

# Invest Strategically in Transportation

## Implementation Action Area #1: Find Cost and Investment Efficiencies

Action	Lead Implementers	Specifics	Retain/Revise/Complete/Delete
Prioritize maintenance and modernization projects when making investment decisions	State (IDOT, Tollway), RTA, CTA, Metra, Pace, counties, municipalities	Investments that maintain and modernize the transportation system should be prioritized over major expansion projects. This focus should serve as a policy backdrop for transportation investment decisions on both the highway and transit side. Furthermore, research and planning staffs from implementing agencies should conduct more in-depth studies on the impacts of cost-effective maintenance and modernization strategies, including the procurement of more state-of-the-art buses and trains. In addition to more proactive maintenance practices, other modernization strategies include traveler information systems, bicycling and pedestrian improvements, better pavement materials, signal timing, and other intelligent transportation system (ITS) improvements. Projects of all types should take a multimodal approach, seeking to improve conditions for all travelers, including bicyclists and pedestrians.	Revise

### Implementation Examples:

- The Illinois Tollway’s 15-year, \$12 billion capital program, [Move Illinois](#), includes \$8.32 billion to meet existing needs. Those projects include the reconstruction and widening of the Jane Addams Memorial Tollway, reconstructing the central Tri-State Tollway and Edens Spur, as well as preservation work on the Reagan and Veterans Memorial Tollways and other projects.
- The RTA’s adopted [2013-2018 Regional Transit Strategic Plan](#) includes prioritizing capital investments based on safety, state of good repair, reliability, ridership and operating costs.
- Recent transit projects include the CTA Red Line South reconstruction in 2013 and the completion of the Metra Highliner railcar order in 2012.

**Rationale for Retain/Revise/Complete/Delete Assessment:**

- Most of the text focuses on modernization strategies. Consider referring to more proactive maintenance practices (e.g. pavement management systems) as well.

DRAFT

Action	Lead Implementers	Specifics	Retain/Revise/Complete/Delete
Develop and utilize transparent evaluation criteria for the selection of projects, particularly ones adding capacity	State (IDOT, Tollway), CMAP, RTA, Metra, Pace, CTA, counties, municipalities	Well-defined criteria are needed for the selection of projects, particularly for new facilities or projects that add capacity to existing facilities. Performance-based funding will help make the process of allocating state and federal funds more transparent for the general public and allow for the most crucial improvements and projects to be completed first with the finite resources available. CMAP should work with implementing agencies to develop and implement these performance measures.	Revise

**Implementation Examples:**

- Performance-based programming continues to be a top priority for CMAP. In April 2013, CMAP published its "[Performance-Based Funding for Transportation: A Compendium](#)", a compilation of the agency's work in this area over the past two years. The compendium includes a summary of findings from the two peer exchanges held in 2012.
- In response to direction from the CMAP Board, staff launched the "[Performance-Based Funding](#)" microsite in May 2013. The microsite provides an interactive, visual platform to explain the policy issues related to performance-based funding. It provides background information on the topic and features CMAP's recommended approach to performance-based funding, which is largely based on the North Carolina DOT example presented at the 2012 peer exchange. Staff also published a brochure version of the microsite, which was mailed out to northeastern Illinois state legislators in late spring 2013.
- CMAP staff will continue to provide educational materials on performance-based programming, and to promote the concept with state legislators and transportation agencies. In FY 2014, CMAP staff has begun the process of assessing its own programming practices and data sources. Performance-based programming is a core component of the [FY 2014 work plan](#), and includes projects related to TAP and the CMAQ program, the prioritization and development of regional performance measures, modeling and analytical development for programming, data management, and targeting infrastructure investment for plan implementation.
- The RTA has worked with the Service Boards to develop the Capital Optimization Support Tool (COST) to better prioritize regional capital projects. The RTA [notes](#) that "COST is a technology driven resource that develops and prioritizes regional capital

needs and programs by integrating regional asset inventory data and decision points into a single instrument. COST is intended to provide an independent and objective perspective on capital needs to help better inform regional decision making.”

