



Transportation Committee
Annotated Agenda
Friday, June 4, 2021

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- 1.0 Call to Order/Introductions** 9:30 a.m.
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes— April 16, 2021**
ACTION REQUESTED: Approval
- 4.0 Committee Reports**
CMAP staff will provide an update on the CMAP Board activities. A summary of the recent committee activities is available on the [Committee Updates](#) web page.
ACTION REQUESTED: Information
- 5.0 FFY 2019-2024 Transportation Improvement Program (TIP)**
- 5.1 Amendments and Administrative Modifications**
TIP Amendment [21-05](#) was published to the [eTIP web site](#) on May 28, 2021 for committee review and public comment. A memo summarizing formal TIP amendment 21-04 and administrative amendments [21-05.1](#) and [21-05.2](#) are included in the meeting materials. Staff requests approval of TIP Amendment 21-05.
ACTION REQUESTED: Approval
- 5.2 Semi-annual ON TO 2050/TIP Conformity Analysis and TIP Amendment**
The Conformity Amendment 21-06 closed on March 17, 2021. The analysis and amendment report was posted for public comment from April 16 – May 17, 2021 and will be presented to for consideration of recommending approval to the CMAP Board and MPO Policy Committee.
ACTION REQUESTED: Approval

6.0 ON TO 2050 Update

ON TO 2050 was adopted in 2018. CMAP is federally required to update certain elements of the region's long-range plan every 4 years, meaning adoption by the CMAP Board and the MPO Policy Committee must occur by October 2022. Staff will provide an overview of the nine component projects that are proceeding to complete this update.

ACTION REQUESTED: Information

7.0 Mobility Recovery

CMAP has brought on a consultant to help the region understand the impacts of the COVID crisis on our mobility systems and to develop an actionable plan to keep the region on track to meet the goals of ON TO 2050. The work will look to mitigate a likely rebound in congestion, sustain the transit system beyond the recovery phase, and increase the overall resilience of the region's multimodal transportation system. Staff will present on the work completed to date.

ACTION REQUESTED: Information

8.0 Chicago Rails Future II Study

The Chicago Department of Transportation will provide an update on the Chicago Futures II Study. The study is looking broadly at the impacts and needs of the freight and passenger rail in Chicago and the CMAP region.

ACTION REQUESTED: Information

9.0 ADA Paratransit Service Delivery Innovation Study

Regional Transportation Authority (RTA) staff will present the [results and recommendations from a study](#) conducted in partnership with Pace that sought to identify potential innovations within ADA paratransit operations that Pace could pilot in the near term to improve the customer experience as well as the financial sustainability of the program.

ACTION REQUESTED: Information

10.0 Legislative Update

Staff will provide an update on relevant federal and state legislative activities.

ACTION REQUESTED: Information

11.0 Other Business

12.0 Public Comment

This is an opportunity for comments from members of the audience. Since this meeting will be held virtually, members of the public are encouraged to submit comments to transportation@cmapp.illinois.gov

by June 3, 2021. Comments received prior to the meeting will be read into the record by staff. Additional comments will be accepted during the meeting. The amount of time available to speak will be at the chair's discretion.

13.0 Next meeting

The next Transportation Committee meeting will be July 16, 2021.

14.0 Adjournment

Committee Members

_____ Charles Abraham	_____ Robert Hann	_____ Tom Rickert
_____ Darwin Burkhart	_____ Jessica Hector-Hsu**	_____ Jose Rios
_____ Kevin Carrier	_____ Tom Kelso	_____ Leon Rockingham
_____ Lynnette Ciavarella	_____ Fran Klaas	_____ Joe Schofer
_____ Michael Connelly	_____ Christina Kupkowski	_____ David Seglin
_____ Jon Paul Diipla	_____ Erik Llewellyn	_____ Chris Snyder*
_____ John Donovan***	_____ Kevin Muhs	_____ P.S. Sriraj
_____ Doug Ferguson	_____ Tara Orbon	_____ Scott Weber
_____ Tony Greep***	_____ Jessica Ortega	_____ Audrey Wennink
_____ Adrian Guerrero	_____ Heidi Persaud	_____ Rocco Zucchero

