



Chicago Metropolitan  
Agency for Planning

**ON TO  
2050**  
plan update

**Financial  
plan for  
transportation**  
appendix

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# Summary

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)).

To achieve federal requirements, the Chicago Metropolitan Agency for Planning (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. This appendix to the ON TO 2050 update provides detail on the methodology used in the financial plan for transportation forecast. The ON TO 2050 update summary also contains the recommendations of the financial plan.

The following table details the ON TO 2050 update’s financial plan for transportation, including forecasting revenues and funding allocations to planned investments on the system. The forecast indicates that the revenues projected to be available over the planning horizon will be sufficient to operate and maintain the transportation system in its current condition. However, the expected funding would be insufficient to cover regional priorities for improving asset condition, enhancements, or expansions to the system. To meet the region’s asset condition targets, fiscally constrained enhancements and expansions within the long-range planning context, and ensure sufficient operational funding, the region will need to continue to prioritize the advancement of new and innovative revenue sources as major policy priorities in the ON TO 2050 update.

Adding five reasonably expected revenues to the forecast will make a total of \$526 billion available over the planning period. Of that total, 82 percent (or \$431.32 billion) is necessary to operate, administer, and maintain the system in its current condition. This leaves 18 percent (or \$94.68 billion) to allocate toward improving system condition, as well as enhancing and expanding the system over the 2023-50 planning period.

As required by federal regulations, revenues and expenditures were forecast in year of expenditure dollars rather than real or constant dollars, meaning inflationary increases are included in the forecasts.

**Forecasted transportation revenues and expenditure allocations, 2023-50, in billions of year of expenditure dollars**

<b>Revenues</b>	
Federal revenues	\$80.8
State revenues	\$199.6
Local revenues	\$207.7
Subtotal baseline revenues	\$488.0
Toll major highway reconstructions and new highway capacity	\$13.0
Replace state motor fuel tax (MFT) with road usage charge	\$10.0
Expand the sales tax base to additional services	\$9.0
Regional revenue source	\$4.0
Local parking pricing expansion	\$2.0
Subtotal reasonably expected revenues	\$38.0
<b>Total revenues</b>	<b>\$526.0</b>
<b>Expenditures</b>	
Operate and administer roadway system	\$120.0
Operate and administer transit system	\$136.3
Maintain current roadway condition	\$109.4
Maintain current transit asset condition	\$63.7
Subtotal cost to administer, operate, and maintain in current condition	\$429.5
Improve system condition	\$30.8
Make system enhancements	\$43.7
Full cost of constrained regionally significant projects	\$84.8
Capital cost allocated as maintenance and reconstruction	—\$59.8
Offsetting revenues from tolling and value capture	—\$3.0
Subtotal constrained new capacity cost of regionally significant projects	\$22.0
<b>Total expenditures</b>	<b>\$526.0</b>
Note: revenues and expenditures do not add up to the subtotals due to rounding	

