



Chicago Metropolitan Agency for Planning

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Chicago, IL 60607

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cmap.illinois.gov

MPO Policy Committee Annotated Agenda Thursday, June 10, 2021-- 9:30 a.m.

Please join from your computer, tablet or smartphone.

<https://zoom.us/j/97006537651>

TO USE YOUR TELEPHONE

Meeting ID: 970 0653 7651

One tap mobile

+13126266799,,97006537651# US (Chicago)

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

- 2.0 Agenda Changes and Announcements**

- 3.0 Approval of Minutes—March 11, 2021**
ACTION REQUESTED: Approval

- 4.0 Agency Reports**
 - 4.1 Executive Director’s Report
 - 4.2 CMAP Board Report
 - 4.3 Council of Mayors’ Report

- 5.0 Nominating Committee for the Office of Vice Chair**

The MPO Policy Committee bylaws state that “each year during June, after notice to the membership in the call and agenda of a particular meeting, the Chair shall appoint a subcommittee of five members of the Policy Committee to nominate at a meeting in October, the name or names of candidates for election to the office of Vice Chair of the Policy Committee for the following year.” The members of the nominating committee must include one person from each of the following organization types: municipal government or municipal corporation, highway or roads administration, public transportation agency or other transportation provider, regional planning agency, and county government.
ACTION REQUESTED: Information

- 6.0 Transportation Consent Agenda: Semi-Annual ON TO 2050/TIP Conformity Analysis & TIP Amendment**

The semi-annual ON TO 2050/TIP conformity analysis and TIP amendment 21-06 were subject to a 30-day public comment period from

April 16 – May 17, 2021. The Transportation Committee has recommended approval to the MPO Policy Committee.
ACTION REQUESTED: Approval

7.0 Self-Certification

The MPO and the State are required to certify that the metropolitan transportation planning process complies with certain federal requirements at least every four years. Considered and recommended for approval by the Transportation Committee, staff is seeking MPO Policy Committee approval of the self-certification.

ACTION REQUESTED: Approval

8.0 Presentation: ON TO 2050 Plan 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

9.0 Safety Resource Group Update

The Safety Resource Group, which was formed in late 2020, as part of the Safety Action Agenda, had their second meeting on May 14. The meeting was focused on regional speed management strategies in three topic areas, including engineering and design solutions; policies and processes; and education/behavior/enforcement. Staff will share feedback from that meeting and requests Committee members' additional input.

ACTION REQUESTED: Information

10.0 State Legislative Update

Staff will update the Policy Committee on relevant state legislative activities.

ACTION REQUESTED: Information

11.0 Federal Update

Staff will update the Policy Committee on relevant federal legislative activities.

ACTION REQUESTED: Information

12.0 Other Business

13.0 Public Comment

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion. It

should be noted that the exact time for the public comment period will immediately follow the last item on the agenda.

14.0 Next Meeting – joint meeting with the CMAP Board on Wednesday, October 13, 2021.

15.0 Adjournment

MPO Policy Committee Members:

___ Omer Osman, Chair	___ Dan Cronin	___ R.A. Kwasneski
___ Frank Beal	___ Jim Derwinski	___ Corinne Pierog
___ Gia Biagi	___ Jose Alvarez	___ Leanne Redden, Vice Chair
___ Matt Brolley	___ Scott Gryder	___ Jeffery Schielke
___ Mike Buehler	___ Sandy Hart	___ Jennifer Bertino-Tarrant
___ Kelley Brookins	___ Jennifer “Sis” Killen	___ Erik Varela
___ Dorval Carter	___ Arlene Kocher	



**MPO Policy Committee
DRAFT Minutes**

March 11, 2021

<https://zoom.us/j/097006537651>

via TELEPHONE:

United States: +1 (312) 626-6799; Access Code: 97006537651#

**MPO Policy
Committee Members
Present:**

Vice Chair Leanne Redden-representing the RTA, Frank Beal-representing the CMAP Board, Gia Biagi-representing the City of Chicago, Holly Bieneman (alt)-representing IDOT, Lynette Ciavarella (alt)-representing Metra, Michael Connelly (alt)-representing the CTA, Dan Cronin-representing DuPage County, Tony Greep (alt)-FTA, Scott Koeppel (alt)-representing Kendall County, Sis Killen-representing Cook County, Erik Llewellyn (alt)-representing Pace, John Noak (alt)-representing the CMAP Board, Corrine Pierog and Tom Rickert (alt)-representing Kane County, Jeffery Schielke-representing the Council of Mayors, Shane Schneider (alt)-representing Lake County, Jennifer Bertino-Tarrant-representing Will County, Rocco Zucchero (alt)-representing Illinois State Toll Highway Authority, and non-voting members Arlene Kocher-representing FHWA and Erik Varela-representing Class 1 Railroads

Staff Present:

Erin Aleman, Amy McEwan, Angela Manning-Hardimon, Kathy Lane, Laura Wilkison, Stephane Phifer, Gordon Smith, Teri Dixon, Martin Menninger, Todd Schmidt, Lindsay Hollander, and Sherry Kane

Others Present:

Neil Adams-IDOT, Elaine Bottomley-WCGL, Emily Daucher-McHenry County, John Donovan-FHWA, Jesse Elam-Cook County, Jackie Forbes and Troy Simpson-Kane County Council, Michael Fricano-West Cook, Jessica Hector-Hsu and Heather Mullins-RTA, Matt Pasquini-NWMC, Tom Kelso-IDOT, Mike Klemens-Lake County, Daniel Knickelbein-DMMC, Jon-Paul Kohler-FHWA, Aimee Lee-Illinois Tollway, Leslie Phemister-SSMMA, Suzette Quintell-DMMC, David Seglin-CDOT, Christopher Snyder-DuPage County, and Cynthia Watters

1.0 Call to Order and Introductions

At approximately 9:39 a.m., MPO Vice-Chair, Leanne Redden, called the meeting to order and asked executive director Erin Aleman to call the roll.

IDOT-Bieneman (alt)	Present	CDOT-Biagi	Present	CMAP-Beal	Present
CMAP-Noak (alt)	Present	CTA-Connelly (alt)	Present	Cook-Killen	Present
CoM-Schielke	Present	DuPage-Cronin	Present	FHWA-Kocher	Present
FTA-Tony Greep (alt)	Present	Tollway-Zucchero (alt)	Present	Kane-Rickert (alt)	Present
Kendall-Koeppel (alt)	Present	Lake-Schneider (alt)	Present	McHenry-Hennings (alt)	Present
Metra-Ciavarella (alt)	Present	Pace-Llewellyn (alt)	Present	RTA-Redden, Vice Chair	Present
Will County-Bertino-Tarrant	Present	Class 1 RR-Varela	Present		

2.0 Agenda Changes and Announcements

There were no agenda changes or announcements.

3.0 Approval of Minutes-January 14, 2021

A motion to approve the draft minutes of the January 14, 2021, meeting of the MPO Policy Committee meeting, as presented, was made by Mayor Jeffrey Schielke, seconded by Gia Biagi, and a roll call vote followed:

IDOT-Bieneman (alt)	Yes	CDOT-Biagi	Yes	CMAP-Beal	Yes
CMAP-Noak (alt)	Yes	CTA-Connelly (alt)	Yes	Cook-Killen	Yes
CoM-Schielke	Yes	DuPage-Cronin	Yes	FHWA-Kocher	-
FTA-Tony Greep (alt)	-	Tollway-Zucchero (alt)	Yes	Kane-Rickert (alt)	Yes
Kendall-Kellogg (alt)	Yes	Lake-Schneider (alt)	Yes	McHenry-Hennings (alt)	Yes
Metra-Ciavarella (alt)	Yes	Pace-Llewellyn (alt)	Yes	RTA-Redden, Vice Chair	Yes
Will County-Bertino-Tarrant	Yes	Class 1 RR-Varela	-		

The motion carried.