*Chair

**Vice-Chair

***Non-voting



**Chicago Metropolitan Agency for Planning (CMAP)
DRAFT
Transportation Committee Meeting Minutes**

April 16, 2021
Via GoToMeeting

Members Present: Chris Snyder, Chair – DuPage County, Jessica Hector-Hsu, Vice Chair – RTA, Chuck Abraham – IDOT OIPI, Brian Carlson – IDOT District 1, Kevin Carrier – Lake County, Michael Connelly – CTA, Jon Paul Diipla – McHenry County, John Donovan – FHWA, Doug Ferguson – CMAP, Tony Greep – FTA, Jackie Forbes – Kendall County, David Kralik – Metra, Christina Kupkowski – Will County, Aimee Lee – Tollway, Erik Llewellyn – Pace, Tara Orbon – Cook County, Heidi Persaud - CNT, Tom Rickert – Kane County, Leon Rockingham – Council of Mayors, Joseph Schofer – Academic and Research, David Seglin – CDOT, Audrey Wennink – MPC

Staff Present: Erin Aleman, Lindsay Bayley, Sarah Buchhorn, Alison Case, Anthony Cefali, Stephen Di Benedetto, Teri Dixon, Kama Dobbs, Avery Goods, Victoria Jacobsen, Leroy Kos, Elliot Lewis, Tim McMahon, Jason Navota, Lily Nepl, Annie Parker, Stephane Phifer, Russell Pietrowiak, Elizabeth Scott, Gordon Smith, Ryan Thompto, Mary Weber, Simone Weil, Laura Wilkison

Others Present: Garland Armstrong, Heather Armstrong, Elaine Bottomley, Mitch Bright, Emily Daucher, Michael Fricano, Aaron Gatdula, Tyler Grau, Kendra Johnson, Noah Jones, Mike Klemens, Daniel Knickelbein, Kara Komp, Daniel Maziarz, Shari Pappas, Kelsey Passi, Matt Pasquini, Ryan Peterson, Leslie Phemister, Adam Rolstad, Zenaid Santos, Jeffery Schielke, Kristian Skogbakken, Vicky Smith, Joe Surdam

1.0 Call to Order and Introductions

The meeting was called to order at 9:32 a.m. by Chairman Snyder. Ms. Bayley took a roll call of committee members present on the live stream.

2.0 Agenda Changes and Announcements

Chairman Snyder reminded members and other attendees of best practices for participating in a virtual format. He stated that as permitted in the Governor's Disaster Declaration from January 8, 2021, the determination has been made that an in-person meeting is not practical or prudent for this committee. To ensure as

transparent and open a meeting as possible, staff posted the meeting materials one week in advance, will provide a recording of this meeting linked on the CMAP website, and will take all votes by roll call. There were no agenda changes or announcements.

3.0 Approval of Minutes – February 26, 2021

A motion to approve the minutes from the February 26 meeting was made by Mayor Rockingham and seconded by Mr. Rickert. A roll call vote was conducted, and the motion carried (roll call results shown at the end of the minutes).

4.0 Committee Reports

Ms. Aleman provided an update on CMAP Board activities. The Board met yesterday and discussion focused primarily on legislative activities at both the federal and state level. Ms. Aleman provided an overview of federal funds in Transit Operating Assistance and the through the American Rescue Plan. Staff will continue to monitor progress and provide updates. Staff has also been engaging with delegations regarding the Transportation Reauthorization Principals, Community Projects and Member Designated Projects as well as providing information on the Transportation Improvement Program to both district and DC staff. Finally, Ms. Aleman mentioned that a final Fares, Fine and Fees report was released and distributed last week.

Mr. Snyder inquired the timeline for obligating funds for Member Designated Projects. Ms. Aleman stated that these are near-term projects and funds must be obligated within the three-to-four-year time frame of the TIP.