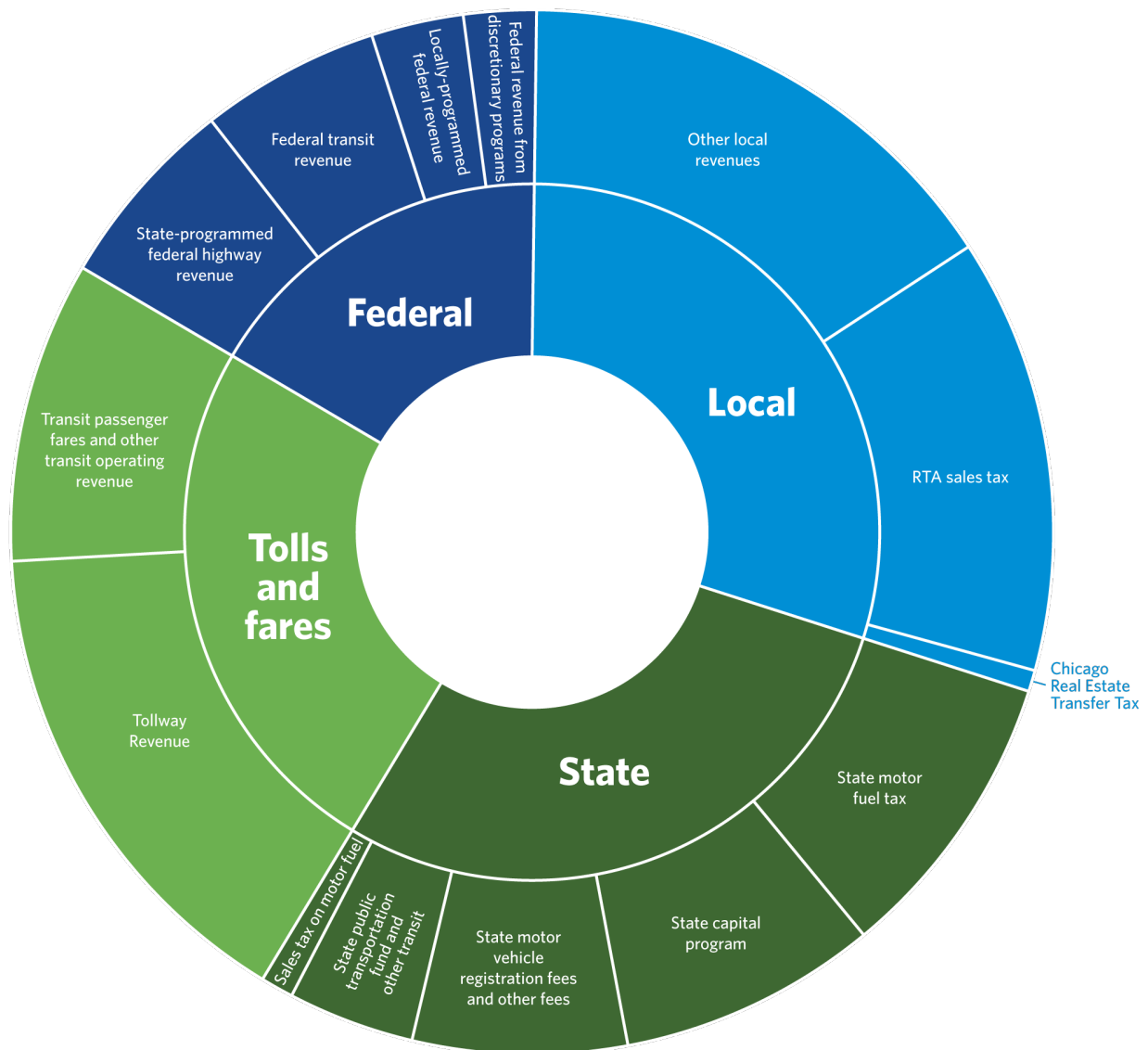
## Revenues

Revenue forecasts are intended to account for all funding resources expected to be available to administer, operate, maintain, improve, enhance, and expand the transportation system. In the fiscal constraint, all revenue sources are aggregated prior to the process of allocation to expenditure categories. This approach is suited to a long-range planning process focused on determining regional investment priorities rather than budgeting for a program. In addition, the approach fits with CMAP recommendations emphasizing the need to use transportation user fees imposed on drivers for all transportation modes.

# Baseline revenues

The baseline revenue forecast totals \$488 billion over the 28-year planning period. The baseline revenue forecast includes all existing revenue sources the region receives for transportation purposes and does not include any new sources. The forecasts assume that northeastern Illinois will continue to receive revenues from federal, state, and local sources for constructing, operating, administering, and maintaining the current roadway and transit system. This includes periodic transit fare and toll rate increases, which will be necessary to ensure sufficient revenues to pay for these systems over the 28-year planning period. The chart below provides forecasts for specific revenue sources, followed by methodology and assumptions.

**Baseline revenue forecast, 2023-50, in year of expenditure dollars**



## **Locally programmed federal revenue: \$13.9 billion**

These funds represent the annual federal apportionment that is passed to the Chicago metropolitan region for programming. This includes the federal fund sources of the Congestion Mitigation and Air Quality Improvement Program (CMAQ), Transportation Alternatives Program-Local, Carbon Reduction Program, Surface Transportation Program-Local, and Surface Transportation Program-Counties.<sup>1</sup> Revenue estimates through 2026 are based on CMAP estimates for expected funding from the Infrastructure Investment and Jobs Act (IIJA). Federal revenues to the region grew at a rate of 1.5 percent between 2010 and 2021. After 2026, revenues were assumed to increase annually by this same 1.5 percent rate.

