs. CMAP has prioritized pavement management at the local level, aiding local governments in collecting data on road condition and developing pavement management plans.

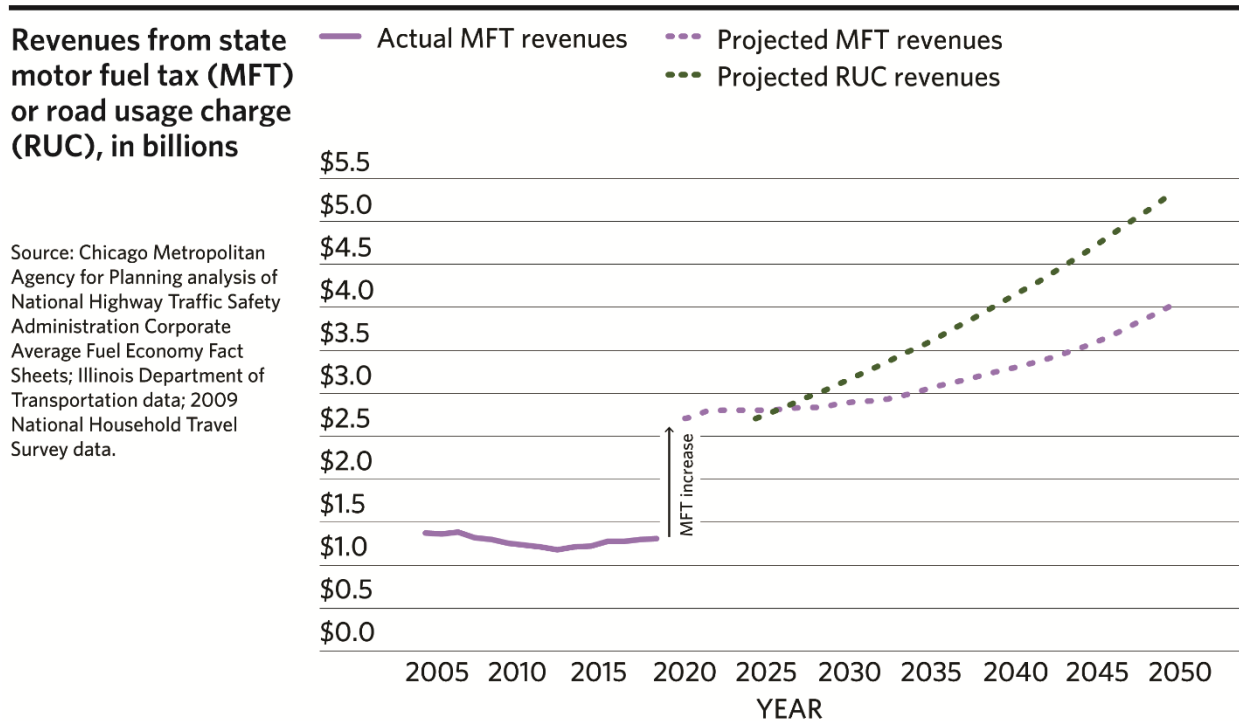
Improvements to IDOT and RTA funding allocation process

ON TO 2050 recommends that transportation funding be distributed based on transparent evaluation criteria that assesses a project's merits relative to established goals and targets. IDOT has recently begun to use more sophisticated asset management practices, as documented in its Transportation Asset Management Plan, to make maintenance investments. However, IDOT has not provided a transparent statewide prioritization system for expansion and congestion mitigation projects in program development. Similarly the transit agencies do not have a performance-based system for allocating funding to programs and projects across the three service boards. For projects not already listed as line-items in the capital funding package, it is important to make sure new and existing revenues are used for projects that best achieve state goals for improving system condition, enhancing safety, reducing congestion, and providing better transportation access, among others. As Rebuild Illinois is implemented, projects that maximize regional benefits -- regardless of mode -- should be given highest priority.

Eventual transition to a road usage charge remains necessary

The MFT increase and indexing, as well as other fees increased in the capital funding package, have provided an excellent step toward sustainable transportation funding for the state and region. At the same time, mobility trends continue to change. Increased fuel efficiency and a lack of substantive growth in vehicle travel will undermine the ability of the MFT, even indexed to inflation, to keep pace with the cost of operating and maintaining the system over the long term. CMAP forecasts that state MFT revenues will increase an average of 1.3 percent annually, less than anticipated inflation. The annual inflationary rate increase is insufficient to keep up with increasing costs of construction and system needs due to expected reductions in fuel consumption.

ON TO 2050 recommends long-term replacement of the MFT with a road usage charge (RUC), which is collected as a per-mile fee when driving on public roadways. This transition is likely to take a decade or more. Implementing a RUC pilot in the near term can help the State explore administrative, reporting, and pricing options and impacts. The following chart compares expected revenues to the state, including the MFT increase, with potential revenues from a road usage charge.



Future legislation should look towards adapting to evolving technologies

As the State allocates new dollars, preparing to take advantage of new transportation technology should be a priority. ON TO 2050 calls for the State and region to harness technology to improve travel and anticipate future impacts. One priority is investing in connected and adaptive signals and interjurisdictional partnerships to manage congestion, speed transit, and respond to incidents on today’s system. Increased data from connected vehicles, mobile phones, and other sources could be analyzed to improve active traffic management over time. ON TO 2050 also calls for pilots for autonomous vehicles, innovative approaches to transit in low service areas, and improving the commutes of low income workers. None of these investments are highlighted by the capital funding package, but should be implemented as funds are programmed.

Another rising issue is the growing use of transportation network companies (TNCs) such as Uber, Lyft, Via, and others. Local governments have primary responsibility to regulate and tax these services, often going beyond basic regulation to collaborate with TNCs on improving high volume pickup and drop-off areas to reduce congestion. Some local governments, such as the City of Chicago, use TNC fees to support transit improvements. The current legislation

governing TNCs will expire in June 2020, providing an opportunity to raise the bar for regulation, data sharing, and fees.

ACTION REQUESTED: Discussion

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