

CMAP

Federal Fiscal Years
2014-19

Transportation Improvement Program (TIP)

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Table of Contents

Chapter 1: Regional Overview and Programming	1
Regional Overview	1
Relationship to GO TO 2040	3
<i>Implementation Action Areas</i>	4
<i>Performance Measures and Indicators</i>	4
<i>Major Capital Projects</i>	4
Programming	7
Chapter 2: Fund Sources and Program Development	9
Governments and Agencies in the TIP Development Process	10
<i>Local Government</i>	10
<i>Counties</i>	10
<i>Federal Agencies</i>	11
<i>Regional Agencies</i>	11
<i>Operating Agencies</i>	11
Program Fund Sources	12
Chapter 3: Fiscal Plan	14
Federal Resources	14
<i>Federal Regional Resources</i>	20
<i>State Resources</i>	24
<i>Local Resources</i>	25
<i>Maintenance and Operations Expenditures</i>	26
<i>Reasonably Expected Revenues</i>	26
FFY 2014-19 Program Fiscal Constraint	27
<i>Fiscal Constraint and Advance Construction</i>	31
Chapter 4: Response to Federal Regulations	32
Responses to MAP-21	32
<i>23 United States Code Section 134 – Metropolitan Transportation Planning</i>	32
<i>Intelligent Transportation Systems (ITS)</i>	34
<i>TIP Requirements</i>	34
<i>Public Participation</i>	35
<i>Annual Listing of Obligated Projects and Local Programmed Project Management</i>	35
<i>Planning Area Boundary</i>	35
<i>Certification</i>	35
<i>Climate Change</i>	36
Responses to the Clean Air Act Amendments of 1990	37
<i>Conformity</i>	38
<i>Regional Responses to the CAAA</i>	38
Responses to the Americans with Disabilities Act	39
<i>Implementers Responses to ADA</i>	40
Responses to Title VI and Environmental Justice	41
<i>Title VI</i>	41

<i>Environmental Justice</i>	42
Chapter 5: TIP Database Overview	43
Project Identification.....	43
<i>Programming Agency</i>	43
<i>Other Participating Agencies</i>	43
<i>Programming Agency's Project Name</i>	43
<i>Project Website</i>	43
<i>Project Type</i>	43
<i>Exempt Status</i>	44
<i>Conformity Status</i>	44
<i>Contacts</i>	44
<i>Facility to be Improved</i>	45
<i>Work Accomplished</i>	45
<i>Project Financing</i>	45
<i>Modeled Project Data</i>	46
Reports & Database Tools.....	46
<i>All Projects List</i>	46
<i>Amendment and Modifications Report</i>	47
<i>Other Available Reports</i>	48
Appendices	49
Appendix 1: TIP Change Procedures	50
Transportation Improvement Program (TIP) Procedures for Northeastern Illinois	50
<i>Goals and Objectives:</i>	50
<i>TIP Content</i>	50
<i>Fiscal Constraint</i>	51
<i>Definitions</i>	51
<i>Thresholds</i>	52
<i>Procedures for Revising the TIP</i>	53
<i>Attachment A</i>	54
Appendix 2: Endorsement Documentation.....	57
<i>Resolution for FTA Designated and Direct Recipients</i>	57
<i>Resolutions for Distribution of FTA Funds</i>	57
<i>Endorsement of Metropolitan Planning Area Boundary</i>	57
<i>Certification of the Planning Process</i>	57
<i>Planning Agreements</i>	57
Appendix 3: Locally Programmed STP Agreements	58

Chapter 1: Regional Overview and Programming

Regional Overview

The FFY 14-19 Transportation Improvement Program (TIP) identifies and tracks federally-funded and regionally significant transportation projects over a six-year period for the seven county Chicago region. It is a multimodal list of projects that includes highway projects, rail projects, bus facility improvements, signal synchronizations, intersection improvements, bicycle and pedestrian improvements, and other transportation-related activities. The proposed FFY 2014-19 TIP lists more than two thousand engineering, right-of-way, and construction line items to maintain, enhance, and expand the regional transportation system. While FFY 14 ends September 30, 2014, prior to anticipated adoption of this TIP, it is included to allow continuity of improvements.

The TIP is meant to implement the goals, strategies, and priorities articulated in GO TO 2040. Projects identified in the TIP help to improve state of good repair, reduce congestion, increase mobility, and move the region toward the attainment of air quality goals. Further, the TIP includes funds implementing major capital projects identified in GO TO 2040. Timely reporting on accomplishments, including tracking relevant data on project phases that are accomplished, is an important component of CMAP's work.

The TIP for northeastern Illinois includes projects in Cook, DuPage, Kane, Kendall, Lake, McHenry and Will Counties and portions of DeKalb and Grundy Counties. The region is home to more than 8.4 million people and 3.8 million jobs according to CMAP's latest estimate developed using 2010 census data.

The regional transportation system is simply massive. The region's transportation system includes a complex network of transit facilities. Northeastern Illinois has the nation's second largest transit system, which complements an extensive network of interstate and arterial highways. Table 1 documents the transit facilities in the region. Northeastern Illinois is home to 3,339 lane miles of expressways,¹ 19,568 lane miles of arterial and collector roads, and 43,037 lane miles of local roads.² Given the system's size, and the volume of goods and number of people it carries, efficient regional transportation is vital for both intrastate and interstate commerce.

¹ Illinois Roadway Information System (IRIS)

² Illinois Department of Transportation

Table 1. Transit Operating Characteristics

	Route Miles	Routes	Stations	Vehicles	Annual Riders (millions)
CTA Bus	1,959	129	N/A	1,780	314.4
CTA Rail	224	8	146	1,190	231.2
Metra	488	12	240	1,215	81.3
Pace (fixed route)	4,490	192	N/A	695	35.4
Total	7719	377	383	5,046	597.5

Sources: Regional Transportation Authority – Mapping & Statistics (RTAMS) and National Transit Database (NTD). Dates vary. CTA Bus Route Miles, Routes, and annual riders: 2012; CTA Bus Vehicles: 2011; CTA Route Miles, stations, and Annual Riders: 2012; CTA Rail Vehicles: 2011; CTA Rail Routes: 2006; Metra Route Miles and Routes: 2006; Metra Stations: 2007; Metra Vehicles: 2011; Metra Annual Riders: 2012; Pace (Fixed Route) Route Miles, Routes, and Annual Riders: 2012; Pace (fixed routes) Vehicles: 2011

The region is central to rail freight activities for the entire nation, handling an estimated 500 freight trains moving 37,500 rail cars through the region each day, accounting for approximately 50 percent of total rail freight movement in the nation.³

Metropolitan Chicago is a hub for trucking and air freight as well—seven interstate highways converge in the region, more than any other area in the U.S., and trucks make up one out of every six vehicles on Illinois’ urban interstates.⁴ O’Hare Airport is the nation’s second busiest international air cargo gateway by value, representing 12 percent of the value of all U.S. international air cargo.⁵

The responsibility for maintaining, modernizing, and expanding the region’s infrastructure is shared by many entities, including the Illinois Department of Transportation (IDOT) and the Illinois Tollway (ISTHA), which have jurisdiction over the region’s 3,339 lane miles⁶ of expressways. Arterial and local roads are under the jurisdiction of IDOT, county governments, townships, the City of Chicago, and more than 280 suburban municipalities. Transit infrastructure is under the jurisdiction of private transportation providers, the Regional Transportation Authority (RTA), and the RTA’s three service boards: the Chicago Transit Authority (CTA), Metra, and Pace.

All of these transportation agencies are represented on CMAP’s [MPO Policy Committee](#), which is the federally-designated metropolitan planning organization (MPO) for the region. [CMAP’s Board](#) features balanced representation from across the counties of Cook, DuPage, Kane,

³ OECD, 2012, p. 55. Data for the Chicago MSA.

⁴ CMAP, GO TO 2040, 2010; Metropolis Freight Plan, 2004, p. 4.

⁵ “America’s Freight Transportation Gateways: Connecting Our Nation to Places and Markets Abroad,” Bureau of Transportation Studies, Research and Innovative Technology Administration, 2009.

Kendall, Lake, McHenry, and Will. CMAP was created as a consolidated regional planning agency to plan for the most effective public and private investments in the northeastern Illinois region and to better integrate plans for land use and transportation. Federal law requires MPOs to implement a cooperative, comprehensive, and continuing transportation planning process. The MPO Policy Committee and the CMAP Board jointly adopted a memorandum of understanding that creates a framework for the integration of land use and transportation planning in the region.

The FY 2014-19 TIP is the six-year agenda of surface transportation projects approved according to federal regulations. The entities with jurisdiction over the various parts of the region's transportation system work to satisfy their responsibilities to maintain, modernize, and expand regional infrastructure. The projects in the TIP reflect the ongoing evaluation of the regional transportation system by the agencies responsible for it and the TIP is where the entire region's program is integrated.

Relationship to GO TO 2040

The updated TIP document is guided by the update of the [GO TO 2040](#) comprehensive regional plan, the official plan for the seven-county region. While the plan update does not constitute a new plan, it addresses elements required by the Moving Ahead for Progress in the 21st Century Act (MAP-21), signed into law in 2012. Due to GO TO 2040's long time horizon and positive impacts of [plan implementation to date](#), the plan's themes and policy recommendations did not change as part of the update.

The plan update process included three main components: revising indicators to measure plan and TIP performance with the most recent data, revising the implementation action areas for each of GO TO 2040's twelve recommendations, and revising the financial plan for transportation. The financial plan forecasts revenues and expenditures over the planning period and determines the amount of funding available for major capital projects after maintenance, operations, and strategic improvements to the system are considered. The major capital projects were reevaluated and cost assumptions updated to reflect current trends as well.

CMAP produces [annual implementation reports](#) that highlight progress made over the previous year throughout the region.

The development of the original GO TO 2040 built on three years of work, including goal-setting, technical analysis, research, public engagement, and development of shared priorities. The [agency's committees](#) and many partner organizations played a significant role in developing and implementing the plan's recommended policies and investments, and continue to play a role in the plan's ongoing implementation. The TIP will assist in tracking and implementing the GO TO 2040 update.

The TIP, as one of the implementation vehicles for GO TO 2040, has a role to play in each of the following areas:

Implementation Action Areas

The plan update process reviewed the implementation action areas in GO TO 2040. Each action was revised, deleted, marked complete, or retained based on the experiences and implementation examples that have occurred in the four years since GO TO 2040's initial adoption. Further, a small number of new actions were added as appropriate. The TIP is a possible vehicle for implementation of some of the implementation action areas such as:

- Prioritize maintenance and modernization projects when making investment decisions.
- Develop and utilize transparent criteria for the evaluation of projects, particularly ones adding capacity.
- Ensure that the region's transportation projects align with the priorities of GO TO 2040.

Performance Measures and Indicators

In addition to being an implementation vehicle of GO TO 2040 for the region, the FY 2014-19 TIP is consistent with the Congestion Management Process (CMP) for northeastern Illinois. Core CMAP responsibilities for the Congestion Management Process include monitoring and evaluating regional performance measures identified in the GO TO 2040 plan update and MAP-21. GO TO 2040 also sets goals for certain performance measures.

The TIP will be used to track progress of these performance measures, specifically those related to project accomplishment. Strategies of the CMP and programming activities will focus on certain performance measures related to acceptable ride quality on the National Highway System, bridges in structurally deficient condition, and average congested hours of weekday travel for limited-access highways. CMAP will continue its efforts in planning for intelligent transportation systems, freight, and non-motorized modes. The CMP will develop and provide data in support of regional programming decisions and work to improve the transparency of the programming process.

Major Capital Projects

CMAP has identified major capital projects as large projects with a significant effect on the capacity of the region's transportation system, including extensions or additional lanes on the interstate system, entirely new expressways, or similar changes to the passenger rail system. GO TO 2040 includes a list of fiscally constrained major capital projects, in accordance with federal planning regulations. Highway major capital projects were analyzed to determine their impacts on the following performance measures:

- Gross Regional Product
- Regional Congested Vehicle Hours Traveled (VHT)
- Corridor Congested VHT
- Work Trip Travel Time by Auto

- Transit Trips
- Number of Jobs Accessible within 45 Minutes by Car
- Carbon Dioxide Emissions
- Number of Household Located in Green Infrastructure Vision Areas
- New Impervious Surface in Project Corridor
- Percent of Trip Origins within Current Municipal Borders
- Heavy Truck Regional Congested VHT
- Heavy Truck Corridor Congested VHT
- Current Condition Rating Survey

Transit major capital projects were analyzed to determine their impacts on the following performance measures:

- Gross Regional Product
- Regional Congested VHT
- Corridor Congested VHT
- Work Trip Travel Time by Transit
- Transit Trips
- Number of Jobs Accessible within 75 Minutes by Transit
- Carbon Dioxide Emissions
- Number of Households Located in Green Infrastructure Vision Areas
- New Impervious Surface in Project Corridor
- Percent of Trip Origins within Current Municipal Borders

A cost analysis of each project was also completed, expressed in year of expenditure dollars.

As the TIP is a short term implementation vehicle for GO TO 2040, major capital projects are included in the TIP as they are implemented. All major capital projects are assigned a TIP ID in anticipation of their implementation. Table 2 lists the major capital projects and their TIP IDs. These TIP IDs and major capital projects are the same projects included in the original GO TO 2040, including some that have been accomplished. Those accomplished include [12-09-0010](#), I-80 Add Lanes from US 30 TO US 45 and [10-06-0048](#), I-94 Add Lanes North.

Some TIP projects have implementing project IDs in which sections of the entire major capital project are distinct and have independent utility. In these cases, the programmer is interested in completing the smaller project before implementing the entire major capital project and assigning a related TIP ID streamlines programming.

The table below lists the TIP IDs and related TIP IDs and indicates which major capital projects currently have funding for implementation programmed in the first four years of the TIP (FY 14-FY 17).