**Rationale for Retain/Revise/Complete/Delete Assessment:**

- The first sentence is redundant, and could be reworded to say "particularly for new facilities or projects that add capacity to existing facilities". Also, this text could be an opportunity to refer to CMAP's FY 2014 performance-based programming work.
- The text in the "Specifics" section was tightened, removing redundancies and focusing on the message of performance-based funding.
- Counties and municipalities are also key implementers for performance-based funding, and so were added to the list of "Lead Implementers".

DRAFT

Action	Lead Implementers	Specifics	Retain/Revise/Complete/Delete
Ensure that the region's transportation projects are based on the above performance measures and align with the priorities of <i>GO TO 2040</i>	CMAP	CMAP has an important role to play in terms of whether or not finances should be allocated to transportation projects based on the above performance criteria, and whether the projects satisfy the direction of the long range plan, <i>GO TO 2040</i> . Changes and amendments to the TIP are the process by which such decisions can be made. CMAP staff should use criteria to measure the performance of projects, particularly larger, capacity-adding projects, in the TIP and make recommendations on action to the CMAP Board and MPO Policy Committee, who hold final say on whether or not projects should be included.	Revise

**Implementation Examples:**

- In 2012, CMAP staff performed an internal review of the TIP and how the projects within it align with the principles of *GO TO 2040*. Staff will continue to analyze the TIP in FY 2014, considering how the TIP could be transformed into a decision tool to help govern the allocation of transportation funding.
- The region's FFY 2011 [Regional Project Award and Obligations Report](#) has been updated to show the region's investments based on maintenance, modernization and expansion.

**Rationale for Retain/Revise/Complete/Delete Assessment:**

- Slight grammatical correction to text.

Action	Lead Implementers	Specifics	Retain/Revise/Complete/Delete
Improve decision making models used for evaluating transportation projects	CMAP	CMAP should continue to lead in developing analytical tools and techniques for project evaluation. As the agency coordinates comprehensive regional planning, the quantitative models employed to make these evaluations should be upgraded toward integrated models with transportation, land use, and economic components.	Revise

**Implementation Examples:**

- Performance-based programming is a core component of the [FY 2014 work plan](#), and includes projects related to the prioritization and development of regional performance measures, modeling and analytical development for programming, and data management.
- CMAP has also made strides in improving its modeling capacity, for example developing the freight mesoscale model and dynamic traffic assignment.

**Rationale for Retain/Revise/Complete/Delete Assessment:**

- This action remains a priority for CMAP and the region.
- Slightly revised to tighten up the text.

Action	Lead Implementers	Specifics	Retain/Revise/Complete/Delete
Identify methods and technologies to improve operational efficiency of the transit agencies	RTA, CTA, Pace, Metra	The RTA and service boards should focus their efforts on addressing the system’s fiscal health, particularly pursuing strategies for improving operating efficiencies and ending the continual cost increases that have compromised the integrity of the system.	Revise

**Implementation Examples:**

- In September 2013, RTA proposed a new process to work with the service boards to create [shared procurement systems](#).
- In 2012-13, the CTA negotiated deals with its unions to reduce costs through various changes to work rules, including flexible scheduling, lower overtime costs, and work-sharing provisions.

**Rationale for Retain/Revise/Complete/Delete Assessment:**

- Added service boards to “Lead Implementers” and “Specifics”. Slight edit to “Action” to emphasize the focus on agencies’ operational efficiency.