## **Federal revenue from discretionary programs: \$10.4 billion**

Forecasted revenues include those allocated by the federal government at the discretion of the U.S. Department of Transportation (USDOT) rather than by formula. The region is assumed to receive a similar share of grants over the planning period as it has in recent years. Programs tend to vary over time. Current programs including New Starts, BUILD, INFRA, All Stations Accessibility Program, Congestion Relief Program, Reconnecting Communities Pilot Program, RAISE, Safe Streets and Roads for All, Active Transportation Infrastructure Investment Program, and Strengthening Mobility and Revolutionizing Transportation (SMART). Federal revenues to the region grew at a rate of 1.5 percent between 2010 and 2021. After 2026, revenues were assumed to increase annually by this same 1.5 percent rate.

## **Federal transit revenue: \$27.0 billion**

Forecasted revenues include State of Good Repair and Urbanized Area Formula Grant programs, as well as other federal transit formula grants.<sup>2</sup> Revenue estimates through 2026 are based on CMAP estimates for expected funding from IIJA. Federal revenues to the region grew at a rate of 1.5 percent between 2010 and 2021. After 2026, revenues were assumed to increase annually by this same 1.5 percent rate.

## **State-programmed federal highway revenue: \$29.6 billion**

These funds represent the annual federal apportionment programmed by Illinois. This includes the federal fund sources of National Highway Performance Program; Surface Transportation Program; National Highway Freight Program; Highway Safety Improvement Program; Transportation Alternatives Program; Recreational Trails; the Bridge Investment Program; National Electric Vehicle Formula Program; and the PROTECT program.<sup>3</sup> Revenue estimates through 2026 are based on CMAP estimates for expected funding from IIJA, and 74.43 percent of the statewide total annual apportionment in those years was assumed to go to northeastern

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<sup>1</sup> For more information on regional transportation programs administered by CMAP, see <http://www.cmap.illinois.gov/mobility/strategic-investment/regional-transportation-programs>.

<sup>2</sup> For more information on Federal Transit Administration programs, see <https://www.transit.dot.gov/grants>.

<sup>3</sup> For more information on Federal Highway Administration programs, see <https://www.fhwa.dot.gov/specialfunding>.

Illinois. Federal revenues to the region grew at a rate of 1.5 percent between 2010 and 2021. After 2026, 45 percent of the statewide total annual apportionment was assumed to go to northeastern Illinois, and revenues were assumed to increase annually by this same 1.5 percent rate.

## **State motor fuel tax: \$45.6 billion**

As of March 2022, the current motor fuel tax (MFT) rate was 39.2 cents per gallon (46.7 cents per gallon of diesel). Rebuild Illinois indexed the base rate to inflation beginning in 2019. Given high inflation between March 2021 and March 2022, Illinois approved a six-month freeze of the state motor fuel tax index, effective July 1, 2022. Nevertheless, CMAP forecasts the MFT rate will grow by 8.6 percent in 2023. After 2023, the rate is assumed to grow an average of 2.5 percent annually.

These funds include the portion of state motor fuel tax revenue retained by the Illinois Department of Transportation (IDOT) for the Road Fund and State Construction Account. After accounting for various statutory deductions, the region is assumed to receive 45 percent of these revenues for the purposes of funding state road construction and maintenance projects, estimated to total \$18 billion. The Regional Transportation Authority also receives funding based on allocations set in statute — forecasted to total \$10.6 billion. This forecast also includes statutory disbursements to counties, townships, and municipalities. Those disbursements are forecasted to total \$17 billion. Statutorily, Cook County receives a 16.74 percent share, and the remaining county share is based on motor vehicle registration fees received. Township share is based on share of mileage of township roads, and the municipal share is based on population.

CMAP used forecasted annual vehicle miles traveled (AVMT) and average miles per gallon (MPG) to estimate revenue. For AVMT, CMAP used 2045 forecasts developed by the Illinois Department of Transportation and extrapolated the forecast to 2050. Average annual percent change in AVMT between 2023-50 was 0.8 percent for passenger vehicles and 0.7 percent for other vehicles.

For passenger vehicle MPG estimates, CMAP created estimates based on National Highway Traffic Safety Administration (NHTSA) rules for Corporate Average Fuel Economy (CAFE) standards, estimated standards for 1978 through 2029 model years for cars and light trucks, and data about vehicle fleet from the Federal Highway Administration's 2017 National Household Travel Survey. CMAP estimates vehicle fuel economy for passenger vehicles statewide will reach a fleetwide average of 34.5 MPG by 2050. While these CAFE standards are being finalized, fuel economy across the entire vehicle fleet is still expected to increase with consumer choice, new technology, and adherence to standards promulgated by other states. For non-passenger vehicles, MPG was assumed to improve with NHTSA fuel efficiency standards for medium- and heavy-duty vehicles.