Table 2. Major Capital Projects in GO TO 2040 and their TIP IDs, Location and Description

Construction/Implementation Included (at least partially) in TIP		
TIP ID	Major Capital Project Title	TIP Project Name
03-96-0021	Elgin O'Hare Western Access	ELGIN-O'HARE EAST EXTENSION FROM Gary Road TO O'HARE WEST BYPASS
12-02-9024	Illiana Expressway	ILLIANA EXPY FROM I- 55 I- 65 Includes improvements on I-55 between Lorenzo Rd & IL 129
01-98-0114	I-190 Access and Capacity Improvements	I- 190 O'HARE ACCESS RDS FROM US 12 US 45 MANNHEIM RD TO I- 294 CUMBERLAND AVE
01-12-0019	Circle Interchange	I- 90 I- 94 FROM I- 290 AT CONGRESS PARKWAY (CIRCLE INTERCHANGE)
07-94-0008	I-294/I-57 Interchange	I- 294 TRI-STATE TOLLWAY FROM I- 57
09-02-9008	Jane Addams Tollway (I-90)	I- 90 Jane Addams (I-90) FROM NEWBURG RD TO PLAZA 9 - ELGIN
03-96-0004	Jane Addams Tollway (I-90)	I- 90 Jane Addams Memorial Tollway FROM PLAZA #9 - ELGIN TO IL 43 Harlem Ave
01-07-0001	Metra SouthWest Service Improvements	CREATE PASSENGER CORRIDOR FROM LASALLE ST STATION / UNION STATION TO CANAL INTERLOCKING / CHICAGO RIDGE INTERLOCKING
16-10-9001	CTA North Red/Purple Line Modernization	CTA: Red Line Improvements FROM Howard Station TO Belmont Station
01-02-9009 RelatedID: 01-09-0004	West Loop Transportation Center Phase I Improvements	WEST LOOP TRANSPORTATION CENTER FROM CLINTON AT LAKE ST TO CLINTON AT CONGRESS PKWY
18-10-9001 RelatedIDs: 18-11-0046 18-98-0251	Metra UP North Improvements	Metra, UP North Improvements FROM Kenosha, WI Station TO Ogilvie Transportation Center
Engineering/ROW Only Included in TIP		
12-10-9001	I-55 Stevenson Express Toll Lanes	I- 55 Managed Lane FROM I- 355 I- 90 I- 94
Project Phases Previously Included in TIP		
10-06-0061	IL 53/120 Tollway	IL 53 NORTH-SOUTH TOLLWAY FROM IL 120 TO LAKE COOK RD
10-94-0047	IL 53/120 Tollway	IL 120 FROM WILSON RD US 41
01-94-0006	CTA Red Line South Extension	CTA- 194.007 Red Line Extension FROM US 12 US 20 95TH ST TO 130TH
18-07-0670	Metra UP Northwest Improvements and Extension	UP NORTHWEST RR LINE FROM OGILVIE TRANSPORTATION CENTER
04-00-0023	I-290 Eisenhower Express Toll Lanes	I- 290 EISENHOWER EXPY FROM US 12 US 45 20 MANNHEIM RD TO AUSTIN AVE

18-07-0669	Metra UP West Improvements	UP WEST RR LINE FROM OGILVIE TRANSPORTATION CENTER
Project has had No Phases Included in TIP		
01-02-9018	Metra Rock Island Improvements	ROCK ISLAND DISTRICT LINE FROM 16th ST TO 47th ST Yard

TIP programming and GO TO 2040 major capital project accomplishment is dynamic. Readers are encouraged to visit CMAP's website, <http://www.cmap.illinois.gov/mobility/strategic-investment/major-capital-projects>, for the most recent information on the status of the region's major capital projects.

Programming

Programming in the context of the TIP is the process of assigning funding to projects. Competition for limited funds arises from demands to achieve the goals of GO TO 2040 with insufficient capital is intense. The updated GO TO 2040 financial plan shows that \$332,540 billion⁷ is available through 2040, and 88.6% of it will be required to simply maintain existing assets at a safe and adequate level. Only 8% of funding will be available to pursue strategic enhancements to the system, and just 3.4% will be available to support the region's major capital projects.

In contrast to GO TO 2040, with its 26 year planning horizon, the TIP is short-term and programs only the first six years. A short term financial plan for implementation of the TIP is available in [Chapter 3](#). Over 55 fund sources programmed by over 30 federal, state, regional, and local agencies are used to improve and maintain the region's transportation system. Those fund sources flow to the region from federal, state, and local governments, and are distributed in a variety of ways. While the bulk of funds are distributed by formula, others are discretionary programs with a competitive allocation of funds. The fund sources are described in [Chapter 2](#) in detail, and a list of fund sources and their associated level of programming, distribution, and source are available on [CMAP's website](#).

Programmed project information is publicly available in a database with an online interface. The public can view and search projects, implementers can enter changes and produce reports, and CMAP staff and other stakeholders can analyze data and produce reports. The database is available at <http://tip.cmap.illinois.gov/tip/default.aspx>. Public access is available by entering the word "guest" for both username and password.

CMAP also provides TIP data through reports, of which the most used, is the "All Projects List", which is updated after every Transportation Committee and after CMAP Board and MPO Policy Committee meetings at which changes are approved. The most recent All Projects List is

⁷ [CMAP Staff GO TO 2040 Financial Plan Update](#)

available on CMAP's website: <http://www.cmap.illinois.gov/programs-and-resources/tip/tip-documentation>.

CMAP creates an interactive map for locating and viewing TIP projects. The map displays all projects which can be spatially represented that are programmed (even if only for the earliest stages) in the first four years of the TIP. Some projects cannot be mapped, such as vehicle purchases. CMAP is available to and frequently provides assistance in using the interactive TIP map, and provides files the user can download to perform their own detailed analyses. The TIP map is available at: <http://www.cmap.illinois.gov/programs-and-resources/tip/tip-data/tip-map>.

Each programming agency has its own method for developing and prioritizing projects for inclusion in the TIP. Links to these methodologies are available in [Chapter 2](#). Performance-based funding, an essential recommendation of GO TO 2040, ties system performance measures to the selection of projects for funding, resulting in a more effective use of limited funding. CMAP is implementing performance-based funding for the funds sources it programs directly, and promotes performance-based programming to other implementing agencies. Programmers should use the performance measures and goals the region adopted in GO TO 2040 when making programming decisions.

The TIP database is a good resource for project-specific information. Currently, the data collected about individual projects includes location, work to be completed, completion year, financial information, and programming agency. More details on project information are available in [Chapter 5](#). If a programming agency maintains a website for its project(s) with even more information, that website is linked through CMAP's online database.

Chapter 2: Fund Sources and Program Development

GO TO 2040 informs the development of the Transportation Improvement Program (TIP). Consistent with policies adopted in GO TO 2040, CMAP has developed resources to encourage programming processes that invest strategically in transportation. GO TO 2040 recommends performance-based funding: a data-driven, collaborative approach to decision-making based on clear transportation priorities. Performance-based funding uses performance measures as a foundation for prioritizing and selecting projects. The result is a transparent public process that also incorporates the unique professional knowledge of transportation system operators and, in some cases, the general public. These processes will help taxpayers understand how the region sets priorities for expending the billions of dollars invested each year in maintaining, modernizing and maintaining our transportation system.

The CMAP Board and MPO Policy Committee has directed staff to carefully reexamine CMAP's own CMAQ programming methods and make changes which bring them more fully into accordance with the goals of performance based programming. This process is underway. The Transportation Alternatives Program (TAP), a new fund source created in Moving Ahead for Progress –in the 21st Century (MAP-21), included a set-aside for CMAP to program and required the development of a new project prioritization process. CMAP staff worked through the agency's committee structure to develop a performance-driven methodology that considers clear performance measures in evaluating projects for funding.

CMAP has also produced a number of materials on performance-based funding which are summarized in a web-based [micro-site](#) and a report titled: [*Performance-based Funding for Transportation: A Compendium*](#).

There are over 55 fund sources included in the TIP, and although a majority of project selection methodologies include some facets of performance based funding, more could be done. As stated in [Chapter 1](#), each fund source varies in how it is distributed and which local elected officials or agency chooses projects to fund. This leads to the disparity in levels of performance based selection criteria. The TIP development process is:

- Complex. There are many programmers, schedules, and relationships among the programmers to accommodate. Ultimately, multiple programs must be aggregated into a single regional program.
- Lengthy. The steps from project planning through programming to implementation may take decades.
- Dynamic. The TIP development process changes in response to federal and state regulations and the needs, priorities and funding opportunities of the region.

The entities, program elements, and steps in the process are outlined below.

Governments and Agencies in the TIP Development Process

A number of entities have roles in developing the TIP. The types of entities involved in the process are described below.

Local Government

Municipalities, park districts, council of mayors, councils of government, and townships plan, design, engineer, construct, operate, and maintain local transportation facilities and services.

The Council of Mayors, an organization comprised of the City of Chicago and eleven subregional councils, represent the 284 municipalities in the transportation programming process. The suburban councils allow groups of municipalities to consider projects of mutual and subregional interest. Representatives of each suburban subregional council meet quarterly as the Council of Mayors Executive Committee to take action and discuss programming and other transportation matters. The Council of Mayors is a means for early public involvement in various transportation plans and programs developed for northeastern Illinois.

[City of Chicago](#)

[Central Council of Mayors](#)

[DuPage Mayors and Managers Conference](#)

[Kane/Kendall County Council of Mayors](#)

[Lake County Council of Mayors](#)

[McHenry County Council of Mayors](#)

[North Central Council of Mayors](#)

[North Shore Council of Mayors](#)

[Northwest Council of Mayors](#)

Park Districts

[South Suburban Mayors and Managers Association](#)

[Southwest Conference of Mayors](#)

Townships

[Will County Governmental League](#)

Counties

The Counties plan and program transportation improvements for their respective jurisdictions. This includes intersection improvements on county highways, signal interconnects on county highways, bicycle/pedestrian facilities and some limited transit. They provide programming data to CMAP via the TIP on their transportation program to be accomplished within the next four years. Information on each respective County is available below:

[Cook County](#)

[DeKalb County](#) (partial)

[DuPage County](#)

Forest Preserve and Conservation Districts

[Grundy County](#) (partial)

[Kane County](#)

[Kendall County](#)

[Lake County](#)

[McHenry County](#)

[Will County](#)

Federal Agencies

Congress enacts and federal agencies enforce regulations on transportation authorization legislation for a significant, though declining, portion of funding for the region's transportation projects. Transportation authorization legislation is an Act of Congress authorizing federal spending on transportation. Federal regulations, such as design standards, govern the development, review, and implementation of the federally funded projects in the TIP. The current authorization, MAP-21, dramatically reduced the number of federal fund sources from those included in previous authorizations.

[Environmental Protection Agency \(USEPA\)](#)

[Federal Highway Administration \(FHWA\)](#)

[Federal Transit Administration \(FTA\)](#)

Regional Agencies

Regional agencies help plan, integrate, and coordinate policies and programs throughout the region across multiple jurisdictions. In the TIP development process, this means addressing the goals and objectives of GO TO 2040 as described throughout this document, developing a program of transportation improvements, and ensuring that legal and regulatory requirements are met, including assuring air quality goals are met and verifying that project costs do not exceed fiscal constraints imposed by funding limitations.

[Chicago Metropolitan Agency for Planning](#)

[Northwestern Indiana Regional Planning Commission](#)

[Regional Transportation Authority](#)

[Southeastern Wisconsin Regional Planning Commission](#)

Operating Agencies

State of Illinois

The State plans, programs, finances, and implements major transportation projects throughout Illinois. These projects are listed in IDOT's six-year multi-modal program, which is updated annually. More information about the IDOT programming process can be found on the IDOT website: <http://www.idot.illinois.gov/transportation-system/transportation-management/transportation-improvement-programs-/multi-modal-transportation-improvement-program/index>.

Transit Agencies

The RTA's three service boards operate and maintain the region's transit system. Information on their programming processes is available on their websites ([CTA](#), [Metra](#), and [Pace](#)).

Class I Railroad Companies

Many Class I Railroad companies (those that have annual carrier operating revenues of \$250 million or more after adjusting for inflation) converge in the CMAP region. Class I Railroads participate in program development through their coordination with other regional transportation agencies and their participation in CMAP's committee structure.

Illinois Tollway

The Tollway operates, builds, and maintains an extensive toll highway system in northern Illinois, including the Jane Addams Memorial Tollway (I-90), Reagan Memorial Tollway (I-88), Tri-State Tollway (I-94/I-294), and the Veterans Memorial Tollway (I-355). The Tollway participates in the regional programming process by providing CMAP with data on their transportation plans and program. The Illinois Tollway [website](#) provides more information on their programming process.

[Chicago Transit Authority](#)

Class I Railroad companies

Illinois Commerce Commission

Illinois Department of Natural Resources

Illinois DOT – Central Office, Division of Highways

Illinois DOT District 1 – Division of Highways, Bureau of Local Roads & Streets

Illinois DOT District 3 – Division of Highways, Bureau of Local Roads & Streets

Illinois DOT District 1 – Division of Highways, Bureau of Programming

Illinois DOT District 3 – Division of Highways, Bureau of Programming

Illinois DOT - Division of Public and Intermodal Transportation

Illinois DOT - Office of Planning and Programming

Illinois DOT – Safe Routes to School Program Office

Illinois Environmental Protection Agency

[Illinois Tollway](#)

[Metra](#)

Pace

Private transportation providers

Program Fund Sources

TIP projects may include federal funding from several sources administered by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA). Multiple non-federal programs also provide funding for TIP projects. All TIP fund sources are included in the spreadsheet linked below. Also listed are the abbreviations used in the TIP database (shown in parentheses) and information about the agency that selects and programs projects for each fund source.

A spreadsheet of fund sources is available on the CMAP website here:
<http://www.cmap.illinois.gov/programs-and-resources/tip/tip-documentation>.

Chapter 3: Fiscal Plan

The TIP includes a five year fiscal plan that represents the near-term implementation of GO TO 2040. Generally the TIP is used to constrain federal funds as described in the state/regional resources table. However there are many factors to consider in operating and maintaining the transportation system, therefore anticipated short term non-federal funding is also an important element of the entire investment in the transportation system in northeastern Illinois.

Implementation of the TIP relies on federal funding authorization. The current federal transportation authorization act *Moving Ahead for Progress in the 21st Century* (MAP-21) expires at the end of FFY14. Implementation of the TIP also relies on appropriations by the Illinois General Assembly. Program development has been guided by the GO TO 2040 financial plan, which includes an extensive analysis of financial resources available to the region. Included in the financial plan are resources from *MAP-21*, local motor fuel taxes (MFT), bonding authority of the State of Illinois, and taxing and bonding authority of the Regional Transportation Authority (RTA).

The GO TO 2040 financial plan forecasts revenues and expenditures to maintain and operate the transportation system in northeastern Illinois. The forecasts found an overage of \$3.4 billion in existing revenue sources for operating and maintaining the region's system over the 26 year planning period. This does not include systematic enhancements or capacity improvements.

To allow systematic enhancements and capacity improvements to be implemented, reasonably expected revenues are considered and included in the forecast. GO TO 2040 includes forecasts of the following reasonably expected revenues:

- State Motor Fuel Tax Increase and Replacement
- Congestion Pricing on the Existing System
- Performance-Based Funding
- Variable Parking Pricing

With the forecasted reasonably expected revenues, strategic enhancements and major capacity improvements can occur. As major policy goals of GO TO 2040, the reasonably expected revenues will begin to move forward through policy implementation in northeastern Illinois.