5.0 FFY 2019-2024 Transportation Improvement Program (TIP)

5.1 Amendments and Administrative Modifications

Mr. Pietrowiak presented on the 56 TIP changes contained in formal TIP amendment 21-04 and the 172 TIP changes contained in administrative amendments 21-04.1 and 21-04.2. The formal amendments resulted in an increase of \$764 million in total project cost for all prior, current and future years. The administrative amendments added \$1.29 billion to the TIP. The net change for total cost in the TIP from all amendments resulted in \$2.055 billion being added to the TIP in prior, current and future years. Mr. Pietrowiak added that cost changes comprised most of the formal changes while most of the administrative amendments were the result of project phases being converted to or from Advanced Construction. The amendments along with the memo were posted on April 9th for committee and public review.

Staff requested approval of formal TIP Amendment 21-04. A motion to approve was made by Mr. Seglin and second by Mr. Connelly. A roll call vote was conducted, and the motion carried (roll call results shown at the end of the minutes).

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

Mr. Pietrowiak stated that the meeting materials include the ON TO 2050/TIP Conformity Analysis & TIP Amendment 21-06. The CMAP region is a non-attainment area for Ozone, thus is required to demonstrate that projects in the TIP conform to the

Motor Vehicle Emissions Budget (MVEB) for the area through a regional emissions analysis of transportation projects in the TIP. Specifically, projects in the TIP subject to air quality analysis requirements demonstrate, when modeled, that the region does not exceed the MVEB. Mr. Pietrowiak added that the memo and list of projects that are new or had changes are being released today for a 30-day public comment period. At the next transportation committee meeting staff will seek approval of this memo.

5.3 Self-Certification

Ms. Dixon stated that every four years the state and MPO are required to certify that the planning process is being implemented in accordance with applicable federal requirements. A brief overview of what requirements and the federal Acts that must be followed in the planning process were shared with the committee.

A motion to recommend approval of the self-certification to the MPO Policy Committee was made by Mr. Rickert, seconded by Mayor Rockingham. A roll call vote was conducted, and the motion carried.

6.0 Community Data Snapshot

Ms. Goods provided updates on the Community Data Snapshots, a series of county, municipal, and Chicago Community Area data profiles. These snapshots summarize demographics, housing, employment, transportation habits, retail sales, property values, and land use. Transportation related data comes from the American Community Survey (five-year estimates), CMAP products and the Longitudinal-Employer Household Dynamics Program. Ms. Goods provided an example of the snapshots, noting that the raw data is also available for public download. Potential process and content improvements were then shared and feedback requested from the Committee.

Chairman Snyder inquired whether information is available at the community level, which would help identify proximity and availability of transportation options. Ms. Goods replied that no, staff currently does not have data that granular, however they will look into additional data sources to provide a finer level of detail. Mr. Schofer suggested that CMAP's sidewalk data be included as well as carrier data for both standard and ADA transit. Mr. Carrier suggested that mode choice also be incorporated. Mr. Wennink noted that replica data may be helpful in identifying mode choice for all trips, not just work trips. Ms. Hector-Hsu agree on the importance of including mode share data. Additionally, transit ridership data can be found in the RTAMS portal that RTA hosts. Ms. Hector-Hsu also suggested the inclusion of jurisdictional information. Ms. Kupkowski stated that for communities that cross county borders, it would be helpful to show the data split by county. Additionally, some areas are unincorporated but maintain a community-like structure. She suggested staff discuss how these areas can be best captured in the snapshots.

7.0 2021 Call for Planning Assistance

Ms. Neppel provided an overview of the 2021 Call for Planning Assistance offerings. As a result of COVID-19, many local governments are dealing with strained municipal capacity and declining revenues, making it challenging to plan for 2021 and beyond. In

collaboration with the Regional Transportation Authority, CMAP hosted a Call in January for communities to apply for technical assistance services that take these conditions into consideration. The focus of the 2021 Call was to support municipalities of high and very high need (CMAP Community Cohorts 3 and 4).