Action	Lead Implementers	Specifics	Retain/Revise/Complete/Delete
Revise federal requirements for funding the engineering of major transit capital projects	Federal (U.S. DOT)	FTA regulations concerning use of funds for engineering of transit projects are stricter than those governing highway projects, and should be changed to create a “level playing field.”	Revise

**Implementation Examples:**

- MAP-21, the current federal transportation authorization, [modified](#) the project eligibility for the New Starts program to include “core capacity” projects that increase capacity on existing facilities by at least 10 percent. MAP-21 did not address the “level playing field” in engineering requirements for highway and transit projects.
- In January 2013, the FTA [finalized](#) other changes to the New Starts program. These reforms streamline the administrative review process for applicants to both programs and apply broader evaluation criteria to proposed projects. More specifically, these changes expand the program’s environmental criteria to include measures of human health, energy use, and safety, along with the traditional air quality criteria. They also include affordable housing in the consideration of economic development factors. Further, these reforms change the methodology for measuring a proposal’s cost-effectiveness.

**Rationale for Retain/Revise/Complete/Delete Assessment:**

- MAP-21 largely addresses the expansion bias in New Starts, but the “level playing field” issue for engineering requirements persists.



Action	Lead Implementers	Specifics	Retain/Revise/Complete/Delete
Develop regional infrastructure funding programs for plan implementation	State (IDOT, IHDA), RTA CMAP, counties, COGs, nonprofits	Create a pilot program meant to focus infrastructure funds to implement local comprehensive plans, modeled on programs in Atlanta and San Francisco. Investigate transportation funds currently programmed by the state (STP) and by CMAP (CMAQ, TAP) for this purpose, as well as non-transportation sources. Retain the current programming of local STP funds, but encourage programmers to consider livability in their funding decisions.	Revise

**Implementation Examples:**

- CMAP's [FY 2014 work plan](#) includes a project titled "Targeting Infrastructure Investment for Plan Implementation". This project will investigate the potential for focusing investments on particular places based on criteria such as job density, proximity to existing infrastructure, and other measures that represent livability. The research will investigate the applicability of other regional models to the CMAP region and research potential funding sources.

**Rationale for Retain/Revise/Complete/Delete Assessment:**

- Revise the text to include other implementers and funding sources.

Action	Lead Implementers	Specifics	Retain/Revise/Complete/Delete
End the "55/45" split for Illinois transportation dollars and make investment decisions based on metrics of need	IDOT	Northeastern Illinois continues to be plagued by a non-statutory funding split which allocates 55 percent of road funding to downstate districts and 45 percent to northeastern Illinois. Transparent, performance-driven criteria should be used to drive investments rather than an arbitrary split.	Retain

**Implementation Examples:**

- CMAP launched its "[Performance-Based Funding](#)" microsite in 2013. The microsite includes educational material on the 55/45 split, and offers an alternative way to allocation transportation funds in Illinois. The microsite is the culmination of other staff research efforts into this topic, as outlined in the report, "[Performance-Based Funding for Transportation: A Compendium](#)".

**Rationale for Retain/Revise/Complete/Delete Assessment:**

- This action remains a priority for CMAP and the region.

Action	Lead Implementers	Specifics	Retain/Revise/Complete/Delete
Revise the process of state capital program funding in Illinois	State (General Assembly)	Adequate funding for transportation capital improvements should be included as part of the annual budgetary process. The current reliance on infrequent “state capital program” bills creates inconsistent funding levels that complicate long-term planning for transportation. Furthermore, project selection should be based upon performance criteria rather than on earmarks.	Revise

**Implementation Examples:**

- CMAP’s current [principles for a new state capital program](#) acknowledge the need to move beyond boom-and-bust cycles, and call for the following three reforms: the addition of new user-fee generated revenues, the end of the 55/45 split and a move toward performance-based funding, and the provision of new state capital funding for both highways and transit.
- CMAP provided an [analysis](#) of the financing for the current state capital program, Illinois Jobs Now!, in spring 2013. That analysis highlighted revenue shortfalls for some of the new tax sources used to finance the capital program’s debt service.