Federal Resources

The state/regional resources table is used to forecast federal resources available to the region within the years of the TIP and to fiscally constrain the TIP by setting programming marks based on the resources available. Marks are a combination of carry over and new funding available for projects to program against. The table is updated annually to reflect the apportionment levels from the federal government. It is created in cooperation with the Illinois Department of Transportation and the Regional Transportation Authority. The state/regional

resources table has three categories: FHWA State Resources, FHWA Regional/Urban Resources, and Transit Resources.

The FHWA State Resources are funds that are programmed by IDOT. The amounts included are the amounts apportioned to the entire state. Historically 45% of all of the federal resources available to IDOT are obligated in northeastern Illinois; that percent varies considerably by federal source. Utilizing the full state apportionment for the individual fund sources gives IDOT maximum flexibility in determining fund sources against which to program as circumstances dictate. For example, one year IDOT may program 60% of the National Highway Performance Program (NHPP) funds in the CMAP region and the next year IDOT may program only 30% of NHPP funds in our region. The FHWA Regional Resources are funds that are programmed by either CMAP or local agencies such as the Councils of Mayors or Counties.

The Transit Resources funds are available to the RTA and its service boards. The 5307/5340 federal formula funds are allocated to the Urbanized Area, which expands beyond the RTA's jurisdiction into other MPO areas. The [appropriations amounts](#) for the entire area are published in the Federal Register and are split between northeastern Illinois and northwestern Indiana, as well as, between northeastern Illinois and southeastern Wisconsin. Current factors used to negotiate the funding splits are based on MAP-21 legislation. As a cautionary note, the factor criteria changes with each new annual appropriation. The [current factors](#) used to determine the splits for 5307/5340 are population, population density, bus revenue miles, bus incentive, fixed guideway revenue miles, fixed guideway directional route miles, fixed guideway incentive, and low-income population. Current factors used to determine the splits for 5339 are population, population density, bus revenue miles, and bus incentive (bus passenger miles weighted by passenger-miles per dollar of operating cost). Current factors used to determine the splits for 5337 are fixed guideway tier (fixed guideway passenger miles weighted by passenger-miles per dollar of operating cost), non-incentive portion of tier (fixed guideway route miles), vehicle revenue miles, directional route miles, incentive portion of tier and FY 2011 fixed guideway funding. The RTA, in collaboration with Indiana (NIRPC), and Wisconsin (SEWRPC) review and analyze factors for funding splits on an annual basis; the Federal Register is used as a basis for the method by which funds are split. When the new bill is in place, the criteria are reexamined and adjusted.

Once federal Formula funds for capital have been allocated among the urbanized area, the funds are sub-allocated among the Service Boards according to the following percentages: 58 percent to the CTA, 34 percent to Metra and 8 percent to Pace. These sub-allocations correspond to the needs of each Service Board to attain a State of Good Repair (SGR) as outlined in the Asset Condition Study conducted by the RTA in collaboration with the Service Boards. The Capital Asset Condition Assessment and Updates are available on the [RTA website](#). The reports show backlog and ten-year normal reinvestment need for each operator that correlates very closely to the Service Boards funding distribution over time.

The data these reports generate is further used through the Capital Optimization Support Tool (COST), which gives the RTA and service boards the ability to assess and prioritize capital investment needs within the parameters of regional funding and long term strategic objectives. The Service Boards annually develop a comparative analysis of the COST tool recommendations and their respective proposed capital programs. The RTA has seen evidence that congruencies in COST analyses of SGR investments and Service Board capital programs are occurring on an annual and five year program basis.

Each budget year, the FTA reviews UZA Carryover funds designated for NIRPC or SEWRPC as designated recipients. The FTA evaluates the program balances of both the Indiana and Wisconsin UZAs for unused/lapsing funds. FTA then informs the RTA who are charged with the reallocation of these funds for utilization by one of the Service Boards based on eligibility. If more than one Service Board is eligible for that type of funding, the funding reallocation to the Service Boards is rotated yearly.

More information on the regional/urban resources, including specific annual programming marks and carryover will be discussed later in this chapter.

Table 3. MAP-21 State/Regional Resources

Accepted November 15, 2013 updated per RTA Board Action April 16, 2014

		FFY 2014			FFY 2015			FFY 2016			FFY 2017			FFY 2018			FFY 2014 - 2018		
FHWA State Resources ¹	TIP Code	Federal	Match	Total	Federal	Match	Total	Federal	Match	Total	Federal	Match	Total	Federal	Match	Total	Federal	Match	Total
National Highway Performance Program	NHPP	759,273	189,818	949,091	759,273	189,818	949,091	759,273	189,818	949,091	759,273	189,818	949,091	759,273	189,818	949,091	3,796,365	949,091	4,745,456
Surface Transportation Program	STP-U	182,188	45,547	227,735	181,968	45,492	227,460	181,968	45,492	227,460	181,968	45,492	227,460	181,968	45,492	227,460	910,060	227,515	1,137,575
Highway Safety Improvement Program	HSIP	73,696	8,195	81,891	73,696	8,195	81,891	73,696	8,195	81,891	73,696	8,195	81,891	73,696	8,195	81,891	368,480	40,975	409,455
Bridge ²	BRR	35,280	8,820	44,100	35,280	8,820	44,100	35,280	8,820	44,100	35,280	8,820	44,100	35,280	8,820	44,100	176,400	44,100	220,500
Recreational Trails	RECTP	1,525	0,381	1,906	1,525	0,381	1,906	1,525	0,381	1,906	1,525	0,381	1,906	1,525	0,381	1,906	7,625	1,906	9,531
Rail-Highway Grade Crossings	RHGC	10,345	1,150	11,495	10,345	1,150	11,495	10,345	1,150	11,495	10,345	1,150	11,495	10,345	1,150	11,495	51,725	5,752	57,477
Transportation Alternatives Program	TAP-S	18,555	4,639	23,194	18,555	4,639	23,194	18,555	4,639	23,194	18,555	4,639	23,194	18,555	4,639	23,194	92,775	23,194	115,969
Statewide subtotal ³		1,080,862	270,216	1,351,078	1,080,642	258,496	1,339,138	1,080,642	258,496	1,339,138	1,080,642	258,496	1,339,138	1,080,642	258,496	1,339,138	5,403,430	1,292,533	6,695,963
State Matching Funds ⁴			794,000			381,000			381,000			381,000			381,000			2,318,000	
FHWA (Regional/Urban) Resources ⁵																			
STP Local	STP-L	127,135	31,784	158,919	127,135	31,784	158,919	127,135	31,784	158,919	127,135	31,784	158,919	127,135	31,784	158,919	636,675	158,919	794,594
STP Counties	STP-C	5,389	1,347	6,736	5,389	1,347	6,736	5,389	1,347	6,736	5,389	1,347	6,736	5,389	1,347	6,736	26,945	6,736	33,681
CMAQ	CMAQ	105,471	26,368	131,839	105,471	26,368	131,839	105,471	26,368	131,839	105,471	26,368	131,839	105,471	26,368	131,839	527,355	131,839	659,194
TAP Local	TAP-L	8,651	2,163	10,814	8,651	2,163	10,814	8,651	2,163	10,814	8,651	2,163	10,814	8,651	2,163	10,814	43,255	10,814	54,069
Regional Subtotal		246,646	61,662	308,308	246,646	61,662	308,308	246,646	61,662	308,308	246,646	61,662	308,308	246,646	61,662	308,308	1,233,230	308,308	1,541,538
Local Government Match Funds ⁶			344,921			344,921			344,921			344,921			344,921			1,724,605	1,724,605
Total Available FHWA/State/Local Resources		1,327,508	1,138,921	2,466,429	1,327,288	725,921	2,053,209	1,327,288	725,921	2,053,209	1,327,288	725,921	2,053,209	1,327,288	725,921	2,053,209	6,636,660	4,042,605	10,679,265
Transit (FTA region-wide) ^{7,8} (as of 4/16/14)																			
Sect. 5309(m)(2)(a) New Start	5309A	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
Sect. 5309(m)(2)(c) 5307	5309C	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
5307/5340	5307/5340	241,364	0,000	241,364	237,045	0,000	237,045	245,341	0,000	245,341	253,928	0,000	253,928	262,815	0,000	262,815	1,240,493	0,000	1,240,493
5337 State of Good Repair	5337	205,541	0,000	205,541	200,757	1,000	201,757	207,783	0,000	207,783	215,055	0,000	215,055	222,583	0,000	222,583	1,051,719	0,000	1,051,719
Sect. 5339 Bus and Bus Facilities	5339	13,539	0,000	13,539	13,071	0,000	13,071	13,528	0,000	13,528	14,002	0,000	14,002	14,491	0,000	14,491	68,631	0,000	68,631
TIGER	TIGER	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
Transit subtotals by FFY		460,444	0,000	460,444	450,873	0,000	450,873	466,652	0,000	466,652	482,985	0,000	482,985	499,889	0,000	499,889	2,360,843	0,000	2,360,843
State/RTA/Local Transit Fund ⁹			291,000			396,000			491,000			1,000			1,000			1,180,000	
Total Available Resources for Transit				751,444			846,873			957,652			483,985			500,889			3,540,843
Total (All Resources)				3,217,873			2,900,082			3,010,861			2,537,194			2,554,098			14,220,108

TIP Code = fund source designation in the TIP

Notes:

The match ratio used to calculate the match amount is based on the typical match ratio for each fund source.

1. FHWA State Resources are derived from FHWA's Fiscal Management Information System (FMIS) W10A report dated 10/16/13 and IDOT (Office of Planning and Programming)
2. Bridge funds are Off-System STP Bridge funds and funds identified for bridges by IDOT for the seven counties in the CMAQ region, in IDOT circular 2013-02 (Revision #1) and FMIS W10A report dated 10/16/13.
3. Federal resources do not include Metropolitan Planning or State Planning and Research (SPR) funds. These funds are 16.189 and 20.180 in FFY14. SPR funds are deducted from NHPP, STP, HSIP, and CMAQ per MAP-21 <http://www.fhwa.dot.gov/map21/apportionment.cfm>
4. State matching funds for FY 2014 - 2018 are from the IDOT Proposed Multi-Modal Transportation Improvement Program for 2014-2019. <http://www.dot.state.il.us/otpphp1419/tim/district/nrip.pdf>
5. Regional resources are based on FHWA suballocation of apportionment guidance (<http://www.fhwa.dot.gov/map21/qandas/qasuballocation.cfm>) and IDOT memorandums and circulars pertaining to regional resource allocations for STP-L, TAP-L, BRR, STP-C.

6. Local match resources are derived from distributions to local units of government by IDOT. Motor Fuel Tax (MFT) along with other grant programs comprise these funds. The SFY 2012 IDOT For the Record report documents these funds. <http://www.dot.state.il.us/tfr2012/hwyimprov.htm>
7. Transit resources are provided to CMAQ by the RTA and are current as of 04/16/14. Federal transit resources are primarily FTA formula funds and do not include competitive grants such as CMAQ that the service boards are eligible to apply for.
8. FTA grants require a 20% match. To fulfill the match requirement CTA, Metra, Pace, and RTA may provide a cash match, but routinely use Transportation Development Credits in lieu of a cash match. It is anticipated that Transportation Development Credits will continue to be used as a match for the foreseeable future.
9. These funds are comprised of bonds, sales tax, local funds, etc. for use on capital projects, as reported by the RTA.

Carryover is determined annually based on the unobligated balance at the end of the federal fiscal year. Federal state resources are determined using the FHWA Fiscal Management Information System. The Federal Regional resources are determined by the tracking of obligations of specific projects. Federal regional resources must be tracked separately because of the 18.92% agreement described later in the chapter. IDOT concurs with the carryover amount included in the TIP programming marks. Table 4 shows the carryover available for FFY 14.

Table 4. FFY14 Carryover Analysis

(All figures are in \$ millions)

Updated 10/17/13	TIP Code	Annual Federal (FHWA) Resources ¹	Carry-Over ²	Resources Available
MAP-21 Resources				
National Highway Performance Program ³	NHPP	\$759.273	\$429.133	\$1,188.406
Surface Transportation Program ^{3,4}	STP-U	\$182.188	\$15.700	\$197.888
Highway Safety Improvement Program ³	HSIP	\$73.696	\$54.332	\$128.028
Bridge	BRR	\$35.280	\$12.527	\$47.807
Rail-Highway Grade Crossings	RHGC	\$10.345	\$26.571	\$36.916
Recreational Trails	RECT	\$1.525	\$3.411	\$4.936
Transportation Alternatives Program	TAP-S	\$18.555	\$18.110	\$36.665
Transportation Alternatives Program - Local*	TAP-L	\$8.651	\$8.651	\$17.302
STP Local ^{5*}	STP-L	\$129.011	\$45.285	\$174.296
STP Counties*	STP-C	\$5.946	\$8.741	\$14.687
CMAQ ^{3*}	CMAQ	\$105.471	\$84.622	\$190.093
Carryover Resources				
National Highway System	NHS	n/a	\$1.160	\$1.160
Equity Bonus	EB	n/a	\$93.353	\$93.353
STP (Enhancement 10%)	STP-E	n/a	\$137.756	\$137.756
High Priority Projects	HPP, and various section funds	n/a	\$205.193	\$205.193
Safe Routes to Schools	SRTS	n/a	\$26.395	\$26.395
Total		\$1,329.941	\$1,170.940	\$2,500.881

Sources:

1. Annual resources for MAP-21 are derived (before takedowns and deductions) from FHWA Notice 4510.768 or as directed by IDOT.
 2. Carryover amounts are unobligated federal funds from previous federal transportation bills that remain available to be used. The carryover balances are derived from FHWA (FMIS as of 10/16/13) or are calculated by CMAP staff.
 3. MAP-21 amounts for these funds are net amounts after deductions for TAP and State Planning Research (SPR) funds have been taken, as prescribed in MAP-21.
 4. STP-U include deductions taken for TAP, SPR, BRR, STP-L, and STP-C.
 5. The resources available for STP-L have been adjusted to match the region's Mark, which accounts for adjustments made due to the use of advanced funding by some subregional councils.
- * AC is deducted from carryover, so it cannot be programmed against.

Federal Regional Resources

Federal Regional Resources are those that are programmed at the regional or local level. They include the four fund sources of STP-L, CMAQ, STP-C, and TAP-L. [Chapter 2](#) includes descriptions and programming methods of these fund sources. The marks are developed through various methods by fund source.

STP-L

Annually, STP-L funds are sub-allocated to the CMAP region based on an agreement between the State of Illinois, Illinois Municipal League, and Illinois Metropolitan Planning Organizations. This agreement, developed after ISTEA was passed, is that 18.92% of core funds (NHPP, HSIP, STP, and TAP) in any given year will be distributed for local programming. Fifteen percent of the 18.92% is to be used for local bridges, the remaining is divvied up between urban and rural parts of the state. The urban amount that is sub-allocated to the CMAP region is divvied up to the City of Chicago and the subregional councils after 5% of the sub-allocation is deducted for the City of Chicago to program, on a project or projects that benefit(s) both the City of Chicago and the suburbs. Of the remaining 95%, 55% is allocated to the suburban councils and 45% to the City of Chicago. This is based on an agreement that is renegotiated after each new transportation bill. A copy is available in [Appendix 3](#). The funding allocated to the suburban councils of mayors is divvied up based on each council's population.