This call, CMAP offered six types of technical assistance, primarily focused on local government capacity building and implementation of previously completed plans. Additionally, the RTA offered three types of technical assistance and jointly CMAP and RTA offered developer discussion panels. Ms. Neppel emphasized that staff utilized the Local Government Network (LGN) to performed extensive outreach both before and during the application period. She then summarized the process for application evaluation and award selection. Of the 41 applications, 16 that applied for CMAP programs were high need or very high need communities. Overall, of the 25 projects awarded assistance, 20 are in cohort 3 and 4 communities.

Chairman Snyder inquired whether 3rd parties are being utilized to assist with project implementation. Ms. Neppel stated that both staff and outside consultants are leading projects. Chairman Snyder also suggested that staff reach out to counties to engage them in future assistance. Ms. Hector-Hsu included that the RTA board approved RTA's six projects yesterday.

8.0 Garfield Green Line South LTA Project

Ms. Bayley gave an update on the Garfield Green Line South Local Technical Assistance (LTA) project. CMAP is working with Elevated Chicago, community groups, and the Regional Transportation Authority (RTA) to update the Community Work Plan with the specific goal of continuing the progress of turning the station into a community asset. The project seeks to understand the impact that decades of disinvestment have had and work to change the narrative around a community with strong, positive amenities.

Chairman Snyder inquired if the city has been involved in the project as they own many of the vacant parcels of land in the neighborhood. Ms. Bayley stated that staff is collaborating with the Chicago Department of Planning and Development (DPD) to align efforts. Mr. Seglin asked whether staff is working with CDOT, as much of the community feedback includes projects that may involve CDOT. Ms. Bayley responded that currently there is no primary CDOT contact and that would be good to establish. Finally, Mr. Connelly stated that restoring and updating the Garfield station was a large investment and he was glad to see further efforts to revitalize the neighborhood.

9.0 Legislative Update

Mr. McMahon provided a federal update. Currently, staff is tracking the surface transportation reauthorization process. This week, two of the main authorization committees held hearings. At this time, there is still no clear indication on how the revenue portions of the bill will be paid. Additionally, Mr. McMahon stated that staff is in regular contact with congressional delegation staff regarding Member Designated Projects. Community Projects Funding through the House Appropriations Committee are also being tracked. Finally, he noted that earlier this week the USDOT released a notice of

funding for RAISE grants, which is the newest iteration of BUILD grants. Chairman Snyder requested that the Notice of Funding Availability (NOFA) for the RAISE grants be shared with the committee.

Mr. Cefali provided a state update. Recently, staff brought bills to the CMAP Board for their approval and support. He briefly discussed these bills, which are HB860, HB1953, SB117, HB270 and SB1766. Mr. Seglin inquired if staff reviewed HB253. Mr. Cefali responded that yes, an analysis was conducted and staff is currently reviewing the recent amendment to HB253. Chairman Snyder commended the role counties played in modifying the definition of a highway in state MFT statutes and county option MFTs to get broader flexibility for the use of those funds sources, particularly for bike trails and sidewalks.

10.0 Other Business

Mr. Carlson informed the committee that IDOT has implemented a new policy that allows for the use of TDC funds to assist Cohort 4 communities with local, IDOT-led projects. Ms. Aleman thanked IDOT for their leadership. Ms. Hector-Hsu noted that RTA released the results of a survey, which focused on riders and last riders of the transit network and their post-COVID transportation plans. At this time, RTA is moving towards Step 3 of their recovery plan.

11.0 Public Comment

There was no Public Comment.

12.0 Next Meeting

The next Transportation Committee meeting is scheduled on June 4, 2021 at 9:30am.

13.0 Adjournment

The meeting adjourned at 10:56am.