## **Sales tax on motor fuel: \$5.4 billion**

The state's portion of the state retailer's occupation tax generated from the sale of motor fuel will be deposited in the Road Fund, with increasing portions allocated to the Road Fund during 2023, 2024, and 2025, and reaching 100 percent in 2026 and thereafter. The forecast uses average Midwest gas prices from the U.S. Energy Information Administration from the past year — \$2.51 for regular and \$2.82 for diesel — and deducts various taxes included in the prices. The forecast assumes the price of motor fuel will grow at a rate of 0.1 percent annually. Gallonage assumptions are the same as above.

## **State motor vehicle registration fees and other state fees: \$32.5 billion**

These revenues include annual vehicle registration fees, certificate of title fees, overweight fines, permit fees, and operator's license fees collected by Illinois. The revenues are deposited into the Road Fund and State Construction Account. Motor vehicle registration fee revenues to the Road Fund and State Construction Account were assumed to grow at a rate of approximately 0.5 percent annually. Other types of fees in this category were forecast to grow approximately 1.8 percent annually. The region is assumed to receive 45 percent of these revenues for the purposes of funding state road construction and maintenance projects. Recent fee increases enacted as part of Rebuild Illinois are included here. Future fee rate increases were not assumed in this category, as they would likely be accounted for in future state capital programs.

## **State capital program: \$39.2 billion**

State capital programs typically are funded with a variety of revenue increases, including fee increases on sources like vehicle registration and certificate of title. It is assumed the state will enact a capital program two additional times during the planning period in 10-year intervals. Funding levels were assumed to grow 2.5 percent annually with Rebuild Illinois funding levels assumed as the baseline.

## **Tollway revenue: \$74.7 billion**

This forecast includes toll revenues forecasted to be collected on the 294-mile system, as well as other operating revenues. The current toll rate structure went into effect in 2012, with the commercial rate adjusted annually for inflation. Toll revenue projections were derived from estimates that were prepared by CDM Smith for the Illinois Tollway in November 2020. The projection assumed the annual adjustment in commercial toll rates would be 2 percent annually. CMAP also included an assumption of two passenger toll rate adjustments throughout the planning period. Other operational revenues, such as concessions and miscellaneous income, were forecast to grow at a compound rate of 2.3 percent annually.

## **State Public Transportation Fund: \$18.4 billion**

These funds represent state matching funds for transit, which are equal to 30 percent of Regional Transportation Authority (RTA) sales tax, state use tax disbursements to the RTA, and



the portion of Chicago real estate transfer tax revenues reserved for the CTA. The forecast equals 30 percent of the forecasts of these revenues.

### **Other state transit: \$700 million**

Illinois has provided funding each year to support Pace's Americans with Disabilities Act (ADA) Paratransit service since 2010. Illinois also provides reduced fare reimbursements to the service boards. Both reduced fare reimbursements and ADA support are forecast to remain at current levels annually for the planning period — \$17.6 million and \$8.4 million, respectively.

### **RTA sales tax - \$65.9 billion**

The RTA sales tax is equivalent to 1.25 percent of sales in Cook County (including the RTA sales tax and the RTA's share of the state sales tax) and 0.75 percent of sales in DuPage, Kane, Lake, McHenry, and Will counties. The RTA receives two-thirds of the collar county revenues. Sales tax revenues accruing to the RTA are assumed to grow 2.8 percent annually throughout the planning period. The RTA also receives disbursements of state use tax, which are expected to grow at a rate of 3.3 percent on average.

A third of collar county revenues generated from the RTA sales tax, Collar County Transportation Empowerment Funds, are returned to DuPage, Kane, Lake, McHenry, and Will counties to be used for roads, transit, and public safety. During the planning period, revenues total \$6.7 billion and annual growth averages 3 percent. Growth assumptions were based on projected population growth combined with inflationary assumptions.

### **Chicago real estate transfer tax (RETT): \$2.2 billion**

The \$1.50 per \$500 of value of Chicago's RETT is transferred to the Chicago Transit Authority (CTA). Revenues were forecast to grow at an average rate of 2.7 percent annually.