**Rationale for Retain/Revise/Complete/Delete Assessment:**

- Reword. The State does provide capital for transportation as part of the annual budget process (primarily through the annual and multiyear Highway Improvement Programs); the point here is about the boom-and-bust cycles of the episodic state capital programs (FIRST, Jobs Now!,...). Also, reword last sentence to remove second "based".

**Implementation Action Area #2: Increase Motor Fuel Taxes in the Short Term, and Institute a Replacement in the Long Term**

Action	Lead Implementers	Specifics	Retain/Revise/Complete/Delete
Implement an eight-cent increase of the state’s motor fuel tax and index it to inflation	State (General Assembly)	This would require an act of the Illinois General Assembly and the Governor. An increase in the state’s MFT presents the best option for short-term increase in revenues for transportation funding. The tax should be indexed to the rate of inflation to combat the decrease in purchasing power that occurs over time. A portion of these proceeds should be devoted to funding transit capital.	Revise

**Implementation Examples:**

**Rationale for Retain/Revise/Complete/Delete Assessment:**

- Slight revision to clarify that any additional revenues for transit should be dedicated to transit *capital* expenditures.
- Note that this action is relevant to the GO TO 2040 Financial Plan. It may be revisited to ensure consistency with the revised Financial Plan.

Action	Lead Implementers	Specifics	Retain/Revise/Complete/Delete
Implement an increase of the federal motor fuel tax and index it to inflation rate	Federal (Congress)	This would require an act of the U.S. Congress and the President. The federal MFT was last increased in 1993. Index the tax to the rate of inflation.	Retain

**Implementation Examples:**

**Rationale for Retain/Revise/Complete/Delete Assessment:**

- This action remains a priority for CMAP and the region.

DRAFT

Action	Lead Implementers	Specifics	Retain/Revise/Complete/Delete
Address the need for a potential gas tax replacement revenue mechanisms, particularly “pay-as-you-drive” fees like a vehicle miles traveled fee	Federal (U.S. DOT), State (IDOT), CMAP	As the fuel efficiency of automobiles increases along with the use of non-petroleum based fuels, there will be a long-term need to replace the MFT. Such a replacement could take the form of a VMT fee. Existing technologies can be used to implement a VMT fee while protecting drivers’ privacy.	Revise

**Implementation Examples:**

- In September 2012, CMAP staff [analyzed](#) the impact of rising fuel economy standards on transportation funding. The policy update estimated that new CAFE standards would decrease MFT revenues by 36 percent through 2040.
- CMAP's [FY 2014 work plan](#) calls for a “Regional Revenues” report to investigate potential new sources of transportation funding. CMAP’s Regional Tax Policy Task Force recommended that Northeastern Illinois should follow the lead of other regions around the country that are pursuing and utilizing regional revenue sources for regional needs, namely capital investments for transportation infrastructure projects. In FY 2013, staff completed a draft detailed analysis of potential non-federal or state revenues to be derived from the imposition of new user fees or other efficient forms of taxation that capture the incremental value created by infrastructure improvements. In FY 2014, staff will release this report and coordinate an outreach campaign to move the regional conversation forward on sustainable regional revenues.

**Rationale for Retain/Revise/Complete/Delete Assessment:**

- This action remains a priority for CMAP and the region.
- Slight revisions to strengthen “Action” text to achieve consistency with the GO TO 2040 Financial Plan.
- Added IDOT and CMAP to list of “Lead Implementers”.
- Slight revisions to “Specifics” text to note privacy issues with a VMT fee and de-emphasize specific technologies.