Roll Call Votes

		Meeting Minutes 2.26.2021		TIP Approval 21-04		Self-Certification	
		Y	N	Y	N	Y	N
Member	Agency						
Chris Snyder	DuPage Co	Y		Y		Y	
Jessica Hector-Hsu	RTA	Y		Y		Y	
Chuck Abraham	IDOT DIPI	Y		Y		Y	
Brian Carlson	IDOT Dist 1	Y		Y		Y	
Kevin Carrier	Lake Co	Y		Y		Y	
Michael Connelly	CTA	Y		Y		Y	
Doug Ferguson	CMAP	Y		Y		Y	
Jackie Forbes	Kendall Co	Y		Y		Y	
Jon Paul Diipla	McHenry	Y		Y		Y	
David Kralik	Metra	Y		Y		Y	
Christina Kupkowski	Will Co	Y		Y		Y	
Aimee Lee	Tollway	Y		Y		Y	
Erik Llewellyn	Pace	Y		Y		Y	
Tara Orbon	Cook County	Y		Y		Y	
Heidy Persaud	CNT	Y		Y		Y	
Tom Rickert	Kane Co	Y		Y		Y	
Leon Rockingham	Council of Mayors	Y				Y	
Joseph Schofer	Academic	Y		Y		Y	
David Seglin	CDOT	Y		Y		Y	
Audrey Wennink	MPC	Y		Y		Y	

Respectfully submitted,

Mary Weber



MEMORANDUM

To: CMAP Transportation Committee
From: CMAP Staff
Date: May 28, 2021
Re: Transportation Improvement Program (TIP) Amendments

Since the April 16th committee meeting, project programmers submitted 119 formal amendments for Transportation Committee consideration. Additionally, 180 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 21-05.

Formal Amendment 21-05

A total of 119 formal amendments were submitted for Transportation Committee approval on amendment **21-05**. Sixty-one (61) new projects totaling \$154 million and utilizing \$121 million in federal funds were added to the TIP. Cost changes to 24 existing projects added \$93.9 million in total cost to the TIP and another \$116.1 million was added due to project phases moving into or out of the active years (FFY 2021 – 2025) of the TIP on 26 projects. Two (2) projects were deleted, removing \$900 thousand in total cost and \$800 thousand in federal funds. Finally, \$17.8 million in federal funds were completely removed from 6 projects and replaced with non-federal funds. The overall change in total project cost within all prior, current, and future years due to this amendment is the addition of over \$363 million and the federal participation in projects increased by nearly \$242 million, as summarized below.

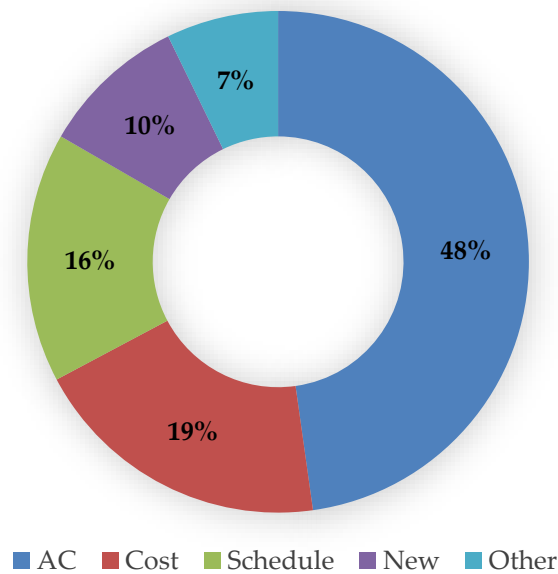
Type of change	# of projects	Change in total cost	Total cost before	Total cost after	Change in federal cost	Federal cost before	Federal cost after
New project	61	\$154.4	\$0.0	\$154.4	\$121.1	\$0.0	\$121.1
Phase(s) added to or removed from TIP	26	\$116.1	\$428.7	\$544.9	\$66.7	\$167.1	\$233.9
Cost change	24	\$93.9	\$713.3	\$807.2	\$72.5	\$352.4	\$424.9
Federal funds removed	6	\$0.0	\$28.6	\$28.6	-\$17.8	\$17.8	\$0.0
Delete project	2	-\$0.9	\$0.9	\$0.0	-\$0.8	\$0.8	\$0.0
Grand total	119	\$363.6	\$1,171.5	\$1,535.1	\$241.7	\$538.2	\$779.9

All costs in \$ millions

Administrative Amendments 21-05.1 and 21-05.2

A total of 180 Administrative Amendments were submitted, reviewed, and accepted by staff on amendments [21-05.1](#) and [21-05.2](#). 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.