### **Transit passenger fares and other transit operating revenue: \$45.8 billion**

This includes passenger fares for the CTA, Metra, Pace, and Pace ADA, as well as other revenues for the RTA, CTA, Metra, Pace, and Pace ADA. Other revenues come from sources like advertising, investment income, and Medicaid reimbursements. Revenues were forecast to grow at an average rate of 2 percent annually. To the extent ridership does not substantially return to normal levels by the beginning of the planning period, it is assumed fare revenue will be supplemented by other federal or state operating support. Other operating revenues are assumed to grow at a rate of 1.2 percent annually, based on assumed rates of growth in system revenue and ridership.

### **Other local revenues: \$76.6 billion**

These are funding sources used for transportation purposes by counties, townships, and municipalities. Funding sources include property tax revenue, sales tax revenue, local motor

fuel taxes and impact fees. Revenues were calculated for municipalities and townships using the 2017 U.S. Census of Governments data. County revenues were obtained from recent county budget documents. Revenues were adjusted to the current year using the change in the Consumer Price Index and population growth. To forecast to 2050, growth rates for CMAP population forecasts were added to an annual 2.5 percent inflationary adjustment. Average annual growth regionwide was 3 percent.

County MFTs for DuPage, Kane, Lake, McHenry, and Will counties were forecast separately using the same methodology for the state MFT. But baseline fuel economy was derived separately for each county and AVMT growth was calculated using growth rates in AVMT for each county for each air quality conformity analysis year. These revenues are expected to total \$2.2 billion over the planning period.

## Reasonably expected revenues

New and modernized revenues must be implemented to ensure the future viability of the region's transportation system. Despite new funding, federal, state, and local revenue sources remain unsustainable in the long term to fully fund regional priorities for the maintenance, operation, enhancement, and expansion of the region's transportation system. Federal guidance permits the inclusion of new revenue sources that can be reasonably expected to be made available to carry out the transportation plan. The ON TO 2050 update proposed \$38 billion total across five reasonably expected revenues that represent policy changes that would require actions at the state and local levels. Precedent within the region and across the country suggests all five revenue sources could be reasonably expected to be implemented over the planning horizon. The Mobility chapter of ON TO 2050 contains more detail on these policy recommendations, and the following describes the methodology behind the forecast. The following methodology is intended to be congruent with CMAP recommendations, but the assumptions do not necessarily constitute proposals for precisely how these would be imposed.

The following do not include funding sources recommended in the plan, like a federal gas tax increase or a federal cost of freight services fee. It is assumed the federal government will have to enact this revenue source, as well as ON TO 2050's recommendation to increase the federal gas tax, to continue to fund federal transportation programs at the levels authorized in IJJA without general fund transfers. The baseline forecast already assumes continued federal funding at these levels throughout the planning period, and does not include tolling, value capture, or financing approaches like public-private partnerships that are specific to particular projects. Therefore, in the financial plan, they can be used to offset the cost of specific regionally significant projects rather than being included as reasonably expected revenue.

## **Toll major highway reconstructions and new highway capacity: \$13 billion**

Much of the region's expressway system must be rebuilt during the next thirty years. Tolling currently untolled facilities in conjunction with planned reconstruction would help pay for the costs of reconstruction, as well as free up revenues for the remainder of the system. The forecast assumes project-specific tolling revenues will grow at a rate of 0.8 percent annually following the year of construction. This is the compound annual growth rate for tolls collected each year between 2015 and 2050 based on CMAP's evaluation modeling for regionally significant projects.

## **Replace state MFT with a road usage charge: \$10 billion**

Northeastern Illinois would receive revenues from replacing the state motor fuel tax with a road usage charge in the first five years of the planning period at a rate of 2 cents per mile. The rate would be indexed to an inflationary measure, assumed to be 2.5 percent annually for the purposes of the forecast. The forecast assumes that fund would accrue to northeastern Illinois in the same manner as the state MFT currently does.

## **Expand the sales tax base to additional services: \$9 billion**

Expansion of the sales tax to include additional services would result in additional RTA sales tax revenues, as well as state sales tax disbursements to the RTA. The forecast assumes additional consumer services would be added to the sales tax base by approximately 2026, resulting in a 15 percent increase in the base. Revenues are assumed to grow at a rate of 3.6 percent annually, which is the average annual growth rate for personal consumption expenditures in Illinois for certain consumer services over the past 20 years. The forecast assumes no additional Public Transportation Fund revenue. This forecast does not include revenues that would accrue to the state or other local jurisdictions due to a sales tax base expansion.