<b>Action</b>	<b>Lead Implementers</b>	<b>Specifics</b>	<b>Retain/Revise/Complete/Delete</b>
Establish a regionally-imposed transportation user fee	State (General Assembly)	CMAP's Regional Tax Policy Task Force recommended that the region pursue regional revenue sources for regional needs. Other than the RTA sales tax, which primarily provides funding for transit operations, the region does not have a region-wide dedicated source of funding to provide for capital transportation investments.	This is a potential new implementation action, depending on the Financial Plan

DRAFT

### Implementation Action Area #3: Implement Congestion Pricing

Action	Lead Implementers	Specifics	Retain/Revise/Complete/Delete
Continue operational studies of potential congestion pricing projects	State (IDOT, Tollway), CMAP	CMAP's congestion pricing campaign analyzed the impacts of congestion pricing five major capital projects included in GO TO 2040. This work should be continued and expanded to other facilities in the region.	Complete

#### Implementation Examples:

- In late 2012, CMAP launched a new [microsite](#) to demonstrate the need for congestion pricing as a tool to manage traffic and help pay for infrastructure improvements. The site features new computer-modeled analysis by CMAP and describes significant benefits of congestion pricing, which uses "express toll lanes" to manage traffic for faster, reliable travel times. If it were implemented on five new construction projects, express-lane drivers during the morning rush would reach their destinations 31 to 66 percent quicker, at a modest additional cost.
- The above study looked at five expressway projects as recommended by the GO TO 2040 comprehensive regional plan. These included two new facilities -- the Illinois Route 53 north extension and Illinois Route 120 bypass and the Elgin-O'Hare West Bypass -- plus new lanes on the I-90 Addams Tollway, the I-290 Eisenhower Expressway, and the I-55 Stevenson Expressway.

#### Rationale for Retain/Revise/Complete/Delete Assessment:

- The Tollway/MPC project was completed. CMAP's congestion pricing study investigated the fiscally-constrained major capital projects included in GO TO 2040, which do not exactly coincide with the projects specifically identified in this action.
- Note that this action is relevant to the GO TO 2040 Financial Plan. It may be revisited to ensure consistency with the revised Financial Plan.
- Planning-level studies have been completed, and so this action should be eliminated.



<b>Action</b>	<b>Lead Implementers</b>	<b>Specifics</b>	<b>Retain/Revise/ Complete/Delete</b>
Toll and congestion price all new expressway capacity	State (IDOT, Tollway)	Given scarce transportation resources and the need to focus on maintenance and modernization of the existing system, all new expressway capacity added to the region should be tolled and congestion priced.	Potential new implementation action, depending on Financial Plan

DRAFT

<b>Action</b>	<b>Lead Implementers</b>	<b>Specifics</b>	<b>Retain/Revise/ Complete/Delete</b>
Toll and congestion price existing expressway capacity	State (IDOT, Tollway)	Given scarce transportation resources and the need to better manage congestion, existing expressway capacity in the region should be tolled and congestion priced.	Potential new implementation action, depending on Financial Plan

DRAFT

Action	Lead Implementers	Specifics	Retain/Revise/ Complete/Delete
Implement congestion pricing pilot projects	State (IDOT, Tollway), CDOT	Utilizing information collected in the regional and project level studies conducted, implement regional congestion pricing pilot projects. I-90 and I-55 are managed lanes projects specifically recommended in <i>GO TO 2040</i> —these should be prioritized.	Delete

**Implementation Examples:**

- The Illinois Tollway's [I-90 Corridor Planning Council](#) and [IL-53/120 Blue Ribbon Advisory Council](#) recommended congestion pricing for both those expressway projects. The Tollway board would need to approve both those implementations.
- IDOT is already evaluating congestion pricing as part of constructing a new lane on the I-55 Stevenson expressway. Likewise, IDOT is looking at it as part of plans to improve travel on the I-290 Eisenhower expressway. CMAP's research also indicates that congestion pricing could be successfully implemented on the new Elgin-O'Hare West Bypass.

**Rationale for Retain/Revise/Complete/Delete Assessment:**

- Eliminate this action in favor of new congestion-pricing actions Note that this action is relevant to the GO TO 2040 Financial Plan. It may be revisited to ensure consistency with the revised Financial Plan.