21-05.1 & 21-05.2 Administrative Amendments - Type of Change



The majority of administrative changes submitted placed phases into or converted phases from Advance Construction (AC) status. Cost adjustments made with these changes resulted in \$12.5 million in total cost being removed from the TIP. Cost changes for 35 projects removed another \$63.3 million. Cost adjustments made with schedule changes added \$1 million to the TIP and additional \$125 million was added with 17 new projects, including \$12.2 million in federal funds added in future years beyond FFY 2025. Thirteen other changes, such as updating target letting dates or project identifiers were made with no changes to project costs. In total, \$67.3 million in total cost utilizing \$12.5 million in federal funding was added to the TIP administratively. The type of change, number of projects affected, total project cost, and federal project cost information is shown in the table below. Total cost includes all fund sources and all project phases in prior, current, and future years of the TIP. Federal cost includes only federal fund sources for all project phases in prior, current, and future years of the TIP.

Type of change	# of projects	Change in total cost	Total cost before	Total cost after	Change in federal cost	Federal cost before	Federal cost after
Phase(s) converted from AC status	51	-\$17.1	\$762.6	\$745.5	-\$17.2	\$551.0	\$533.8
Phase(s) placed in AC status	35	\$4.6	\$500.4	\$504.9	\$1.1	\$318.9	\$320.0
Cost change below thresholds	35	-\$63.3	\$2,544.9	\$2,481.7	-\$0.8	\$1,323.7	\$1,322.9
Schedule change	29	\$1.0	\$421.8	\$422.8	\$0.0	\$125.2	\$125.2
New project	17	\$125.0	\$0.0	\$125.0	\$12.2	\$0.0	\$12.2
Other	13	\$0.0	\$259.3	\$259.3	\$0.0	\$206.0	\$206.0
Grand total	129	\$67.3	\$3,726.3	\$3,793.6	\$12.5	\$1,973.8	\$1,986.3

All costs in \$ millions

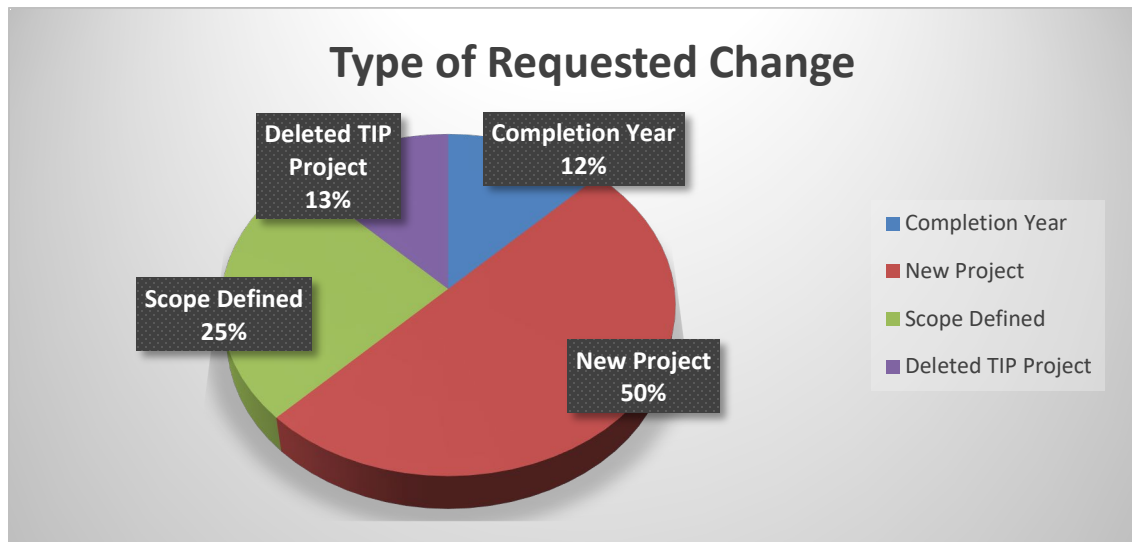
ACTION REQUESTED: Approval of formal TIP Amendment 21-05



MEMORANDUM

To: CMAP Transportation Committee
From: CMAP Staff
Date: April 16, 2021
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 not exempt projects for inclusion in the regional air quality analysis of the FFY 2021-25 Transportation Improvement Program (TIP) and ON TO 2050. Of the changes requested, eight projects require air quality conformity analysis. Below is a summary by type of requested changes.