4.0 Agency Reports:

CMAP Executive Director's Report

Executive Director Erin Aleman's report included updates on the following: Mobility Recovery, Safety Resource work, the Cook County Transit Plan Steering Committee, CMAP Board action advancing CMAP's work on equity, the joint call for planning assistance projects with the RTA, and CMAP's latest analysis regarding traffic volumes.

CMAP Board Report

Executive Director Erin Aleman also gave the CMAP Board report: the board had met the previous day, had considered and approved the FY2022 Budget and Workplan as well as the UWP Program (both of which would be presented to the MPO Policy Committee today). Performance measures for safety (transit safety and pavement conditions) were approved, and staff gave a presentation on Fares, Fines, and Fees.

Council of Mayors Report

Mayor Jeffrey Schielke reported that the Council of Mayors Executive Committee meets next on April 20 and at its January 19 meeting, the Council received an update on the recent work of the STP Project Selection Committee as well as an update from IDOT Local Roads. CMAP staff gave an overview of the Regional Safety Action Agenda. Staff also presented updates on the Local Government Network’s outreach to municipalities on the Call for Planning Assistance in collaboration with RTA. Finally, the committee engaged in a conversation about CMAP’s State and Federal Legislative Agendas.

5.0 FY 2022 Unified Work Program (UWP)

Deputy Executive Director for Finance and Admin, Angela Manning-Hardimon, gave an overview of the FY 2022 Unified Work Program (approved by the UWP Committee, considered by both CMAP’s Coordinating, and Transportation committees that recommended approval) and requested MPO Policy Committee approval as well.

A motion to approve the FY 2022 Unified Work Program (UWP) as presented was made by Mayor John Noak, seconded by Scott Hennings, and a roll call vote followed:

IDOT-Bieneman (alt)	Yes	CDOT-Biagi	Yes	CMAP-Beal	Yes
CMAP-Noak (alt)	Yes	CTA-Connelly (alt)	Yes	Cook-Killen	Yes
CoM-Schielke	Yes	DuPage-Cronin	Yes	FHWA-Kocher	-
FTA-Tony Greep (alt)	-	Tollway-Zucchero (alt)	Yes	Kane-Rickert (alt)	Yes
Kendall-Koeppel (alt)	Yes	Lake-Schneider (alt)	Yes	McHenry-Hennings (alt)	Yes
Metra-Ciavarella (alt)	Yes	Pace-Llewellyn (alt)	Yes	RTA-Redden, Vice Chair	Yes
Will County-Bertino-Tarrant	Yes	Class 1 RR-Varela	-		

The motion carried.

6.0 Asset Condition and Safety Targets

CMAP Staff Martin Menninger and Todd Schmidt summarized the proposed regional targets that are required under MAP-21 and the FAST Act—2022 Transit Safety Targets, and 2021 Pavement Condition Targets Update—and requested approval of both.

A motion to approve the 2022 Transit Safety Targets and the 2021 Pavement Condition Targets Update, as presented was made by Sis Killen, seconded by Mayor John Noak, and a roll call vote followed:

IDOT-Bieneman (alt)	Yes	CDOT-Biagi	Yes	CMAP-Beal	Yes
CMAP-Noak (alt)	Yes	CTA-Connelly (alt)	Yes	Cook-Killen	Yes
CoM-Schielke	Yes	DuPage-Cronin	Yes	FHWA-Kocher	-
FTA-Tony Greep (alt)	-	Tollway-Zucchero (alt)	Yes	Kane-Rickert (alt)	Yes

Kendall-Koeppel (alt)	Yes	Lake-Schneider (alt)	Yes	McHenry-Hennings (alt)	Yes
Metra-Ciavarella (alt)	Yes	Pace-Llewellyn (alt)	Yes	RTA-Redden, Vice Chair	Yes
Will County-Bertino-Tarrant	Yes	Class 1 RR-Varela	-		

The motion carried.