Action	Lead Implementers	Specifics	Retain/Revise/Complete/Delete
Fund supportive transit projects with revenues generated from congestion pricing	State (IDOT, Tollway), RTA, Metra, Pace, CTA	To alleviate potential equity issues created by the higher fees on road segments, there will be a need to increase transit service in the congestion-priced corridors. Congestion pricing revenues will be used to fund the increased service.	Revise

**Implementation Examples:**

**Rationale for Retain/Revise/Complete/Delete Assessment:**

- Slight clarification in “Action” text.
- Slight edits to the “Specifics” text to be consistent with wording used in other CMAP materials on congestion pricing.
- Note that this action is relevant to the GO TO 2040 Financial Plan. It may be revisited to ensure consistency with the revised Financial Plan.

Action	Lead Implementers	Specifics	Retain/Revise/Complete/Delete
Fund arterial improvements with revenues generated from congestion pricing	State (IDOT, Tollway), counties, municipalities	Congestion pricing can cause increased traffic diversion onto parallel arterials in local communities. The increased traffic may cause unintended congestion problems for local users of the arterials and infrastructure solutions maybe required. Congestion pricing revenues will be used to fund the mitigation solutions.	Revise

**Implementation Examples:**

**Rationale for Retain/Revise/Complete/Delete Assessment:**

- Slight clarification in “Action” text.
- “Specifics” revised to be consistent with wording used in other CMAP materials on congestion pricing.
- Note that this action is relevant to the GO TO 2040 Financial Plan. It may be revisited to ensure consistency with the revised Financial Plan.

<b>Action</b>	<b>Lead Implementers</b>	<b>Specifics</b>	<b>Retain/Revise/Complete/Delete</b>
Conduct further study of congestion pricing and managed lanes strategies with special attention paid to major capital projects	State (IDOT, Tollway), CMAP, RTA, Metra, Pace, CTA, counties, municipalities	Many of the constrained and unconstrained road expansion projects would lend themselves to congestion pricing as a potential revenue source. Continued study of these projects is needed to identify the best candidates.	Complete

**Implementation Examples:**

- In late 2012, CMAP launched a new [microsite](#) to demonstrate the need for congestion pricing as a tool to manage traffic and help pay for infrastructure improvements. The site features new computer-modeled analysis by CMAP and describes significant benefits of congestion pricing, which uses "express toll lanes" to manage traffic for faster, reliable travel times. If it were implemented on five new construction projects, express-lane drivers during the morning rush would reach their destinations 31 to 66 percent quicker, at a modest additional cost.

**Rationale for Retain/Revise/Complete/Delete Assessment:**

- CMAP has largely completed this work through the research and analysis conducted as part of its congestion pricing campaign.
- Note that this action is relevant to the GO TO 2040 Financial Plan. It may be revisited to ensure consistency with the revised Financial Plan.
- Delete because this action had been completed.

*Implementation Action Area #4: Implement Pricing for Parking*

<b>Action</b>	<b>Lead Implementers</b>	<b>Specifics</b>	<b>Retain/Revise/ Complete/Delete</b>
Conduct detailed studies on potential parking pricing projects	CMAP, municipalities	Identify potential locations/areas where pricing for parking could be implemented and study the potential effects.	Retain

**Implementation Examples:**

- In April 2012, CMAP published "[Parking Strategies to Support Livable Communities](#)" as part of its larger series of model ordinances and toolkits. The report is provided to help communities address their parking concerns with the end goal of making our communities more livable. The paper explains how to do a parking survey, how to effectively engage stakeholders, and describes more than a dozen strategies to manage parking; it also takes a detailed look at the costs of parking structures and available financing mechanisms.
- Through the LTA program, CMAP has completed parking surveys for downtown [Hinsdale](#) and the Chicago neighborhoods of [Wicker Park and Bucktown](#). The surveys are part of a process to understand the imbalances of supply and demand and to make recommendations for pricing and other parking management strategies. CMAP has also committed to working with the City of Berwyn and downtown Chicago to evaluate parking management through the LTA program.