If the TIP amendment is approved, one not exempt project will be removed from the TIP and seven not exempt projects will either be added to the TIP or have the analysis associated with the project revised due to project changes or delays. These projects are included in the conformity analysis because funding for phases beyond preliminary engineering has been identified in the fiscally constrained TIP. Not exempt projects with only preliminary engineering funding and exempt tested projects are excluded from conformity analysis.

The new projects are:

- [TIP ID 09-21-0005](#): Randall Rd at Big Timber Rd
- [TIP ID 09-21-0019](#): Randall Rd at IL 72
- [TIP ID 12-21-0026](#): Theodore Street
- [TIP ID 12-21-0028](#): Olympic Boulevard

Limits are the cross-streets, mileposts or other boundaries which define the extent of a project. There are no projects with significant limit changes.

Other 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 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.

One not exempt project crossed an analysis year and is included in the conformity analysis:

- [TIP ID 12-12-0033](#): Weber Road (CH 88) from 135th Street (Romeo Road) to Airport Road (Lockport Road)

The scope of a project is determined by the [work types](#) associated with the project.

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

Two prior exempt now re-established as not exempt projects are presented here, the first through a change of scope of an associated road diet as it approaches the priority bridge structure, the second as a roadway and an intersection expansion:

- [TIP ID 01-11-0004](#): 39th St/Pershing Rd at Racine Ave to CR RR (1.3 mi W of I-94)
- [TIP ID 09-02-0007](#): Randall Rd at Hopps Road

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

- [TIP ID 03-03-0101](#): Meacham Rd from Kirchoff Rd to IL 62 Algonquin Rd

The public website of the [eTIP database](#) is available through the hyperlink for current project information. Newly submitted changes are found in the [21-06 Conformity Amendments](#) report. The regional travel demand model was run using the updated networks. The resultant vehicle miles traveled (VMT) by vehicle class, speed, time of day, and facility type were entered into the US Environmental Protection Agency’s MOVES 2014a model. The model generated on-road emission estimates for each precursor or direct pollutant in each analysis year were produced using the new vehicle population file.

For ozone precursors volatile organic compounds (VOC) and nitrogen oxides (NOx), the resulting emissions inventories estimates fell below the applicable budgets for the 1997 ozone maintenance State Implementation Plan (SIP) and the 2008 and 2015 Ozone NAAQS as shown in the table below.

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

Year	Volatile Organic Compounds		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2025	53.42	60.13	85.17	150.27
2030	43.62	60.13	60.81	150.27
2040	34.10	60.13	51.31	150.27
2050	34.32	60.13	53.79	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 March 29, 2021

Direct PM_{2.5} and NOx Emissions in Tons per Year for PM_{2.5} (Informational Only)

Year	Fine Particulate Matter		Nitrogen Oxides	
	Northeastern Illinois	Historical SIP Budget	Northeastern Illinois	Historical SIP Budget
2025	1,310.65	2,377.00	32,660.45	44,224.00
2030	967.20	2,377.00	23,721.84	44,224.00
2040	866.48	2,377.00	20,586.88	44,224.00
2050	920.36	2,377.00	21,553.24	44,224.00

Greenhouse Gas (GHG) Mobile Source Emissions (Informational Only)

CO ₂ Equivalent in Tons per Year	
Year	Northeastern Illinois
2025	28,169,868.67
2030	26,070,488.03
2040	25,371,871.45
2050	26,727,742.58

Note: GHG mobile source targets have not been established for the region.