That allotment is used to develop the STP-L marks table. The STP-L marks table is created by first summing all annual allotments from prior years of the program and deducting the amount of expenditures through the end of the prior federal fiscal year. Expenditures are tracked and audited throughout the year. The difference between allotments and expenditures is the carry-over amount. Some carry-over amounts may be negative leading to a low or non-existent mark; this is due to a council's use of advance funding which is described below. This net allotment from prior years is added to the regional allotment for the current year given by IDOT. Population is used to split the funding among the sub-regional councils.

The boundaries for the subregional Councils of Mayors are developed based on municipal and county boundaries. Municipalities wishing to change councils must have concurrence from both councils. The current list of municipalities by council and a map of council boundaries are available on CMAP's website:

<http://www.cmap.illinois.gov/about/involvement/committees/advisory-committees/council-of-mayors>.

Each sub-regional council has its own active program management policies and unique transportation needs, it is sometimes appropriate for an individual council to spend funds beyond their programming mark using a process referred to as Advance Funding. This process allows a sub-regional council to request of the Council of Mayors Executive Committee, the ability to spend a portion of the regional balance that is unspent, yet assigned to projects from other councils. This is facilitated in the TIP by deducting the amount advance funded from future allotments for that council. If a council spends over five years of their allotment, other

councils' programming marks will be decreased. To date, decreasing other councils' programming marks has not occurred. If it were to occur, it would be based on a decision to be made by the Council of Mayors Executive Committee.

Table 5. STP-L Marks

(all figures are federal dollars)

Approved 11/19/13

	A	B	C	D	E	F	G	H	I	J	K	L
Council	FFY72-2013 Allotments	FFY72-2013 Expenditures	FFY72-2013 Balance	FFY 2014 Allotment	FFY14 Mark	Remaining FFY 14 Balance	FFY 2015 Allotment	FFY 2015 Mark	FFY 2016 Mark	FFY 2017 Mark	FFY 2018 Mark	2010 Population
Chicago	\$1,154,404,200	\$1,137,525,072	\$16,879,128	\$54,350,400	\$71,229,528		\$54,424,306	\$54,424,306	\$54,424,306	\$54,424,306	\$54,424,306	2,698,598
North Shore	\$92,135,407	\$91,143,766	\$991,641	\$3,791,687	\$4,783,328		\$3,777,097	\$3,777,097	\$3,777,097	\$3,777,097	\$3,777,097	326,078
Northwest	\$175,071,291	\$161,451,561	\$13,619,730	\$8,300,215	\$21,919,945		\$8,268,277	\$8,268,277	\$8,268,277	\$8,268,277	\$8,268,277	713,803
North Central	\$91,207,669	\$88,493,146	\$2,714,523	\$3,610,043	\$6,324,566		\$3,596,152	\$3,596,152	\$3,596,152	\$3,596,152	\$3,596,152	310,457
Central	\$67,676,799	\$69,905,953	-\$2,229,154	\$2,998,519	\$769,365		\$2,986,981	\$2,986,981	\$2,986,981	\$2,986,981	\$2,986,981	257,867
Southwest	\$91,563,604	\$82,153,129	\$9,410,475	\$4,387,770	\$13,798,245		\$4,370,886	\$4,370,886	\$4,370,886	\$4,370,886	\$4,370,886	377,340
South	\$141,681,686	\$140,166,003	\$1,515,683	\$6,045,689	\$7,561,372		\$6,022,426	\$6,022,426	\$6,022,426	\$6,022,426	\$6,022,426	519,918
DuPage	\$211,755,108	\$212,764,286	-\$1,009,178	\$10,769,129	\$9,759,951		\$10,727,690	\$10,727,690	\$10,727,690	\$10,727,690	\$10,727,690	926,125
Kane/Kendall*	\$108,334,728	\$105,412,099	\$2,922,629	\$9,644,738	\$12,567,367		\$8,085,004	\$8,085,004	\$8,085,004	\$8,085,004	\$8,085,004	668,116
Lake	\$141,455,692	\$134,434,163	\$7,021,529	\$8,128,746	\$15,150,275		\$8,097,467	\$8,097,467	\$8,097,467	\$8,097,467	\$8,097,467	699,057
McHenry	\$47,854,091	\$58,243,971	-\$10,389,880	\$3,781,605	\$0	-\$6,608,275	\$3,767,054	\$0	\$925,833	\$3,767,054	\$3,767,054	325,211
Will	\$90,922,403	\$87,084,428	\$3,837,975	\$6,845,904	\$10,683,879		\$6,819,562	\$6,819,562	\$6,819,562	\$6,819,562	\$6,819,562	588,735
Suburban Total	\$1,259,658,478	\$1,231,252,505	\$28,405,973	\$68,304,045	\$103,318,293		\$66,518,596	\$62,751,542	\$63,677,375	\$66,518,596	\$66,518,596	5,712,707
Regional Project (1)				\$6,356,772	\$6,356,772		\$6,365,416	\$6,365,416	\$6,365,416	\$6,365,416	\$6,365,416	
Regional Total	\$2,414,062,678	\$2,368,777,577	\$45,285,101	\$129,011,217	\$180,904,593	-\$6,608,275	\$127,308,317	\$123,541,263	\$124,467,096	\$127,308,317	\$127,308,317	8,411,305

Notes

- 1- The City/Suburban Split includes a set-aside of 5% of the total for an agreed upon regional project
- 2 - All future allotments are contingent on congressional authorization.

*FFY 14 Allotment includes STP funds accumulated by Plano (\$1,093,925) and Sandwich (\$781,854) prior to joining the CMAP Planning region.

FFY14 (1/16/13)

Methodology/Sources:

Column A Allotments 1972-2013 are from IDOT.

Column B STP-L obligations as reported by IDOT/FHWA and tracked by CMAP (current as of 9/30/2013).

Column C The difference of Column A & B

Column D Current year (FFY 14) allotment (per IDOT) distributed using the 2010 census population (Column L).

Column E & F FFY 2014 Mark is Balance (Column C)+ FFY 14 allotment (Column D). A council with \$0 Mark has a negative balance (displayed in column F).

Column G FFY 2015 allotment includes adjustments made to include Sandwich (7,381), Plano (12,674), Sandwich Twp. (7,709) and Somonauk Twp (2,101) population.

Column H FFY 15 allotment (Column G) (McHenry's Mark is \$0 as their remaining balance is greater than their FFY 15 allotment).

Column I FFY 2016 Mark = FFY 15 allotment (Column G) (McHenry's Mark is \$925,833 as their remaining balance is greater than their FFY 16 allotment).

Column J FFY 2017 Mark = FFY 15 allotment (Column G).

Column K FFY 2018 Mark = FFY 15 allotment (Column G).

Column L 2010 Census Population by COM Region (Kane/Kendall's population increased by 29,865 in 2015 with the expansion of the CMAP planning region) **

**CMAP Planning area expansion was approved by the CMAP Board on March 13, 2013 and MPO Policy Committee on March 14, 2013 and is currently pending Governor approval.

2014 Regionwide STP Allotment:

\$127,135,438

Regional Project by City (5% off total):

\$6,356,772

95% of Regionwide STP Allotment:

\$120,778,666

Suburban Portion (55% of 95% of total):

\$66,428,266

City of Chicago Portion (45% of 95% of total):

\$54,350,400

CMAQ

Annually Illinois receives an allotment of CMAQ funding from federal apportionments. Because of the size of CMAP's region, 95.21% of the Illinois annual apportionments are allotted to CMAP. However, CMAP uses 100% of the apportionment as a programming mark to ensure program accomplishment. To develop marks for programming, CMAP considers the current amount programmed in a given year, the amount of deferred projects¹, anticipated carry over, and the apportionment. Below is the table used for the FFY14-18 program development.

Table 6. FFY2014-18 CMAQ Funds Available

FFY	Current Program	Deferred Lines Expected to Obligate	Program Including Deferred Lines	Carryover Anticipated ²	Apportionment ³ + Carryover	Total CMAQ Available (No funds held for deferred lines)	Total CMAQ Available (Funds held for deferred lines)
2013	\$75,459,930 ¹	\$6,711,218	\$82,171,149	\$39,996,695			
2014	\$116,372,520	\$43,636,157	\$160,008,677		\$146,741,320	\$30,368,800	-\$13,267,357
2015	\$60,636,851	\$938,000	\$61,574,851		\$106,744,625	\$46,107,774	\$45,169,774
2016	\$28,897,754	\$938,000	\$29,835,754		\$106,744,625	\$77,846,871	\$76,908,871
2017	\$0	\$0	\$0		\$106,744,625	\$106,744,625	\$106,744,625
2018	\$0	\$0	\$0		\$106,744,625	\$106,744,625	\$106,744,625
2014 - 2018	\$205,907,125	\$45,512,157	\$251,419,282		\$573,719,820	\$367,812,695	\$322,300,538

1 - The 2013 Current Program figure is reduced by the line items that are expected to be deferred at the end of the FFY, as reported in the May Status Updates.

2 - The anticipated carryover is the current FMIS unobligated balance, less CMAQ funds currently in "Advanced Construction" (AC) status and funds programmed in FFY 13 that are expected to be obligated in FFY 13. The AC projects are considered by CMAP to be committed funds.

3 - Amount apportioned to the state based on CMAQ distribution formula and Congressional appropriation. Northeastern Illinois is allocated 95.21% of the state apportionment; the full apportionment is used for a programming mark. FFY 2014-2016 apportionments are estimates based upon current apportionment. Source: FHWA FMIS database

STP-C

As part of the 18.92% agreement referenced earlier in this chapter, the region receives an annual allotment² of rural STP funds that are programmed by the five counties that are partially rural: Lake, McHenry, Kane, and Will in IDOT District 1 and Kendall in IDOT District 3. Each county within IDOT District 1 receives equal amounts of 50% of the allotment and the remaining 50% is distributed based on population of the four counties. The four counties within IDOT District 1 have agreed upon a borrowing procedure in which one county may use up to the total STP-C funds available to the region with pay back occurring over a specified time period using future STP-C allotments or other non-federal county funds. Copies of this agreement and each county's concurrence are available in [Appendix 3](#). Kendall County's allotment is based on ten percent divided equally among all non-district 1 counties and the remaining is allocated based

¹ Projects that missed accomplishment sunsets and were moved out of the program but could be moved back in if readiness is determined.

² [IDOT Circular Letter 2013-02 – Revision #1](#)

on non-urban area, non-urban population, and non-urban mileage of all systems.³ The FFY 2014- FFY 18 STP-C marks table is below.

Table 7. FFY 2014 STP-C Mark

County	Allotments (end of FFY 13)	Expenditures (end of FFY 13) ¹	Balance ¹	FFY 2014 Allotment ²	FFY 2014 Allotment ³	FFY 2014 Mark	FFY 2015 Mark	FFY 2016 Mark	FFY 2017 Mark	FFY 2018 Mark
Kane	\$17,899,745	\$17,859,210	\$40,535	\$604,047	\$564,607	\$40,535	\$1,168,653	\$1,168,653	\$1,168,653	\$1,168,653
Lake	\$18,784,712	\$16,973,347	\$1,811,365	\$604,047	\$770,819	\$3,787,607	\$1,374,866	\$1,374,866	\$1,374,866	\$1,374,866
McHenry	\$12,703,459	\$10,607,235	\$2,096,224	\$604,047	\$338,324	\$3,038,594	\$942,371	\$942,371	\$942,371	\$942,371
Will	\$15,980,113	\$11,187,708	\$4,792,405	\$604,047	\$742,437	\$6,706,167	\$1,346,484	\$1,346,484	\$1,346,484	\$1,346,484
Kendall ⁴				\$556,996	\$0	\$556,996	\$556,996	\$556,996	\$556,996	\$556,996
Total	\$65,368,030	\$56,627,501	\$8,740,529	\$2,973,183	\$2,416,187	\$14,129,899	\$5,389,370	\$5,389,370	\$5,389,370	\$5,389,370

1. Expenditures and the Balance have been adjusted to reflect the effects of the funds that Kane County borrowed from Lake and Will Counties (see note)

2. 50% of the total allotment is equally divided between the four counties. Kendall's portion is separate.

3. 50% of the total allotment is divided between the four counties based on their share of the four counties population (2010 census)

4. Kendall County receives a specific amount of STP-C funds as outline in IDOT Circular Letter 2013-2 - Revision #1

Note:

Per agreement Kane county was lent \$6,291,940 (\$3,237,763 from Lake County and \$3,054,177 from Will County) in 2009 in STP-C Funds. As part of Kane County's payback their STP-C allotment will be distributed to Lake and Will Counties through FFY 2014. In 2014 Kane County's STP-C allotment will be distributed as follows \$601,376 to Lake County and \$567,277 to Will County.

TAP-L

TAP-L is a regionally-programmed fund source created under MAP-21. The resources available are apportioned every year by Congress to the state of Illinois. MAP-21 provides for a 2% deduction for the Recreational Trails Program; the remaining amount is available for programming with 50% going to Transportation Management Areas (TMAs) for programming and 50% programmed by the state. TAP-L is included in the State/Regional Resources and carryover tables above.

State Resources

State Resources are those that are forecast to meet the maintenance and operations expenditures for the region over the six year TIP.

State resources available to the region include:

Public Transportation Fund

The Public Transportation Fund receives a transfer from the Illinois General Assembly equal to 30 percent of the total RTA sales tax revenues and real estate transfer tax revenues that accrue to the CTA for use in northeastern Illinois.⁴

³ iBid

⁴ 70 ILCS 3615/4.09

State Motor Fuel Tax

The state motor fuel tax is a user fee collected at a rate of 19 cents per gallon of gas and 21.5 cents per gallon of diesel.

Motor Vehicle Registration Fees and Other User Fees

Annual vehicle registration fees, certificate of title fees, and operator's license fees collected by the State, excluding those used to fund the state capital program or non-transportation related services.

Tollway Revenues

Toll and other revenues collected by the Tollway on its 286-mile system.

State Bonding Programs

State bonding programs are typically funded with a variety of revenue increases, including fee increases on sources like vehicle registration and certificate of title.

Other State Transit

The State has provided the RTA with debt service assistance for SCIP I and SCIP II bonds since 1992 with General Revenue Funds. The State has provided \$8.5 million annually to support Pace ADA complementary services since 2010. The State also provides reduced fare reimbursements to the service boards.

These resources are used to operate, maintain, enhance, and expand the transportation system. Over the six year period of the TIP it is anticipated that \$17.9 billion is available through state resources.