7.0 FY 2021 Federal Transit Administration (FTA) Funding Allocations

Presented by CMAP staff, Teri Dixon, the MPO Policy Committee was asked to approve the subarea allocations between northwestern Indiana-northeastern Illinois and southeastern Wisconsin-northeastern Illinois, contingent upon the RTA's Board approval on March 18, 2021. An overview of the FFY 2021 CRRSAA Federal allocations to the Service Board and the subarea allocations of FFY 2020 FTA funding followed.

A motion to approve the funding allocations as presented and contingent upon the RTA's approval at its March 18 meeting was made by Mayor Jeffery Schielke and seconded by Gia Biagi. A roll call vote followed:

IDOT-Bieneman (alt)	Yes	CDOT-Biagi	Yes	CMAP-Beal	Yes
CMAP-Noak (alt)	Yes	CTA-Connelly (alt)	Yes	Cook-Killen	Yes
CoM-Schielke	Yes	DuPage-Cronin	Yes	FHWA-Kocher	-
FTA-Tony Greep (alt)	-	Tollway-Zucchero (alt)	Yes	Kane-Rickert (alt)	Yes
Kendall-Koeppel (alt)	Yes	Lake-Schneider (alt)	Yes	McHenry-Hennings (alt)	Yes
Metra-Ciavarella (alt)	Yes	Pace-Llewellyn (alt)	Yes	RTA-Redden, Vice Chair	Yes
Will County-Bertino-Tarrant	Yes	Class 1 RR-Varela	-		

The motion carried.

8.0 Equity in Fees, Fines, and Fares Project

CMAP staff Lindsay Hollander presented the analysis, findings, and recommendations of CMAP's Equity in Transportation Fees, Fines, and Fares project, the first comprehensive analysis on residents and households with low income, asked that the MPO Policy Committee to recommend mitigation strategies to address the inequities, and discussed next steps for report release and implementation activities.

9.0 RTA Human Services Transportation Plan

On behalf of the RTA, Heather Mullins discussed the Human Services Transportation Plan (HSTP) that identifies critical transportation needs for older adults, individuals with disabilities and people with low incomes. HSTP is a requirement through the FTA section 5310 grant program. Ms. Mullins reviewed the plan's timeline and detailed the extensive outreach RTA undertook such as stakeholder interviews, public surveys and virtual focus groups as well as existing and emerging mobility needs and service gaps identified by the RTA. A motion to endorse the RTA's Human Services Transportation Plan was made by Scott Koeppel, seconded by Holly Bieneman, and a roll call voted followed:

IDOT-Bieneman (alt)	Yes	CDOT-Biagi	Yes	CMAP-Beal	Yes
CMAP-Noak (alt)	Yes	CTA-Connelly (alt)	Yes	Cook-Killen	Yes
CoM-Schielke	Yes	DuPage-Cronin	Yes	FHWA-Kocher	-
FTA-Tony Greep (alt)	-	Tollway-Zucchero (alt)	Yes	Kane-Rickert (alt)	Yes
Kendall-Koeppel (alt)	Yes	Lake-Schneider (alt)	Yes	McHenry-Hennings (alt)	Yes
Metra-Ciavarella (alt)	Yes	Pace-Llewellyn (alt)	Yes	RTA-Redden, Vice Chair	Yes
Will County-Bertino-Tarrant	Yes	Class 1 RR-Varela	-		

The motion carried.

10.0 Other Business

There was no other business before the MPO Policy Committee.

11.0 Public Comment

There were no comments from the public.

12.0 Next Meeting

The MPO Policy Committee meets next on June 10, 2021.

13.0 Adjournment

At approximately 10:56 a.m., a motion to adjourn by Mayor Jeffrey Schielke, seconded by Mayor John Noak, and with all in favor, carried.