## **Regional revenue source: \$4 billion**

Given the unique investment needs of northeastern Illinois, a regional revenue source could help match federal funds, implement regional transportation priorities, and advance modernization initiatives. The forecast assumes the regional revenue source would be imposed as a 5 percent fee on the trip fares paid to transportation network companies. Base trip and fare assumptions for the region were derived from an analysis of Chicago data and CMAP's My Daily Travel survey. The forecast assumes the tax base would grow 2.5 percent annually throughout the planning period as a result of increases in trips and fares.

## **Local parking pricing expansion: \$2 billion**

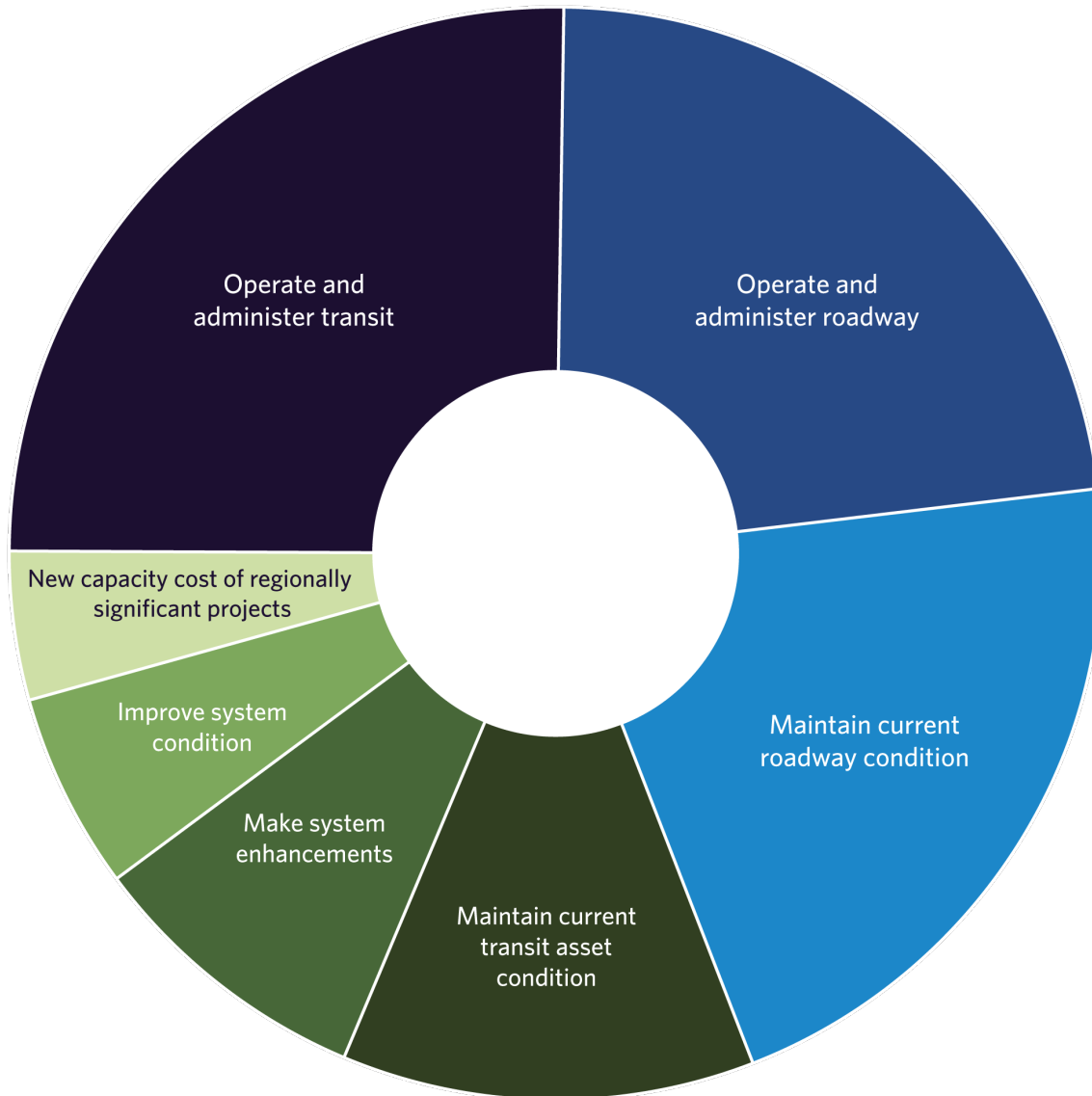
Municipalities in the region would increase the number of priced parking spots in the region throughout the planning period. Pricing of unpriced parking spots would be phased in annually, starting with 600 spaces in the first year. The number of priced spaces would accelerate as the concept gained popularity for the efficacy in managing the public right-of-way. Prices and rate