The Transportation Committee recommends approval of a finding of conformity and TIP amendment 21-06 to the CMAP Board and MPO Policy Committee.

ACTION REQUESTED: Approval



MEMORANDUM

To: CMAP Transportation Committee
From: CMAP staff
Date: May 28, 2021
Re: Financial plan for transportation process

Federal law requires metropolitan planning organizations to demonstrate fiscal constraint by determining that sufficient funding resources will be available to invest in the transportation system as recommended in the long-range plan. Specifically, federal regulations require “for purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways” and “public transportation” (23 CFR § 450.324(f)(11)). The following chart provides ON TO 2050’s fiscal constraint.

Forecasted transportation revenues and expenditure allocations, 2019-50, in billions

Revenues	
Federal revenues	\$61.9
State revenues	\$166.8
Local revenues	\$233.0
Subtotal core revenues	\$461.7
Increase state MFT and replace with road usage charge	\$31.0
Expand the sales tax base to additional services	\$11.0
Federal cost of freight service fee	\$7.0
Regional revenue source	\$5.0
Local parking pricing expansion	\$2.0
Subtotal reasonably expected revenues	\$56.0
Total revenues	\$517.7
Expenditures	
Administer, operate, and maintain in current condition	\$485.8
Improve system condition	\$9.5
Make system enhancements	\$17.6
Full cost of constrained regionally significant projects	\$72.7
Capital cost allocated as maintenance and reconstruction	-\$50.3
Offsetting revenues from tolling and value capture	-\$17.5
Subtotal constrained new capacity cost of regionally significant projects	\$4.8
Total expenditures	\$517.7

Revenue and expenditure forecasting

To achieve federal requirements, CMAP must assess the anticipated expenditures and revenue sources necessary to carry out the operation, maintenance, and expansion of the region's surface transportation system over the planning period (2023-50). Long-range financial forecasting requires determining a base set of assumptions regarding revenue and expenditures trends, understanding the future implications of current policies, and development of a robust, accurate, and straightforward methodology that is appropriate for a planning-level forecast. Similar to ON TO 2050, CMAP staff will perform financial analysis and conduct policy research to develop revenue and expenditure forecasts, including reasonably expected revenues, in consultation with CMAP committees, stakeholders, and experts.

Since the adoption of ON TO 2050, the State of Illinois approved Rebuild Illinois, a capital plan that provides for increases in several revenue sources, including the state motor fuel tax, state motor vehicle registration fees, and other transportation user fees. These revenues were already included in ON TO 2050's forecast as either assumed future capital programs or reasonably expected revenues, depending on the source. Therefore, CMAP does not anticipate a larger fiscal constraint for the 2023-50 planning period than was available for ON TO 2050.

Expenditure allocations

The financial plan for transportation will prioritize how to invest available revenues by allocating planned expenditures into different categories. These categories account for funding for administering, operating, maintaining, improving, enhancing, and expanding northeastern Illinois' transportation system. Like GO TO 2040 and ON TO 2050, CMAP expects that the plan will continue to constrain sufficient funding to operate and maintain the existing system in its current condition. These allocations will integrate partner input and regional priorities with the funding needs required to meet asset condition targets, provide needed system enhancements, and fund regionally significant projects.

Next steps

Over the coming months, CMAP staff will begin consulting with transportation implementers and partners to create draft forecasts. CMAP staff is also beginning to research potential revenue sources that could fund transit capital to include in the plan's revenue recommendations. Engagement will include discussions with technical experts on forecasting assumptions, as well as requests for feedback from CMAP committees and other partners. In September, CMAP staff will provide a presentation to the Transportation Committee on revenue trends. Draft revenue and expenditure forecasts will be presented in November 2021 to the Transportation Committee. Throughout the next nine months, staff will present expenditure forecasts, reasonably expected revenue options, and expenditure allocations to Transportation Committee, with the goal of completing the draft financial plan in March 2022. The financial plan for transportation will be a component of the full plan document that will be shared for Public Comment in June 2022.

ACTION REQUESTED: Information

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