Local Resources

Local Resources are those that are forecast to meet the maintenance and operations expenditures for the region over the six-year TIP.

RTA Sales Tax

The RTA sales tax is equivalent to 1.25 percent of sales in Cook County and 0.75 percent of sales in DuPage, Kane, Lake, McHenry, and Will counties. The RTA receives two-thirds of the collar county revenues (0.5 percent of sales). The remaining collar county 0.25 percent portion goes toward the Collar County Transportation Empowerment Program below.

Local Allotment of State MFT

Counties, townships, and municipalities receive a disbursement of state MFT revenue. County shares are based on motor vehicle registration fees received, township shares are based on share of mileage of township roads, and municipal shares are based on population.

Collar County Transportation Empowerment Program

One-third of collar county revenues generated from the RTA sales tax are returned to DuPage, Kane, Lake, McHenry, and Will Counties to be used for roads, transit, and public safety.

County Option MFT

DuPage, Kane, and McHenry counties impose a 4 cent per gallon MFT. County departments of transportation use these revenues for maintaining county roads. Any other local government imposing an MFT for transportation purposes is included in other local revenues.

Other Local Revenues

These are local revenues, such as property tax revenue, sales tax revenue, parking fees, vehicle fees, and impact fees used for transportation, excluding county MFTs, the RTA sales tax, state funds, and federal funds. Local governments with jurisdiction over transportation include counties, townships, and municipalities.

Chicago Real Estate Transfer Tax (RETT)

\$1.50 per \$500 of value of the City of Chicago's RETT is transferred to the CTA.

Transit Passenger Fares

This includes passenger fares for the CTA, Metra, Pace, and Pace ADA.

Other Transit Operating Revenue

This includes other revenues for the RTA, CTA, Metra, Pace, and Pace ADA such as advertising revenue, investment income, and Medicaid reimbursements.

These resources are used to operate, maintain, enhance, and expand the transportation system. Over the six-year period of the TIP it is anticipated that \$27.1 billion will be available through local resources.

Maintenance and Operations Expenditures

All non-federal state and local resources available were forecast using the same method as the GO TO 2040 financial plan. These revenues are anticipated to be used to match federal funds and complete some projects in the TIP. However, the majority are anticipated to be used to complete maintenance and operations that are not included in the TIP. Over the 6 years of the TIP, it is anticipated that \$19.96 billion in maintenance will be accomplished. This includes, but is not limited to, reconstructing roadways and bridges, resurfacing roads, and similar activities on the transit system. The forecast amounts are also used for operations including, but not limited to, transit service, pothole filling, snow plowing, and administrative costs. Over the 6 years of the TIP, it is anticipated that \$28.0 billion (not including debt service) in operations will be accomplished.

Reasonably Expected Revenues

Over the six-year TIP, expected funding will likely only provide for modest investment to perform maintenance at a level that brings the system toward a state of good repair and to provide for desired enhancements and expansions to the system. In order to allow the region to undertake these activities, policies to generate reasonably expected revenues must be implemented within the region. The table below provides a description of each revenue policy,

when they are expected to be implemented, who should implement them, and any legislative requirements for implementation.

Table 8. Reasonably Expected Revenues

Policy	Description	Timeline for implementation	Lead Implementers	Legislative Requirements
State Motor Fuel Tax Increase	Increase State MFT by 8 cents and index to an inflationary measure.	MFT increase: Legislation in 2015, implementation in 2016, inflationary increases throughout planning period	Illinois General Assembly and Governor	State Legislation
Congestion Pricing on the Existing System	Price existing expressways throughout the region based on congestion.	Only research and advocacy over the six year TIP.	U.S. Congress, President, IDOT, ISTHA, Illinois General Assembly and Governor	Federal Legislation, with a supportive role from state legislation
Performance-Based Funding	End the 45/55 split and chose projects for funding based on performance.	Research and analysis in 2014, implementation in 2015.	IDOT	None, but state legislation could play a supportive role
Variable Parking Pricing	Variably price parking in high demand locations.	Ordinances and implementation throughout the planning period.	Municipalities	None

FFY 2014-19 Program Fiscal Constraint

The TIP must remain fiscally constrained at all times. As discussed previously, CMAP, in coordination with IDOT and RTA, develops the state/regional resources and carryover available within the years of the TIP. Projects are programmed with specific fund sources using various methods by a number of agencies, as identified in [Chapter 2](#). These projects are entered into the TIP database subject to the fiscal constraint of the available resources identified in the state/regional resources table and carry over table. If a programmer's new project or proposed change exceeds the amount of resources available, the TIP database will reject the change and notify the programmer that there is insufficient funding available for that specific fund source in that federal fiscal year. This allows for continuous fiscal constraint of the TIP.

Programmers and others have the ability to view the fiscal constraint determination within the TIP database. This assists programmers in identifying the funding available by fund source and year to assist in financial changing projects. CMAP has created an instructional video to explain how to view [fiscal constraint](#). The current fiscal constraint determination is below.

Table 9. Fiscal Constraint as of May 23, 2014

**Fiscal Constraint Analysis
All TIP Projects and All Pending Changes
Grouped Funds**

<i>FUND SOURCE:</i>		<i>PROGRAM ALLOTMENT</i>	<i>PROGRAMMED FEDERAL \$</i>	<i>BALANCE</i>	<i>Advance Funding</i>	<i>Carryover</i>	<i>Adjustments</i>	<i>NOT AWARDED FEDERAL \$</i>	<i>TOTAL</i>
<i>5307</i>									
YEAR 11 TOTAL:		235788	234790	7548		0	5950	600	10250 10250
YEAR 12 TOTAL:		234286	210257	29979		0	5950	0	1950 1950
YEAR 13 TOTAL:		240881	248030	19829		0	25978	0	16668 19360
YEAR 14 TOTAL:		241365	238292	3529		0	456	0	21525 21525
YEAR 15 TOTAL:		237045	231351	5694		0	0	0	21514 21514
YEAR 16 TOTAL:		245341	228764	16577		0	0	0	9095 9095
YEAR 17 TOTAL:		253928	236598	17330		0	0	0	4625 4625
YEAR 18 TOTAL:		262815	0	262815		0	0	0	0 0
GRAND TOTAL:		1951449	1628082	363301		0	39334	600	85627 88319
<i>FUND SOURCE:</i>		<i>PROGRAM ALLOTMENT</i>	<i>PROGRAMMED FEDERAL \$</i>	<i>BALANCE</i>	<i>Advance Funding</i>	<i>Carryover</i>	<i>Adjustments</i>	<i>NOT AWARDED FEDERAL \$</i>	<i>TOTAL</i>
<i>5309A</i>									
YEAR 11 TOTAL:		0	0	0		0	0	0	0 0
YEAR 12 TOTAL:		0	0	5000		0	5000	0	0 0
YEAR 13 TOTAL:		1500	1500	0		0	0	0	0 0
YEAR 14 TOTAL:		0	0	0		0	0	0	0 0
YEAR 15 TOTAL:		0	0	0		0	0	0	0 0
GRAND TOTAL:		1500	1500	5000		0	5000	0	0 0
<i>FUND SOURCE:</i>		<i>PROGRAM ALLOTMENT</i>	<i>PROGRAMMED FEDERAL \$</i>	<i>BALANCE</i>	<i>Advance Funding</i>	<i>Carryover</i>	<i>Adjustments</i>	<i>NOT AWARDED FEDERAL \$</i>	<i>TOTAL</i>
<i>5309B</i>									
YEAR 11 TOTAL:		165106	163901	8705		0	7500	0	2700 2700
YEAR 12 TOTAL:		163689	137156	26533		0	0	0	6000 6000
YEAR 13 TOTAL:		0	0	4750		0	0	4750	0 0
YEAR 14 TOTAL:		0	0	0		0	0	0	0 0
YEAR 15 TOTAL:		0	0	0		0	0	0	0 0
GRAND TOTAL:		328795	301057	39988		0	7500	4750	8700 8700
<i>FUND SOURCE:</i>		<i>PROGRAM ALLOTMENT</i>	<i>PROGRAMMED FEDERAL \$</i>	<i>BALANCE</i>	<i>Advance Funding</i>	<i>Carryover</i>	<i>Adjustments</i>	<i>NOT AWARDED FEDERAL \$</i>	<i>TOTAL</i>
<i>5309C</i>									
YEAR 11 TOTAL:		42400	55975	400		0	13975	0	0 0
YEAR 12 TOTAL:		41075	35475	6000		0	400	0	4975 4975
YEAR 13 TOTAL:		33000	0	39000		0	6000	0	0 0
YEAR 14 TOTAL:		625	6625	0		0	6000	0	625 625
YEAR 15 TOTAL:		0	0	0		0	0	0	0 0
GRAND TOTAL:		117100	98075	45400		0	26375	0	5600 5600
<i>FUND SOURCE:</i>		<i>PROGRAM ALLOTMENT</i>	<i>PROGRAMMED FEDERAL \$</i>	<i>BALANCE</i>	<i>Advance Funding</i>	<i>Carryover</i>	<i>Adjustments</i>	<i>NOT AWARDED FEDERAL \$</i>	<i>TOTAL</i>
<i>5339</i>									
YEAR 11 TOTAL:		0	1600	-1002		0	598	0	0 0
YEAR 12 TOTAL:		2000	2360	2095		0	2455	0	0 0

YEAR 13 TOTAL:	13120	13070	50	0	0	0	0	0
YEAR 14 TOTAL:	13539	13127	412	0	0	0	0	0
YEAR 15 TOTAL:	13071	13071	0	0	0	0	0	0
YEAR 16 TOTAL:	13528	13528	0	0	0	0	0	0
YEAR 17 TOTAL:	14002	14002	0	0	0	0	0	0
YEAR 18 TOTAL:	14491	0	14491	0	0	0	0	0
GRAND TOTAL:	83751	70758	16046	0	3053	0	0	0

<i>FUND SOURCE:</i>	<i>BRR</i>	<i>PROGRAM ALLOTMENT</i>	<i>PROGRAMMED FEDERAL \$</i>	<i>BALANCE</i>	<i>Advance Funding</i>	<i>Carryover</i>	<i>Adjustments</i>	<i>NOT AWARDED FEDERAL \$</i>	<i>TOTAL</i>
YEAR 11 TOTAL:		178111	121430	56681	0	0	0	5382	6728
YEAR 12 TOTAL:		178130	181103	2067	0	5040	0	302	378
YEAR 13 TOTAL:		34699	25987	25537	0	16825	0	1651	2063
YEAR 14 TOTAL:		35280	34802	13005	0	12527	0	6125	7658
YEAR 15 TOTAL:		35280	33555	1725	0	0	0	10575	13219
YEAR 16 TOTAL:		35280	34641	639	0	0	0	12304	15380
YEAR 17 TOTAL:		35280	20457	14823	0	0	0	10208	12761
YEAR 18 TOTAL:		35280	0	35280	0	0	0	0	0
GRAND TOTAL:		567340	451975	149757	0	34392	0	46547	58187

<i>FUND SOURCE:</i>	<i>CMAQ</i>	<i>PROGRAM ALLOTMENT</i>	<i>PROGRAMMED FEDERAL \$</i>	<i>BALANCE</i>	<i>Advance Funding</i>	<i>Carryover</i>	<i>Adjustments</i>	<i>NOT AWARDED FEDERAL \$</i>	<i>TOTAL</i>
YEAR 11 TOTAL:		111332	63240	270399	0	222307	0	20	25
YEAR 12 TOTAL:		120023	301879	76984	0	258840	0	1844	2305
YEAR 13 TOTAL:		111332	161599	101051	0	151318	0	1527	2122
YEAR 14 TOTAL:		105471	167929	22164	0	84622	0	44529	55660
YEAR 15 TOTAL:		105471	101601	3870	0	0	0	43011	55451
YEAR 16 TOTAL:		105471	105409	62	0	0	0	41701	54692
YEAR 17 TOTAL:		105471	78286	27185	0	0	0	43643	58091
YEAR 18 TOTAL:		105471	36835	68636	0	0	0	14572	21557
GRAND TOTAL:		870042	1016778	570351	0	717087	0	190847	249903

<i>FUND SOURCE:</i>	<i>HSIP</i>	<i>PROGRAM ALLOTMENT</i>	<i>PROGRAMMED FEDERAL \$</i>	<i>BALANCE</i>	<i>Advance Funding</i>	<i>Carryover</i>	<i>Adjustments</i>	<i>NOT AWARDED FEDERAL \$</i>	<i>TOTAL</i>
YEAR 11 TOTAL:		55487	28549	34148	0	7210	0	0	0
YEAR 12 TOTAL:		52240	20297	60473	0	28530	0	0	0
YEAR 13 TOTAL:		73648	18846	54802	0	0	0	226	233
YEAR 14 TOTAL:		73696	24367	49329	0	0	0	12964	13854
YEAR 15 TOTAL:		73696	22178	51518	0	0	0	21278	23604
YEAR 16 TOTAL:		73696	23167	50529	0	0	0	23167	26075
YEAR 17 TOTAL:		73696	24003	49693	0	0	0	20988	24020
YEAR 18 TOTAL:		73696	2475	71221	0	0	0	2475	2750
GRAND TOTAL:		549855	163882	421713	0	35740	0	81098	90536

<i>FUND SOURCE:</i>		<i>PROGRAM ALLOTMENT</i>	<i>PROGRAMMED FEDERAL \$</i>	<i>BALANCE</i>	<i>Advance Funding</i>	<i>Carryover</i>	<i>Adjustments</i>	<i>NOT AWARDED FEDERAL \$</i>	<i>TOTAL</i>
<i>YEAR 13 TOTAL:</i>	<i>NHPP</i>	759368	242846	516522	0	0	0	0	0
<i>YEAR 14 TOTAL:</i>		759368	129020	630348	0	0	0	25975	32469
<i>YEAR 15 TOTAL:</i>		759368	177593	581775	0	0	0	33890	40485
<i>YEAR 16 TOTAL:</i>		759368	191635	567733	0	0	0	43397	55546
<i>YEAR 17 TOTAL:</i>		759368	263956	495412	0	0	0	15246	17740
<i>YEAR 18 TOTAL:</i>		759273	0	759273	0	0	0	0	0
<i>GRAND TOTAL:</i>		4556113	1005050	3551063	0	0	0	118508	146240