structures would vary by location. It was assumed the regional average would total \$5 per day with inflationary rate increases of 2.5 percent annually for the purposes of this forecast. Given the local nature of parking pricing, these revenues could be used for local transportation investments.

## **Expenditures**

The financial plan for transportation prioritizes 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. The following section provides an overview of these categories.

**ON TO 2050 update expenditure allocations, 2023-50, in year of expenditure dollars**



## **Operations and administration**

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

## **Roadway expenditures: \$120 billion**

The forecast consists of operations and administrative costs for IDOT District 1, Illinois Tollway, counties, townships, and municipalities, including Tollway debt service and state debt service for Series A bonds. Tollway and IDOT District 1 operating and administrative expenditures were forecasted linearly based on the most recent 20 years of available data. During the planning period, annual growth averaged 2.6 percent for IDOT District 1 and 2.1 percent for the Illinois Tollway. Tollway interest payments were forecast based on past trends, and growth averaged 2 percent annually during the planning period. Series A bond payments were forecast to grow linearly at an average rate of 1.8 percent annually during the planning period, and it was assumed that 45 percent of these costs were attributable to the region.

County budget documents provided baseline county expenditures for 2019. Municipal and township expenditures were estimated from the local highway operations expenditures reported to the 2017 Census of Governments and adjusted to the current year based on inflation and population growth. County, township, and municipal expenditures were assumed to grow at an average rate of 3 percent annually during the planning period due to growth in the region's population and growth in inflation.

## **Transit expenditures: \$136.3 billion**

The forecast includes operating, administration, and debt service costs for the RTA, CTA, Metra, Pace, and Pace ADA. Operating and administrative expenditures were forecast to grow an average of 2.7 percent annually during the planning period. The interest portion of debt service payments were forecasted to grow an average of 0.7 percent annually.

## **Capital maintenance to maintain current asset conditions**

The forecast includes the cost of capital maintenance on the region's roadway and transit system based on maintaining current conditions. The expenditure forecast is based on the investment needed to keep these conditions constant and not increase the backlog of facilities in fair or poor condition. These expenditure forecasts include capital maintenance expenditures completed in tandem with regionally significant projects but do not include any costs that would address a need for increased capacity on the transportation system.

Based on analysis and input from transportation agencies, staff inflated maintenance unit costs for year-of-expenditure using a 2.5 percent rate, which was also used in ON TO 2050. Over the past 20 years, the average annual percent change in the U.S. Consumer Price Index was 2 percent. FHWA's National Highway Construction Cost Index has experienced average annual increases of 2.2 percent over the past decade.

## **Roadway capital expenditures: \$109.4 billion**

Capital maintenance includes costs for expressways, arterials, collectors, local roads, bridges, and signals. The scenarios used assumed current asset conditions would be maintained during the planning period. Various transportation departments provided feedback on modeling assumptions, unit costs, and lifecycle assumptions.

For road with condition data, CMAP staff used IDOT's asset management spreadsheet tool to forecast the cost to maintain pavement condition in its current condition. IDOT's tool can evaluate the impacts of different investment options for both pavements and bridges. CMAP only used the pavement tool because CMAP had its own in-house bridge model already developed. The spreadsheet tool facilitates the analysis of programming funds for different pavement treatments using deterioration rates and treatment costs. Overall, 90 percent of the roadway miles included in the model are in acceptable condition. Interstates are 89 percent. Other NHS roadways are 92 percent, and other IDOT facilities are 87 percent.

The main inputs for the IDOT tool are pavement condition and roadway improvement costs. Pavement condition, measured in Condition Rating Survey (CRS), used in the model came from the 2020 Illinois Roadway Information System public file. The roadway miles were broken down by facility type and CRS rating. The roadway improvement costs used in the model were developed through collaboration with CMAP stakeholders. The improvement costs were broken down by improvement and facility type (interstate and non-interstate). Upcoming IDOT and Illinois Tollway pavement improvement projects were accounted for in the forecast.