Respectfully submitted,

05-24-2021

/stk



MEMORANDUM

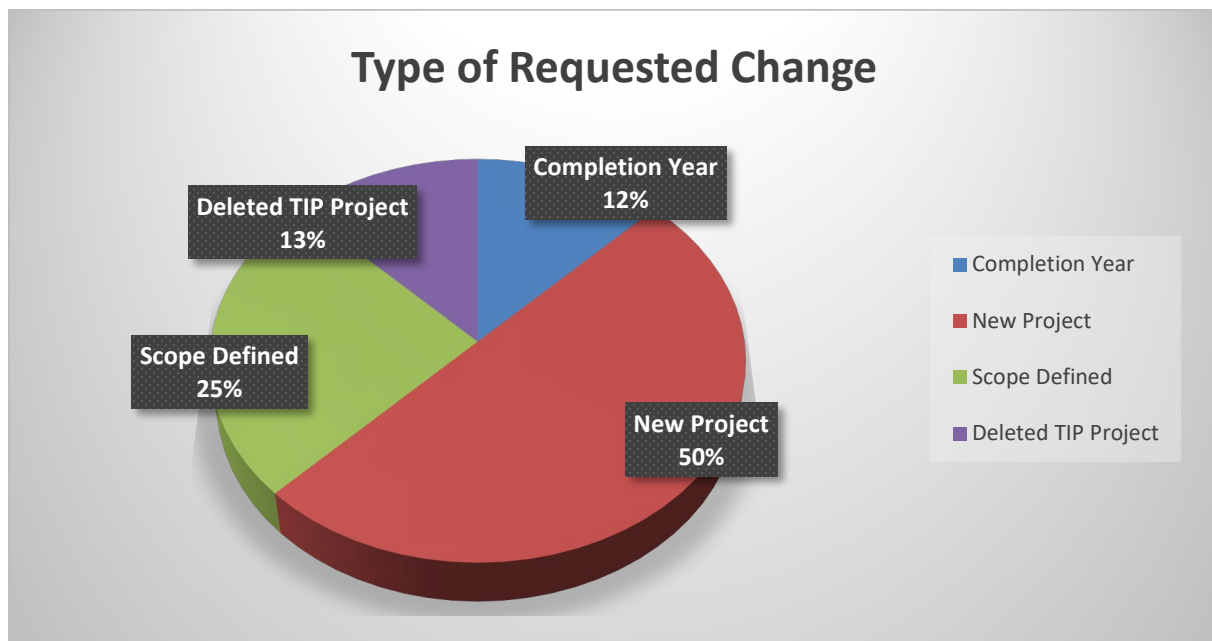
To: CMAP Board and MPO Policy Committee

From: CMAP Staff

Date: June 3, 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

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

ACTION REQUESTED: Approval

###



MEMORANDUM

To: MPO Policy Committee

From: CMAP Staff

Date: June 3, 2021

Re: Self-Certification

The MPO Policy Committee is charged with implementing the metropolitan planning process in accordance with applicable federal requirements, including the Fixing America's Surface Transportation Act (FAST Act), the Clean Air Act, the Civil Rights Act and the Americans with Disabilities Act. By federal law, agencies providing transportation services and/or receiving federal money must comply with the requirements described below. Considered at its meeting in April, CMAP's Transportation Committee recommends approval of the self-certification by the MPO Policy Committee.

1. Highway and Public Transportation

- **23 U.S.C. 134** – Highways, Sec. 134. Metropolitan Planning
Describes the legal framework for metropolitan planning areas (MPAs) and the conduct of the metropolitan transportation planning processes, development of transportation plans, programs, and activities to encourage and promote the safe and efficient management, operation and development of transportation systems.
- **49 U.S.C. 5303** – Public Transportation, Sec. 5303. Metropolitan Transportation Planning
Provides the legal framework to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people, as well as freight and foster economic growth and development within and between States and urbanized areas. It also encourages the continued improvement of the metropolitan and statewide transportation planning processes.
- **23 CFR 450.336 (a)**, Self-certifications and Federal certifications
Regulations to ensure the State and MPAs certify at least every four years that the metropolitan planning process is being carried out in accordance with applicable requirements.

2. **Clean Air Act and Related Regulations**

- **Clean Air Act (CAA)**

The law that defines the Environmental Protection Agency's responsibilities for protecting and improving the nation's air quality and the stratospheric ozone layer, per the Clean Air Act Amendments of 1990.