<i>FUND SOURCE:</i>		<i>PROGRAM ALLOTMENT</i>	<i>PROGRAMMED FEDERAL \$</i>	<i>BALANCE</i>	<i>Advance Funding</i>	<i>Carryover</i>	<i>Adjustments</i>	<i>NOT AWARDED FEDERAL \$</i>	<i>TOTAL</i>
<i>YEAR 11 TOTAL:</i>	<i>NHS</i>	275278	132338	142940	0	0	0	212	265
<i>YEAR 12 TOTAL:</i>		275308	133475	144073	0	2240	0	31804	39755
<i>YEAR 13 TOTAL:</i>		0	24856	3854	0	12356	16354	0	0
<i>YEAR 14 TOTAL:</i>		0	0	1160	0	1160	0	0	0
<i>YEAR 15 TOTAL:</i>		0	0	0	0	0	0	0	0
<i>YEAR 16 TOTAL:</i>		0	0	0	0	0	0	0	0
<i>YEAR 17 TOTAL:</i>		0	0	0	0	0	0	0	0
<i>GRAND TOTAL:</i>		550586	290669	292027	0	15756	16354	32016	40020

<i>FUND SOURCE:</i>		<i>ALLOTMENT</i>	<i>FEDERAL \$</i>	<i>BALANCE</i>				<i>FEDERAL \$</i>	<i>TOTAL</i>
<i>YEAR 11 TOTAL:</i>	<i>STP-L</i>	63124	47099	34516	18491	0	0	353	441
<i>YEAR 12 TOTAL:</i>		56334	78374	41446	18724	44762	0	2000	2950
<i>YEAR 13 TOTAL:</i>		93029	74000	40741	21185	0	527	0	0
<i>YEAR 14 TOTAL:</i>		107100	65916	47487	9888	0	-3585	21413	39721
<i>YEAR 15 TOTAL:</i>		66519	49832	9371	0	0	-7316	36365	65924
<i>YEAR 16 TOTAL:</i>		66519	35083	27654	0	0	-3782	28534	41264
<i>YEAR 17 TOTAL:</i>		66519	14029	48723	0	0	-3767	14029	21833
<i>YEAR 18 TOTAL:</i>		66519	9654	55437	0	0	-1428	5824	8044
<i>GRAND TOTAL:</i>		585663	373987	305375	68288	44762	-19351	108518	180177

<i>FUND SOURCE:</i>		<i>PROGRAM ALLOTMENT</i>	<i>PROGRAMMED FEDERAL \$</i>	<i>BALANCE</i>	<i>Advance Funding</i>	<i>Carryover</i>	<i>Adjustments</i>	<i>NOT AWARDED FEDERAL \$</i>	<i>TOTAL</i>
<i>YEAR 11 TOTAL:</i>	<i>STP-U</i>	110246	58949	51297	0	0	0	0	0
<i>YEAR 12 TOTAL:</i>		120984	61886	78878	0	19780	0	0	0
<i>YEAR 13 TOTAL:</i>		184488	43588	191023	0	50123	0	0	0
<i>YEAR 14 TOTAL:</i>		182188	4040	193848	0	15700	0	2800	3750
<i>YEAR 15 TOTAL:</i>		181968	15282	166686	0	0	0	7278	9385
<i>YEAR 16 TOTAL:</i>		181968	53784	128184	0	0	0	45384	56730
<i>YEAR 17 TOTAL:</i>		181968	7248	174720	0	0	0	6056	7570
<i>YEAR 18 TOTAL:</i>		181968	0	181968	0	0	0	0	0
<i>GRAND TOTAL:</i>		1325778	244777	1166604	0	85603	0	61518	77435

Fiscal Constraint and Advance Construction

Advance Construction (AC) is a federal mechanism that allows states to accelerate transportation projects using non-Federal funds while maintaining eligibility to be reimbursed with federal funds at a later date. AC is not a funding category and does not provide additional federal funding. As of April 3, 2014 Illinois has over \$1.3 billion in projects statewide that are in AC status.

In May of 2013 IDOT began notifying CMAP of project line items that are placed in AC status or are converted from AC status to accurately represent these projects in the TIP database and All Projects Report, as required by Federal Regulations. Line items that are in AC status are indicated by the funding source having a suffix of –AC. Since AC line items are not considered federal obligations, they are not included in the fiscal constraint determination within the TIP database and do not reduce the region's unobligated balance for any fund source. When a project line item is converted from AC status, it is considered to be an obligation, subject to the fiscal constraint determination and is not allowed if funding is not available.

Due to the use of Advance Construction, there is an opportunity for over programming to occur. However, CMAP restricts the over programming of local fund sources by treating AC line items as obligated in the state/regional resources and carryover table that is developed annually. This approach does not allow the programmers of STP-L, STP-C, CMAQ, and TAP-L to over program these fund sources.

Chapter 4: Response to Federal Regulations

The *Moving Ahead for Progress in the 21st Century Act* (P.L. 112-141) (MAP-21), the *Clean Air Act Amendments of 1990*, the *Americans with Disabilities Act* (ADA), and Title VI of the *Civil Rights Act of 1964*, all include requirements regarding the metropolitan transportation planning and programming process. This chapter provides an overview of the northeastern Illinois transportation community's response to these requirements.

By state and federal law, CMAP is responsible for producing the region's official, integrated plan for land use and transportation. The agency's innovative GO TO 2040 planning campaign develops and implements strategies to shape the region's transportation system and development patterns, while also addressing the natural environment, economic development, housing, education, human services, and other quality-of-life factors.

CMAP, working with its partners, is striving to remove artificial barriers both geographically and across planning topics. Northeastern Illinois' transportation planning and programming process constantly evolves in response to modifications in legislative requirements (both federal and state) and the needs of process participants.

Responses to MAP-21

MAP-21 authorized funds for construction of highways, highway safety programs, and mass transit programs for two federal fiscal years (FFY13 and FFY 14). The federal regulations governing metropolitan planning were most recently updated in February 2007; regulations to implement planning provisions in MAP-21 are under development. CMAP staff and policy bodies work with our planning partners and regulatory agencies to assure that statutory and regulatory requirements are met.

23 United States Code Section 134 – Metropolitan Transportation Planning

Performance-Based Programming and Congestion Management Process

MAP-21 features a new federal emphasis on [performance measurement](#). This focus is consistent with GO TO 2040, which promotes the transparency of public data and decision-making and seeks to improve the accountability of public spending by better linking investments to outcomes. However, MAP-21 only applies performance measurement at the programmatic, rather than project, level and does not generally link performance measures and targets to funding decisions via [performance-based funding](#).

Under MAP-21, U.S. DOT will establish performance measures and state DOTs will develop performance targets in consultation with metropolitan planning organizations (MPOs) and others. State investments must make progress toward these performance targets, and MPOs

must incorporate these performance measures and targets into their Transportation Improvement Programs (TIPs) and Long Range Transportation Plans.

MAP-21 prescribes performance measures in seven areas: safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability and reduced project delivery delays. To date, U.S. DOT has only issued proposed rulemaking for the safety performance measures.

CMAQ encourages all of its partner agencies to use performance measures to support programming decisions. The goal is to implement projects that effectively address the region's needs and contribute most to economic output, mobility, and safety of the system. Additionally, performance-based funding improves the transparency of the project evaluation and selection process, better informing the public of how decisions are made.

GO TO 2040 adopted [regional indicators](#) that will help this process. The indicators include the following:

- Percentage of national highway system with acceptable ride quality
- Bridges found to be in "not deficient" condition
- Average congested hours of weekday travel for limited access highways
- Average weekday unlinked transit trips
- Population and jobs with access to transit
- CREATE project completion
- At-grade highway rail crossing delay

The Congestion Management Process (CMP) is an ongoing, systematic method that provides information about both system performance and potential alternatives for solving congestion-related problems. CMAQ's use and continual development of a regional CMP will help advance the quality of life and mobility goals adopted in GO TO 2040. An important outcome of the CMP is a careful investigation of strategies that either directly reduce congestion or mitigate its effects by addressing related issues, such as air quality. Through the CMP, specific strategies can be selected and implemented in order to reach long term objectives set out by the region in GO TO 2040.

In order to be effective, the CMP incorporates extensive monitoring of the transportation network through the use of the [performance measures](#), many of which are also tracked as [regional indicators](#). This use of data helps provide CMAQ and regional decision-makers with a clear analytic understanding of congestion in northeastern Illinois. In addition to region-wide performance indicators, CMAQ maintains [freeway performance metrics and congestion scans](#) for each segment of limited access highways in the region.

Input on the Congestion Management Process includes that of the Bicycle and Pedestrian Task Force, Advanced Technology Task Force, Regional Transportation Operations Coalition, and Freight Committee.

Any federally-funded transportation improvement project that significantly increases the capacity for single-occupant vehicles in our area has to be derived from the CMP.

Documentation on the CMP is maintained at <http://www.cmap.illinois.gov/mobility/roads/cmp>.

Intelligent Transportation Systems (ITS)

Northeastern Illinois continues development of the region's intelligent transportation systems to improve management and information capabilities. The ultimate goal of ITS is to improve system efficiency and to address safety and security issues.

The updated *Northeastern Illinois ITS Architecture* was adopted by the CMAP Board and MPO Policy Committee in March, 2008. The regional architecture was jointly developed by CMAP, IDOT, and regional stakeholders through the [Advanced Technology Task Force](#) (ATTF). The regional architecture followed the systems engineering approach and was found to be consistent with the national architecture by the CMAP Board and MPO Policy Committee with concurrence in this finding by USDOT. The architecture includes extensive outreach to regional transportation agencies, neighboring states and county and local governments. An architecture maintenance process has been developed and approved by the MPO Policy Committee. An update of the ITS Architecture is now underway and is expected to be approved in 2014.

Documentation on the ITS is maintained at <http://www.cmap.illinois.gov/mobility/strategic-investment/its>.

TIP Requirements

The metropolitan planning regulations require that the TIP cover a minimum of four years. They also require that the TIP be financially constrained, prioritized and include non-federally funded, regionally significant projects for information purposes. Programmed projects must be consistent with the level of funding expected to be available in each year. The northeastern Illinois TIP includes six years of programmed projects, is financially constrained and projects are prioritized by funding year. [Chapter 3](#) details the fiscal plan.

Most of the projects in the TIP are carried over from the FFY 10-15 TIP. Prioritization of projects is reflected in the project listings and projects in the first year (and during the changeover between fiscal years in the first two years) are the selected projects in the TIP. TIP change procedures are included in [Appendix 1](#). Projects designated as Multi-Year: B list (MYB) are maintained in the TIP database and included in selected listings but are not part of the fiscally constrained TIP. These and any projects not funded within the first four years of the TIP are considered illustrative. The projects in the TIP are funded through many local, regional, state and federal sources, detailed in [Chapter 2](#). Additional non-federally funded projects are included in the [TIP project listing](#).

Public Participation

Federal legislation and the metropolitan transportation planning regulations require MPOs to establish an enhanced public participation process. CMAP's [Public Participation Plan](#) was approved in January 2013. CMAP has used a variety of methods to achieve greater public involvement described in more detail in the [Unified Work Program](#) Appendix.

Additionally, all implementing agencies have citizen participation mechanisms that allow public input throughout the transportation planning process.

Annual Listing of Obligated Projects and Local Programmed Project Management

MAP-21 requires publication of an annual listing of projects for which federal funds have been obligated in the preceding year. The annual listing is available at <http://www.cmap.illinois.gov/programs-and-resources/tip/tip-documentation> under the Annual Obligation Reports section. Regular reports on locally programmed [STP](#) and [CMAQ](#) funds are also available.

Planning Area Boundary

Federal regulations require that the metropolitan planning area (MPA) boundary contain the urbanized area defined by the U.S. Census Bureau and the contiguous area expected to become urbanized within the 20-year forecast period. The region's MPA boundary, which received the Governor's approval in September 2014, encompasses Cook, DuPage, Kane, Kendall, Lake, McHenry and Will counties, Aux Sable Township in Grundy County and Somonauk and Sandwich Townships in DeKalb County.

Federal guidance recommends that the urbanized area boundary "should be fixed so as to smooth out irregularities, maintain administrative continuity of peripheral routes, and encompass fringe areas having residential, commercial, industrial, and/or national defense significance." The smoothed urbanized area boundaries for the region were approved and transmitted in May 2014.

Certification

Under the provisions of MAP-21, the U.S. Secretary of Transportation must certify that each Metropolitan Planning Organization is carrying out its responsibilities under applicable provisions of federal law at least every four years. The MPO is also directed to continue the annual self-certification required in previous federal surface transportation bills. The CMAP quadrennial certification review began in the summer of 2013 with a site visit in November 2013. The review results indicate no corrective actions or major recommendations. Recommendations and the full report when available will be here: URL TBD.

Climate Change

While there are currently no specific MAP-21 requirements to directly address climate change in the transportation planning process, recent revisions to legislation have further incorporated energy and environmental considerations. These revisions offer greater opportunities for MPOs and state DOTs to integrate climate change considerations within their planning processes. For example, 23 USC 143(a) states that it is in the national interest to:

...encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and between States and urbanized areas, while **minimizing transportation-related fuel consumption and air pollution** through metropolitan and statewide transportation planning processes...

The goal of minimizing fuel consumption and air pollution can be interpreted as a direct link to climate change and justification for metropolitan transportation planning to consider climate change mitigation strategies. Section 23 USC 135(a) mandates similar consideration of fuel-consumption and air pollution in statewide planning.

The planning regulations also include a number of requirements that generally align with climate change mitigation and adaptation. There are four general types of climate change linkage opportunities in planning statutes and regulations:

- Requirements to address energy and environmental concerns - These sections provide a link to greenhouse gas (GHG) mitigation, since GHG emissions from transportation are largely correlated with energy consumption and impacts of climate change are important considerations in environmental protection. (23 CFR 450 Subparts 200, 206, 214, and 306).
- Requirements to ensure an integrated transportation system, preserve the projected and existing system, and ensure the safety and security of the system for users - These sections could be interpreted as requiring or encouraging climate adaptation strategies, since MPOs and state DOTs will need to consider the implications of climate change on their infrastructure to ensure effective connectivity is preserved. (23 CFR 450 Subparts 206, 214, and 306; 49 CFR 613 Subparts 100 and 200)
- Transportation demand management and transportation system management strategies - Many sections of the federal requirements contain language that encourages these strategies. Both can be considered climate change mitigation strategies, if they reduce congestion or reduce vehicle travel. Similarly, transit enhancements and emphasis on non-motorized (pedestrian and bicycle) transportation can potentially serve as climate change mitigation strategies. (23 CFR 450 Subparts 200 and 320)

- Consultation requirements - These requirements could be interpreted as requiring that transportation planning processes consider climate action planning activities going on at the state or regional level, local government plans or policies that may consider climate change and the work of environmental agencies as it relates to climate change and GHG emissions. (23 CFR Subpart 208 and 214)

While the federal government has not adopted a specific goal for the reduction of GHGs, the State of Illinois has identified a goal to reduce GHG emissions to 1990 levels by 2020 and to 60% of 1990 levels by 2050. The City of Chicago has developed a Climate Action Plan that proposes a 25% reduction of 1990 emission levels by 2020 and an 80% reduction by 2050.