**Rationale for Retain/Revise/Complete/Delete Assessment:**

- This action remains a priority for CMAP and the region.
- Note that this action is relevant to the GO TO 2040 Financial Plan. It may be revisited to ensure consistency with the revised Financial Plan.

Action	Lead Implementers	Specifics	Retain/Revise/Complete/Delete
Implement parking pricing, including variable pricing projects	Municipalities	In almost all cases, local governments have authority over parking and would be the implementer and collect the generated fees. In compact, walkable retail districts or downtowns, on-street parking, as close to a business as possible, is the most convenient type of parking for potential customers, and using pricing to keep these spots available for short-term use should be a high priority.	Revise

**Implementation Examples:**

**Rationale for Retain/Revise/Complete/Delete Assessment:**

- This action remains a priority for CMAP and the region.
- Note that this action is relevant to the GO TO 2040 Financial Plan. It may be revisited to ensure consistency with the revised Financial Plan.
- Slight text revisions to “Action” and “Specifics” to eliminate redundancy and clarify.



Action	Lead Implementers	Specifics	Retain/Revise/Complete/Delete
Encourage subregional planning studies to include a parking pricing component	CMAP, RTA	The use of both on- and off-street parking should be analyzed as part of any subregional planning study that considers transportation. This may include studies at a variety of planning levels, including corridors, downtown business districts, or even industrial/office parks.	Revise

**Implementation Examples:**

- In 2011, the RTA released a report, [Access and Parking Strategies for Transit-Oriented Development](#), to provide guidance to local municipalities on specific strategies they could employ to support multi-modal access to their transit stations with a focus on parking policies and strategies. Included in the report, among other strategies, was a recommendation to use variable parking pricing for on- and off-street parking in the TOD area.

**Rationale for Retain/Revise/Complete/Delete Assessment:**

- This action remains a priority for CMAP and the region.
- Slight text revisions to improve readability.

*Implementation Action Area #5: Find Other Innovative Finance Mechanisms*

<b>Action</b>	<b>Lead Implementers</b>	<b>Specifics</b>	<b>Retain/Revise/Complete/Delete</b>
Pass general state enabling legislation for public-private partnerships	State (General Assembly, IDOT, Tollway)	For the state agencies like IDOT and the Tollway to even consider the different types of PPPs would require special enabling laws from the State of Illinois. State agencies are restricted by specific contracting, procurement, and purchasing rules and regulations that act as barriers to PPPs.	Complete

**Implementation Examples:**

- In 2011, the Public-Private Partnerships for Transportation Act ([HB 1091](#)) was signed into law. It provides broad authority for the Illinois Department of Transportation (IDOT) and Illinois Tollway to enter into PPP agreements, with the approval of the General Assembly. The Act includes new or existing roads and highways, intermodal facilities, and passenger rail.
- The statute includes provisions that allow contracts to include development, financing, and operation of highway through a competitive bidding process or a design-build procurement process. Contracts can include provisions requiring the private entity to be partially or entirely responsible for any combination of developing, designing, building, maintaining, financing, or operating the transportation project. Financial obligations taken on by the private entity are not backed by the full faith and credit of the State, which shifts the financial risk to the private entity. The private entity can use tolling or other user fees to finance the transportation project. The Tollway may also enter into public-private partnerships under the law, but may not use them for expanding or reconstructing existing toll roads. Further, the Tollway may not use tolls generated by existing roads to finance public-private agreements for other facilities.

**Rationale for Retain/Revise/Complete/Delete Assessment:**

- This action was completed when the General Assembly passed and the Governor signed into law HB 1091.
- Delete because action has been completed.