- **40 CFR part 93 – Determining Conformity of Federal Action State or Federal Implementation Plans**

Sets forth policy, criteria, and procedures for demonstrating and assuring conformity of such activities to an applicable implementation plan developed pursuant to the CAA. This section also provide procedures for air quality nonattainment and maintenance to implement requirements with respect to the conformity of transportation plans, programs, and projects which are developed, funded, or approved by the United States Department of Transportation (USDOT), and by MPOs or other recipients of highway or transit funds.

3. **Title VI of the Civil Rights Act of 1964**

The law states "No person in the United States shall, on the ground of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." Title VI of the Civil Rights Act of 1964 set a standard which authoritatively outlawed discrimination in the conduct of all federal activities. Subsequent laws and Presidential Orders added handicap, sex, age, and income status to the criteria for which discrimination is prohibited.

4. **49 U.S.C. 5332**

States a person may not be excluded from participating in, denied a benefit of, or discriminated against under, a project, program, or activity receiving financial assistance under this chapter because of race, color, religion, national origin, sex, disability, or age.

5. **Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26**

Provides the legal and regulatory framework regarding the involvement of disadvantaged business enterprises in USDOT funded projects.

6. **23 CFR part 230**

Provides regulatory standards for the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts.

7. **The American Disabilities Act (ADA) of 1990 (42 U.S.C. 12101 et seq)**

Prohibits discrimination against people with disabilities in employment, transportation, public accommodation, communications, and governmental activities. It prohibits the discrimination on the basis of disability by public accommodations and in commercial facilities.

- **49 CFR part 27** specifies nondiscrimination on the basis of disability in programs or activities receiving federal assistance;
- **49 CFR part 37** covers transportation services for individuals with disabilities; and
- **49 CFR part 38** covers ADA accessibility specifications for transportation vehicles.

8. The Older Americans Act, as amended (42 U.S.C. 6101)

Prohibits discrimination on the basis of age in programs or activities receiving federal assistance.

9. Section 324 of title 23 U.S.C.

Prohibits discrimination based on gender.

10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27

Prohibits discrimination against individuals with disabilities

ACTION REQUESTED: Approval

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Chicago Metropolitan Agency for Planning (CMAP)

MPO Self-Certification

The MPO Policy Committee of CMAP is the Metropolitan Planning Organization (MPO) designated by the Governor and northeastern Illinois officials as being responsible, together with the State of Illinois and public transportation operators, for carrying out the provisions of Section 234 Title 23 U.S. Code, and Title 49 U.S. Code 5304-5306 for the seven counties in northeastern Illinois and part of Grundy and DeKalb counties. By statute, the MPO and the State are required to certify every four years that the planning process is meeting the requirements as described in Title 23, U.S. Code of Federal Regulations Section 450.336. Transportation planning work addressing major issues in the region is documented in the United Work Program (UWP), the Transportation Improvement Program (TIP) and long-range plan, the minutes and notes from CMAP committees, task forces, staff publications, and reports from all participating agencies. All work to carry out the planning process is conducted in accordance with applicable requirements of the Fixing America's Surface Transportation Act (FAST), the Clean Air Act, the Civil Rights Act, and the American with Disabilities Act. The MPO Policy Committee certifies that the transportation planning process is conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and Title 23 CFR Subpart 450(C).
2. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d) and 40 CFR part 93.
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21.
4. 49 U.S.C. 5332.
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26.
6. 23 CFR part 230.
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq) and 49 CFR parts 27, 37, and 38.
8. The Older Americans Act, as amended (42 U.S.C. 6101).
9. Section 324 of title 23 U.S.C.
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27.

Omer Osman
Chairman, MPO Policy Committee

Erin Aleman
Executive Director, Chicago Metropolitan Agency for Planning (CMAP)

Subscribed and sworn to before me, this ____ day of _____, 2021

My commission expires:



MEMORANDUM

To: MPO Policy Committee
From: CMAP staff
Date: June 3, 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. CMAP staff will share plan update progress, including the financial plan for transportation, at each MPO Policy Committee meeting for feedback and discussion. 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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