CMAP and the City of Chicago continue to partner on GHG analysis and reduction strategies. CMAP also collaborated with the Regional Transportation Authority on its [Regional Green Transit Plan](#), a significant element of which was an assessment of transit's ability to reduce the carbon intensity of regional transportation. More broadly, many of the strategies in GO TO 2040 that CMAP and our partners are seeking to implement have GHG reduction as a co-benefit. These include modernizing the transit system, promoting pricing strategies that would improve the efficiency of the transportation system, and encouraging transit-supportive land use, which latter CMAP is helping accomplish through subarea planning and ordinance revisions in the [Local Technical Assistance program](#). Finally, CMAP has prepared a [Climate Adaptation Guidebook for Municipalities in the Chicago Region](#) to help them improve their resilience to future weather impacts.

Responses to the Clean Air Act Amendments of 1990

The 1977 *Clean Air Act Amendments* addressed the fact that mobile sources contribute to air pollution. However, the 1977 amendments' mandated technological changes, geared both at industrial sources and the automotive industry, did not achieve the desired results; most major metropolitan areas failed to meet the legislated clean air goals by the 1987 deadline.

In response to this, the most current act, the *Clean Air Act Amendments of 1990* (CAAA) mandated specific steps that non-attainment areas must take to achieve these air quality standards. The CAAA built on previous legislation but incorporated more stringent requirements for states to attain the National Ambient Air Quality Standards (NAAQS). The USEPA classifies each region that does not meet one or more NAAQ as a nonattainment area according to the pollutants for which the NAAQ(s) is/are not met. In addition, USEPA identifies categories ranging from marginal to extreme depending on the level of nonattainment. Each category for each pollutant carries with it a required attainment date.

USEPA designated northeastern Illinois as a severe non-attainment area for the one-hour ozone NAAQS in November, 1991. The northeastern Illinois ozone nonattainment area included the counties of Cook, DuPage, Kane, Lake, McHenry and Will, the townships of Aux Sable and Goose Lake in Grundy County and Oswego Township in Kendall County. The Indiana counties of Lake and Porter were also included in the nonattainment area.

In April 2004, USEPA designated the region as a moderate nonattainment area for the 1997 8-hour ozone NAAQS. In August, 2012 USEPA issued a final rule finding the region in attainment of this standard, approving IEPA's redesignation request, and approving and finding adequate motor vehicle emissions budgets for 2008 and 2025 for volatile organic compounds (VOC) and nitrogen oxides (NO_x) for use in conformity (77 FR 48062).

In June of that same year, USEPA designated the region as marginal nonattainment of the 2008 8-hour ozone standard. For this designation, the nonattainment area was expanded to include Pleasant Prairie and Somers Townships in Wisconsin.

The northeastern Illinois area was designated as a "moderate" nonattainment area for the 1997 annual PM_{2.5} NAAQS by the US EPA on April 5, 2005 (70 FR 944). On October 2, 2013, US EPA issued a final rule finding the region in attainment of the standard and approving IEPA's redesignation request (78 FR 60704).

The region is in attainment status for carbon monoxide, nitrogen dioxide, the 2006 24-hour PM_{2.5} standard, and lead. Although the region is in nonattainment of the sulfur dioxide standard, the cause of the designation is two point sources; no action with respect to mobile source emissions is required for this pollutant.

The transportation conformity provisions of the CAAA require that the MPO make a determination the region's transportation plan, program and projects conform to applicable SIPs and that emissions, taken as a whole from the plan, program and projects will not negatively impact the region's ability to meet the NAAQS deadlines. Conformity to a SIP means that the region's transportation plan and program: 1) will not cause any new violations of the NAAQS; 2) will not cause any worsening of existing violations; and 3) will not delay efforts to attain the NAAQS in a timely manner.

Conformity

The conformity analysis conducted by CMAP as the staff of the MPO resulted in the conclusion that GO TO 2040 and the proposed FFY 2014-2019 TIP meet all applicable requirements for conformity. The Conformity Analysis documentation is available at <http://www.cmap.illinois.gov/mobility/roads/conformity-analysis>.

Regional Responses to the CAAA

Northeastern Illinois has a history of promoting transit and providing an efficient transportation system for the movement of people and goods. With the availability of funding through the Congestion Mitigation and Air Quality Improvement (CMAQ) program, the region has targeted over a billion dollars in funding for these types of projects.

The performance measures included in GO TO 2040 are intended to serve as benchmarks for monitoring the progress of plan implementation. Indicator target values for the years 2015 and

2040 were specified in the GO TO 2040 Plan update as a way to quantify actual plan progress and to track how well the region is doing in achieving its goals. These targets should be considered aspirational goals based on the overarching themes of the plan – the region should strive for livable communities, a competitive regional economy, efficient governance, and a world-class transportation system.

Investing strategically in transportation, increasing commitment to public transit and creating a more efficient freight networks are among the priority recommendation of GO TO 2040.

The Bicycle and Pedestrian Task Force, Advanced Technology Task Force, Regional Transportation Operations Coalition, CMAQ Project Selection Committee, and Freight Committee provide input on CAAA implementation. Their expertise allows identification of practices, policies and transportation projects that will help our region attain the goals of the Clean Air Act legislation.

Responses to the *Americans with Disabilities Act*

The Federal Transit Administration ADA Circular is being updated to include best practices that public and private transportation providers can adopt. In February 2014, a draft ADA Circular was issued to help transportation providers meet the requirements of the USDOT ADA's regulations. The Circular does not alter or otherwise impact these regulations:

- new vehicles purchased must be accessible;
- new or altered facilities on which construction must be accessible;
- rail system operators must make key stations accessible;
- rail system operators must have at least one accessible car per train; and
- transit providers must provide complementary and comparable service by making their fixed-route services accessible, providing special paratransit service, or using a combination of these accommodations.

The Human and Community Development working committee provides advisory input on implementation of GO TO 2040 and facilitates overall guidance for the development of strategies and policies that impact vulnerable populations, including people with disabilities, low income communities, people of color, and older residents. Members represent non-profit agencies and public agencies that provide assistance to individuals with disabilities, public health departments and health-related organizations, and government agencies involved in providing or coordinating transportation options for individuals with disabilities.

CMAP serves on the Regional Transportation Authority's committee that recommends a program of 5310 funds – Enhanced Mobility of Seniors and Individuals with Disabilities – to the RTA Board.

Implementers Responses to ADA

MAP-21's predecessor, *SAFETEA-LU*, enabled the region's ADA paratransit service to be provided by one service board. Since July 1, 2006, all ADA complementary paratransit service is provided by Pace, the suburban bus operator.

To help track implementation of projects supporting ADA compliance, the TIP includes work types for ADA facilities and vehicles, allowing these projects to be readily identified.

The following section summarizes regional implementers' responses to ADA requirements.

RTA

The RTA continues to provide ADA paratransit eligibility determination for Pace ADA paratransit services. All current ADA paratransit riders are now certified under RTA's ADA eligibility determination program, bringing the region into full compliance with eligibility determination requirements of ADA.

CTA

ADA complementary paratransit service paralleling CTA's fixed route service is provided by Pace. Pace continues working to improve the quality and cost effectiveness of the service and to ensure that it meets ADA requirements. Pace also continues the practice of providing door-to-door service to CTA customers who, as a result of their disabilities, cannot access CTA's accessible fixed route buses and trains. In addition, CTA operates 1,826 accessible buses, 100 percent of the entire fleet. All 129 bus routes are accessible. CTA has completed accessibility renovations on the 43 rail stations in its Key Station Plan. To date, 98 of 145 stations are ADA compliant. Staff continues to meet with its advisory committees comprised of people with disabilities and service providers on a monthly basis to address access issues. See the web page http://www.transitchicago.com/riding_cta/accessibleservices.aspx for more information.

Metra

Metra has maintained an aggressive program, which has rendered most of its system accessible. To date, 173 of Metra's 241 stations are fully accessible and an additional 22 stations have been developed as partially accessible. These stations serve a total of 95 percent of Metra's weekday riders. All trains now operate with at least one accessible car. A total of 478 accessible cars have been delivered to and deployed by Metra on the diesel lines; all of the current and future fleet of the Metra Electric District is also accessible. All on-board personnel and all station personnel have been trained in handling passengers with disabilities. All 11 train lines in Metra's system plus the South Shore Line operated by Northern Indiana Commuter Transportation District are fully accessible to customers with disabilities.

Metra continues to maintain its station development program. See <http://bit.ly/4MxObP> for more information on Metra's accessibility programs.

Pace

Pace is in full compliance with the requirements of the ADA. All new fixed route equipment purchased is fully accessible. Pace is 100% fixed-route accessible. The 2014 Federal Transit Administration Triennial Review included an Enhanced Review of Pace's ADA paratransit service. There were no findings.

Pace provides Complementary ADA Service for the six county northeastern Illinois region – Cook, DuPage, Kane, Lake, McHenry and Will counties. This includes the CTA service area as directed by State of Illinois Statute. Additionally, Pace has been developing a regional call center to provide more efficient trip scheduling and routing for paratransit riders while also reducing overhead cost by having a more streamlined process.

IDOT

IDOT constructs all highway facilities, including pedestrian overpasses and curb facilities, to be accessible. All IDOT Division of Public and Intermodal Transportation projects comply with ADA requirements.

Private Transportation Providers

Private providers that contract with public agencies receiving federal capital or operating assistance must comply with ADA requirements as a part of their contracts. In addition, northeastern Illinois private providers' services complement public transit paratransit and dial-a-ride services that serve the elderly and disabled.

The City of Chicago, which licenses the largest number of taxicabs in the region, requires that any licensee with more than 20 taxicabs must have at least five percent of its fleet comprised of wheelchair accessible vehicles. In addition, the City of Chicago has a centralized dispatch system for accessible vehicles called Open Doors.

Other Governmental Agencies and Non-Profit Providers

A number of local governments (county, township, municipal) and non-profit agencies have partnered with Pace to develop coordinated paratransit transportation systems throughout the region, such as Ride-in-Kane or Ride DuPage. Vehicles used in these services are accessible and Pace's call center is used to schedule and dispatch rides.

Responses to Title VI and Environmental Justice

Title VI

All programs receiving financial assistance from the Federal Transit Administration (FTA) are subject to Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d), which is implemented through FTA's Circular 4702.1B. As a recipient of FTA funds, CMAP submits a Title VI

program to the FTA documenting its compliance with the provisions of the Circular. The most recently-adopted program can be found on the CMAP web site at <http://www.cmap.illinois.gov/contact-us/title-vi>.

Environmental Justice

Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, was issued in February 1994. Environmental justice addresses questions of distributive fairness in public decisions. General guidelines for evaluating environmental justice in regional transportation planning suggest the inclusion of three general provisions.

- a regional profile identifying the locations of minority populations and low income populations
- an analytical process for assessing regional benefits and burdens for different socioeconomic groups
- an aggressive process for engaging minority and/or low-income populations in transportation decision-making.

The FFY 2014-2019 TIP is consistent with GO TO 2040 with respect to environmental justice. As part of the major capital evaluation process for GO TO 2040, environmental justice impacts were evaluated to demonstrate that the benefits of transportation investments are shared broadly in the CMAP region. This was done by examining the jobs-housing access measure for areas that were defined as “environmental justice” areas — those with a concentration of low-income or minority residents. The results demonstrate that job accessibility is improved, particularly in terms of transit. The method is documented in an appendix to the [GO TO 2040 update](#).

Chapter 5: TIP Database Overview

Project Identification

Programming Agency

The agency responsible for entering and updating project information in the TIP. In some cases, such as with municipal projects, the programming agency is not the same as the implementer – the agency that actually implements the project.

Other Participating Agencies

Agencies that are financially participating in projects. Typically used to reflect the project sponsor or implementer, when different than the Programming Agency.

Programming Agency's Project Name

A descriptive name or project number used by the programming agency to identify the project.

Project Website

Entered for projects that have a dedicated website.

Project Type

This field is maintained by CMAP staff, it describes the project's status as a:

Major Capital Project

A project specifically included in the fiscally constrained list within GO TO 2040. The list is available on our website: <http://www.cmap.illinois.gov/mobility/strategic-investment/major-capital-projects>.

Constrained

A project that is of a type included in the fiscally constrained GO TO 2040, but not by name. Individual CREATE projects are considered Constrained.

Unconstrained

A project that is of a scale such that it could be a major capital project, but is not included in the fiscally constrained GO TO 2040.

TIP Project

A project that does not fall into one of the previous categories.

Exempt Status

This field is auto-populated based on project work types. Projects may be:

Not Exempt

The project must be included in the air quality conformity analysis.

Exempt Tested

The project does not have to be included in the conformity analysis, but the region chooses to include it in the travel demand model for completeness.

Exempt

The project is not subject to conformity analysis.

Conformity Status

This field is auto-populated, based on the Exempt Status and disposition of the project record as a new project, deleted project, or project with a pending change. The possible status values are:

Conformed

The project is included in the travel demand model and air quality conformity analysis.

To Be Conformed

The project is in the TIP and will be included in the next conformity analysis. Exempt Tested projects and signal interconnects may be included in the TIP and federally authorized before being conformed.

Consultation

The project has been deemed conformed through action of the Tier II Consultation Team.

Not Conformed

The project is not included in the most recent conformity analysis. This applies to not exempt projects that have just been entered in the TIP database (but are not in the TIP yet), as well as projects that do not have funding in phases beyond phase I engineering in the first four years of the TIP and are illustrative.

Not Required

The project is exempt from conformity analysis based on the work type(s).

Contacts

All projects must have at least one primary contact person. An additional public contact can also be entered.

Facility to be Improved

These fields determine project location information from the TIP database. This information, is utilized within a Geographical Information System (GIS). In turn, the GIS shapefile contributes toward creating the visual representation, known as the interactive TIP map. The location information and type of work is the initial guide to the more complex aspects of the highway and transit network modeling process for air quality analysis.

Marked Route

This field includes the local name, route type, and route number (if applicable) for the facility being improved, or a description of the primary location for non-roadway projects.

1st Reference Street

This field includes the local name, route type and route number, county and municipality of the north or west limit of the project

2nd Reference Street

Includes the local name, route type and route number, county and municipality of the south or east limit of the project

Other Project Location Information

This field is used for additional location information, such as exclusions within the above limits, or descriptive text that assist with locating projects.

Work Accomplished

Brief Description

Narrative to describe work being done that is not clearly identified by the work types selected for the project.

Work Types

Pre-defined activities that describe the project. Their definitions can be found on the [TIP Programmer Resources webpage](#). These work type codes are compiled into a narrative for the purposes of providing a descriptive field, with quantifiable attributes. Individual work types are also classified as Maintenance, Modernization, and Expansion.

Project Financing

Total Project Cost

The total cost for all phases of the project in thousands of dollars, regardless of fund source.

Fund Source, Phase, Federal Fiscal Year (FFY), Cost Total (in thousands of dollars) and Federal (in thousands of dollars)

These items are required for all project line items.