CMAP staff used its bridge model to forecast capital maintenance expenditures for bridges, based on deterioration curves for Illinois, from National Bridge Inventory data. The model considers the condition of the deck, substructure, and superstructure. If one or more components of the bridge is in fair or poor condition, it will trigger an improvement to the bridge. The scenario used assumed current bridge conditions would be maintained during the planning period.

Staff forecasted capital maintenance expenditures on other roadway assets, such as local roads and traffic signals, based on assumptions of the typical cycles with which roadway maintenance projects are performed today. These assumptions then are applied to the inventory of roadway assets in the region. These capital assets make up a large portion of the forecast, in part, because local roads make up the majority of the region's roadway network.

## **Transit capital expenditures: \$63.7 billion**

This includes capital maintenance costs for the CTA, Metra, Pace, and Pace ADA. RTA's Capital Optimization Support Tool provided data to forecast asset condition and investment needs for a period of 2023-45, with extrapolation for the final five years of the planning period. The scenario assumed the current condition of assets would be maintained across the planning

period. Expenditures were inflated 2.5 percent annually. The following table provides more detail on asset condition by transit asset category.

**Transit asset condition in northeastern Illinois by federal performance measure category, 2020**

Category	Percent
Buses beyond useful life	6.7%
Rail vehicles beyond useful life	30.2%
Non-fixed route vehicles beyond useful life	43.4%
Track with performance restrictions	5.7%
Facilities in marginal or fair condition	20.6%
Non-revenue vehicles beyond useful life	37.7%
Rail equipment beyond useful life	62.6%
Source: National Transit Database	

## Improve system condition

This category constrains investments to help achieve targets for various asset condition measures. Federal transportation law requires transportation planning efforts to incorporate performance measures for infrastructure condition, among other topics. This funding allocation includes \$30.8 billion to improve the condition of pavement, bridge, and transit assets. These estimates use similar methodology as the capital maintenance expenditures. The following table provides an overview of how the financial plan allocates funds toward meeting system condition goals.

**Allocations toward meeting asset condition goals, 2023-50, in billions of year of expenditure dollars**

Transit assets from 61% to 68% in good repair	\$22.1
Roadways from 90% to 98% in acceptable condition	\$6.2
Bridges from 85.8% to 97% in acceptable condition	\$2.5
<b>Total allocation for improving system condition</b>	<b>\$30.8</b>

## System enhancements

This category includes capital and operational enhancements or improvements not already constrained under other categories. Examples include bicycle, pedestrian, and ADA improvements, as well as highway management and operations, including intelligent transportation systems. Expansions that do not meet the definition of regionally significant projects is another example, along with culvert maintenance that is not accounted for the



bridge model and intersection improvements. The region needs to make these investments, particularly multimodal improvements that provide residents with low-cost mobility options. It is assumed \$43.7 billion constrained in this category is sufficient to reasonably provide for these enhancements to the system.

## Regionally significant projects

To identify candidate regionally significant projects (RSP), CMAP solicited projects from partner agencies and then extensively evaluated the benefits of the projects, which is documented in the [Regionally Significant Project benefits report](#). Projects required to be evaluated as a RSP are those that meet one of the following thresholds:

1. Costs at least \$100 million and either
  - a. changes capacity on the National Highway System or is a new expressway or principal arterial, or
  - b. changes capacity on transit services with some separate rights of way or shared right of way where transit has priority over other traffic
2. Costs at least \$250 million and improves the state of good repair for a particular highway or transit facility

This category allocates funding toward expansion elements of constrained RSPs, while the cost of maintaining existing infrastructure in constrained projects is accounted for in the baseline forecast. The constrained RSPs total \$84.8 billion, which includes capital costs (\$22.6 billion for new capacity and \$59.8 billion for reconstruction) and incremental operating costs on new capacity (\$2.4 billion). These costs consider anticipated cost inflation by the time the project is constructed and begins operation.

ON TO 2050 acknowledges transit projects can generate revenue that can be used to offset their costs. Transit Facility Improvement Areas (TFIA) — in which a form of value capture can be used to fund transit capital investments — are assumed to generate revenue to support \$3 billion in bond funds to offset transit project costs through existing and new TFIA. The amount constrained for new capacity after taking these revenues into account totals \$22 billion.

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