Action	Lead Implementers	Specifics	Retain/Revise/Complete/Delete
Provide objective analysis of potential projects and innovative strategies	CMAP	As the regional planning agency, CMAP can provide objective analysis on potential projects and the different financing models available to state, local, and private agencies. A strong focus should be placed on finding innovative finance mechanisms for major capital projects.	Revise

**Implementation Examples:**

- CMAP was involved in analyzing funding and financing options for the [Illinois Route 53/120 Blue Ribbon Advisory Council](#), including a value capture analysis. Published in June 2012, the Council’s final report includes a menu of revenue options to help fill the project’s funding gap. Potential sources include a special service area-based value capture district, a tax increment finance-based value capture district, a 0.25 percent Lake County sales tax, and 0.50 percent Lake County sales tax, and a four-cent Lake County motor fuel tax. That analysis includes both standard Lake County bonding and TIFIA bonding.

**Rationale for Retain/Revise/Complete/Delete Assessment:**

- This action remains a priority for CMAP and the region.
- Slight text edits to “Action” and “Specifics” to clarify and for consistency.

Action	Lead Implementers	Specifics	Retain/Revise/Complete/Delete
Evaluate public-private partnerships in project development	State (IDOT, Tollway), CMAP, RTA, counties, municipalities	Based upon the analysis of potential projects and financing strategies, agencies should consider the use of PPPs on a project-by-project basis. The public interest must be adequately protected in any PPP agreement.	Revise

**Implementation Examples:**

**Rationale for Retain/Revise/Complete/Delete Assessment:**

- This action remains a priority for CMAP and the region.
- Counties and municipalities could pursue PPPs for transportation projects, and so were added to the list of “Lead Implementers”. The City of Chicago has executed the two highest-profile PPPs in the region (the Chicago Skyway and parking meter leases).
- “Action” and “Specifics” text revised to highlight the importance of protecting the public interest.

Action	Lead Implementers	Specifics	Retain/Revise/Complete/Delete
Conduct detailed value capture studies	State (IDOT, Tollway), counties, municipalities, RTA, CTA, Metra, Pace, CMAP,	To generate new funding for transit, the region needs to consider different value capture techniques on potential new or expanded transportation infrastructure projects. The increased revenues can be used to help meet a project's capital costs.	Revise

**Implementation Examples:**

- CMAP commissioned a report titled "[Transit Value Capture Analysis for the Chicago Region](#)" in December 2010. The report analyzed the legal barriers and potential vehicles to implement value capture in Illinois, focusing on Tax Increment Financing and Special Service Areas, along with impact fees. The report estimated the value capture potential for the Oakton Street Yellow Line station.
- The RTA created "[Tools and Techniques for Facilitating Effective TOD Value Capture – A White Paper](#)" to identify best practices of transit agencies from around the country that have sought to capture enhanced land values resulting from transit service and leverage it for investment in the transit system. A [Phase II](#) study was funded by CMAP, with RTA participation, and explored and analyzed value capture opportunities for the future Red Line South extension, Central Lake County project, and a future parking garage in downtown Wilmette.

**Rationale for Retain/Revise/Complete/Delete Assessment:**

- This action remains a priority for CMAP and the region.
- "Lead Implementers" revised to include CMAP and various implementing agencies.
- Edits to the "Specifics" text clarify that value capture can apply to a variety of transportation project types and is best used as a capital investment tool.
- Note that this action is relevant to the GO TO 2040 Financial Plan. It may be revisited to ensure consistency with the revised Financial Plan.

<b>Action</b>	<b>Lead Implementers</b>	<b>Specifics</b>	<b>Retain/Revise/Complete/Delete</b>
Pass legislation to allow value capture for transportation capital investments	State (General Assembly)	State legislation is needed to establish some sort of value capture district to support transportation capital investments. Current laws do not provide for the multijurisdictional, long-term (30 to 35 years) districts needed for transportation value capture, and limit value capture in other ways. Accommodation of overlapping tax districts is required.	This is a recommended new action.

DRAFT