Line Item Identifiers

Such as Federal Project Number, State Job Number and Section Number are optional fields, but are important in the tracking of the individual financial line item expenditures.

Modeled Project Data

Completion Year

The calendar year in which the project is expected to be complete and open for public use. This is a required field for both not exempt and exempt tested projects.

Length

The length of the project, in miles, when applicable

For Transit Projects

Modes Served, Parking Spaces, Prices, and Units before and after the project are required for accurate representation in the travel demand model.

For Roadway Projects

The Modeled Highway Project Data section allows for entry of the added capacity or expansion occurring on the specific roadway facility. The location and limit information is broken down further in defining the future network design, and presenting the individual characteristics of each segment. These before and after characteristics include: number and width of lanes, posted speed and signal interconnects.

Reports & Database Tools

All Projects List

After approval at each Transportation Committee meeting, the TIP project updates are included within the All Projects Report, a comprehensive list of current projects in the active years of the TIP. The components of this report are the project description, programming agency, exempt & conformity status, and current financial line item attributes. Both the All Projects Report and the Amendment Reports may be produced by either staff or implementers. This list is available on the [TIP Documentation website](#).

Figure 1. All projects list example

TIP ID: 01-00-0036		Programming Agency: Chicago Department of Transportation					
BIKE FAC - IDNR - BURNHAM GREENWAY FROM WILLIAM POWERS CONSERVATION AREA (COOK) TO BRAINARD AVE (COOK)							
BICYCLE FACILITY, PEDESTRIAN FACILITY							
Exempt Status: EXEMPT			Conformity Status: EXEMPT				
STP-E	CONSTRUCTION	14	Total Cost:693	Federal Cost:	554	Segment:	INCLUDES E-3. ITEP 2010 PROGRAM ANNOUNCEMENT
STP-E	IMPLEMENTATION	14	Total Cost:218	Federal Cost:	175	Segment:	CONSTRUCTION

Amendment and Modifications Report

The Amendment Report tracks implementers' project revisions which exceed financial amendment thresholds, change the scope or schedule of exempt projects, or modify other project information. The results of these changes are found in either the Modification or Amendment report. The definitions and thresholds are available in Appendix 1. The TIP Changes - Quick Reference (available here: <http://www.cmap.illinois.gov/programs-and-resources/tip/tip-programmer-resources>) provides a summary of the categorization of changes as a specific type⁵. The Amendment report is subject to seven day public comment ending with approval at the CMAP transportation committee. The Modifications and Misc. Change report is provided to the CMAP transportation committee for information and the changes take effect immediately after entry into the TIP database.

Figure 2. Amendment Report Example

Project:		Action	Pre-Revision Federal Funds (000)		Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
01-01-0009	Chicago Department of Transportation	Phases Changed		\$10000	\$11351	\$ 1351	13.51%
BIKE FAC-CHICAGO-NAVY PIER FLYOVER FROM JANE ADDAMS PARK (COOK) TO CHICAGO RIVER (COOK)							
Completion Year Before Revision:		Unspecified					
Completion Year After Revision:		Unspecified					
Project Work Types Before Revision:		BICYCLE FACILITY					
Project Work Types After Revision:		BICYCLE FACILITY					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		A CMAQ	CONSTRUCTION	13	20206	16144	JANE ADDAMS TO OGDEN SLIP - State funds for match
		A CMAQ	ENGINEERING	12	1700	1360	
		A ILL	CONSTRUCTION	13	3264	0	JANE ADDAMS TO OGDEN SLIP
		A STP-L	CONSTRUCTION	13	2456	1965	JANE ADDAMS TO OGDEN SLIP - State funds for match
		CMAQ	CONSTRUCTION	14	9000	7200	2012-BP0123825
		A ILL	ROW ACQUISITION	12	125	0	JANE ADDAMS TO OGDEN SLIP
		STP-L	CONSTRUCTION	14	3500	2800	State funds for match.
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		CMAQ	CONSTRUCTION	13	20206	16144	JANE ADDAMS TO OGDEN SLIP - State funds for match
		CMAQ	ENGINEERING	12	3960	3168	
		ILL	CONSTRUCTION	13	3264	0	JANE ADDAMS TO OGDEN SLIP
		STP-L	CONSTRUCTION	13	2456	1965	JANE ADDAMS TO OGDEN SLIP - State funds for match
		CMAQ	CONSTRUCTION	14	9088	7270	2012-BP0123825
		ILL	ROW ACQUISITION	12	125	0	JANE ADDAMS TO OGDEN SLIP
		STP-L	CONSTRUCTION	14	3500	2800	State funds for match.
		STP-L	ENGINEERING-II	14	1089	871	
		CMAQ	ENGINEERING-II	14	513	410	

Gray Financial Data Records are for informational purposes only and not included in the TIP.

⁵ TIP Programmer Resources: [Quick Reference](#)

Figure 3. Modification and Misc. Changes report example

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change		
18-10-0005	Metra	Change	\$6869	\$6869	\$ 0	0%	
Regionwide AT							
Completion Year Before Revision: Unspecified							
Completion Year After Revision: Unspecified							
Project Work Types Before Revision:		ROLLING STOCK - REHABILITATE VEHICLES					
Project Work Types After Revision:		ROLLING STOCK - REHABILITATE VEHICLES					
Financial Data Before Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		5307	IMPLEMENTATION	10	700	700	4402
		5309B	IMPLEMENTATION	10	350	350	4403
		5307	IMPLEMENTATION	11	700	700	4502
		Tigger	IMPLEMENTATION	10	372	372	4405
		5307	IMPLEMENTATION	12	700	700	4603
		5307	IMPLEMENTATION	13	1000	800	4603
		5337	IMPLEMENTATION	14	1500	1500	4801
		5337	IMPLEMENTATION	15	1167	1167	4603
		5307	IMPLEMENTATION	16	1202	1202	4603
		5337	IMPLEMENTATION	17	1000	1000	4714
		5307	IMPLEMENTATION	14	2000	2000	4464
Financial Data After Revision		Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
		5307	IMPLEMENTATION	10	700	700	4402
		5309B	IMPLEMENTATION	10	350	350	4403
		5307	IMPLEMENTATION	11	700	700	4502
		Tigger	IMPLEMENTATION	10	372	372	4405
		5307	IMPLEMENTATION	12	700	700	4603
		5307	IMPLEMENTATION	13	1000	800	4603
		5337	IMPLEMENTATION	14	1500	1500	4801
		5337	IMPLEMENTATION	15	1167	1167	4603
		5307	IMPLEMENTATION	16	1202	1202	4603
		5337	IMPLEMENTATION	17	1000	1000	4714
		5337	IMPLEMENTATION	14	2000	2000	4464

Gray Financial Data Records are for informational purposes only and not included in the TIP.

Other Available Reports

There are a variety of customized exports available in the database. A featured export which may be accessed by staff and the programmers is the Fund Source Line Items. In tandem with the Fiscal Constraint Report, it offers an effective tool for evaluation of funding available within the region's program.

The [Interactive Map](#) is a product of the visualization export from the TIP database. Users select a county to identify individual TIP projects in that county. Basic project information is included when a project is selected as well as a hyperlink to the TIP database.

Appendices

Appendix 1: TIP Change Procedures

Transportation Improvement Program (TIP) Procedures for Northeastern Illinois

Adopted by the Chicago Metropolitan Agency for Planning (CMAP) Board March 12, 2008

Adopted by the Metropolitan Planning Organization (MPO) Policy Committee March 13, 2008

Goals and Objectives:

The goals of the region's Transportation Improvement Program are to:

- Identify transportation investments which implement regional strategies,
- Identify the projects or phases of a projects that are funded over the next four years,
- Present, in realistic terms, project costs and available funding sources,
- Maintain regional planning process integrity - cost estimates and funding sources are determined through an open and transparent process,
- Be a useful and user friendly document,
- Be accessible via electronic means, and
- Streamlined the process of document development, approval and modification

TIP Content

23 CFR 450.324 covers in detail the information the TIP must contain. Some important highlights of the regulations include:

- The TIP shall include a project, or portion of the project that is considered an operationally independent phase of work or other phase only if full funding can reasonably be anticipated to be available for the project/phase within the time period contemplated for completion of the project/phase.
- Estimated total project cost, which may extend beyond the four years of the TIP
- The amount of Federal funds proposed to be obligated during the first program year for the project or phase
- Identification of the agencies responsible for carrying out the project or phase
- The TIP shall include a financial plan that demonstrates how the approved TIP can be implemented
- Only projects/phases for which construction or operating funds can reasonably be expected to be available may be included
- For purposes of transportation 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

- In addition, for illustrative purposes, the financial plan may (but is not required to) include additional projects that would be included in the TIP if reasonable additional resources beyond those identified in the financial plan were to become available
- Projects beyond the first four years of the TIP are considered for illustrative purposes only, and are not considered part of the fiscally-constrained TIP
- Revenue and cost estimates for the TIP must use an inflation rate(s) to reflect “year of expenditure dollars,” based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s)

Projects funded under 49 USC 5309 (FTA) have additional requirements for inclusion in the TIP, beyond the items mentioned above and contained elsewhere within 23 CFR 450.324. These requirements are:

1. The total Federal share of projects included in the first year of the TIP shall not exceed levels of funding committed to the metropolitan planning area;
And,
2. The total Federal share of projects included in the second, third, fourth, and/or subsequent years of the TIP may not exceed levels of funding committed, or reasonably expected to be available, to the metropolitan planning area.

Fiscal Constraint

USDOT requires fiscal constraint to be demonstrated prior to accepting a new or modified TIP. Every project included in the TIP is reasonably expected to be completed regardless of phase representation. In order to demonstrate fiscal constraint on a project-level basis, the TIP can include a project or portions of a project that are considered operationally independent phases of work or other phases (e.g., preliminary engineering, environment/NEPA, right-of-way, design, or construction) in one of the following two methods:

1. Identify all fund sources for the total cost to design, construct, and operate a project. This includes all right-of-way and preliminary engineering costs, even if they are expected to be incurred beyond the end of the TIP.
Or,
2. Identify portions of the project that are considered operationally independent phases of work or other phases that have funds and fund sources identified as being available or are reasonably expected to be available. As new funding sources become available for future phases of a project, then the project can be amended to include the new phases.

Definitions

Amendment

A revision to the Transportation Improvement Program (TIP) that involves a major change to a project included in the TIP, including the addition or deletion of a project or a project group or a major change in project cost, project/project phase initiation dates, or a major change in design

concept or design scope (e.g., changing project termini or the number of through traffic lanes). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, demonstration of fiscal constraint, or a conformity determination.

Administrative Modification

A minor revision to the TIP that includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, demonstration of fiscal constraint, or a conformity determination.

Revision

A change to the TIP that occurs between scheduled periodic updates. A major revision is an “amendment” while a minor revision is an “administrative modification”.

Further definition of the difference between a major project change and minor project change included in the section of this document titled “Thresholds.”

Thresholds

The following thresholds will be used to determine what revisions require a TIP amendment, and which revisions will be completed via administrative modification. Revisions below the following thresholds will be considered an administrative modification; project changes above one or more of the following thresholds will require an amendment. In situations not specifically defined as an administrative modification, an amendment must be executed, unless the CMAP Tier II consultation team agrees that an administrative modification is acceptable. Decisions made on specific projects shall not be considered as setting a precedent for future actions.

Administrative modification thresholds:

- For federally funded projects administrative modifications are allowed for cost changes up to the following percentages based on the federal project cost:

Table 10. Administrative modification thresholds

Percent Change	Federal Project or Project Group Cost (\$1,000)
100%	\$0-\$999
50%	\$1,000-\$4,999
25%	\$5,000-\$9,999
20%, up to \$10M	≥\$10,000

- Changes in project scope or fund source to projects normally classified as Categorical Exclusions (as defined in 23 CFR 771.117) and/or projects identified in 40 CFR Part 93. These projects are considered grouped within the TIP, and generally do not appear individually within the program. All changes to grouped projects with the exception of addition or deletion of a group are administrative modifications.

- Changes to project implementation years for projects classified as exempt, provided that they remain within the first four years of the TIP. These projects can move across conformity analysis years without affecting the SIP conformity demonstration. Projects beyond the first four years of the TIP are considered for illustrative purposes only, and are not considered part of the fiscally-constrained TIP.
- Changes to project implementation years for projects classified as non-exempt, provided they remain within the first four years of the TIP, and do not cross air quality conformity analysis years.
- Changes in federal project fund sources that do not alter the federal project cost. For example, changing the source of matching funds for a project from State to local funds or vice versa, while not changing the federal amount could be accomplished via an administrative modification.
- Projects or phases that are obligated and are removed from the TIP are considered administrative modifications. Changing a project or project phase cost to zero for a project that is not obligated is considered a deletion, and would require an amendment.
- Projects with unobligated funds at the end of a current federal fiscal year will be carried over and these changes will be an administrative modification.

Procedures for Revising the TIP

The MPO Policy Committee has the authority to determine how they choose to process and approve administrative modifications and amendments. Administrative modifications can be completed by CMAP staff. Administrative modifications completed by staff will be brought to the attention of the Transportation Committee at their next scheduled meeting.

Amendments involving an air quality analysis will be processed by staff and released by the Transportation Committee for a thirty-day public comment period. Final approval of such amendments after the public comment period has ended will be made by the MPO Policy Committee. Amendments that do not require an air quality analysis are subject to public comment period of a minimum of seven calendar days on the CMAP website and approval by the Transportation Committee.

Amendments to the TIP that move any number of non-exempt projects across conformity analysis years will require a new air quality analysis and subsequent conformity determination by the applicable federal agencies. Amendments to the TIP that don't move projects across analysis years do not necessarily require a new air quality analysis but may require a reaffirmation of the conformity determination. The Tier II consultation team will be consulted in these circumstances.

[23 CFR 450.326](#) and 23 CFR 450.328 contain additional details about the TIP modification process from a federal regulatory standpoint.

Attachment A may be modified subject to Transportation Committee approval.

Attachment A

Note: FY 14 is the selected year of the FY 2014-19 TIP.

Fund Source	Fund Source Title
5307	FTA URBAN FORMULA
5309A	FTA NEW STARTS
5309B	FTA Section 5309 (m) (1) (A) (Rail)
5309C	FTA BUS DISCRETIONARY FUNDS
5309Cor	FTA Core Capacity New Starts
5310	FTA ELDERLY/HANDICAPPED
5337	State of Good Repair
5339	Alternatives Analysis
BRR	HIGHWAY/BRIDGE REPLACEMENT/REHABILITATION PROGRAM
BRR-AC	AC-HIGHWAY/BRIDGE REPLACEMENT/REHABILITATION
CMAQ	CONGESTION MITIGATION/AIR QUALITY
CMAQ-AC	AC-CONGESTION MITIGATION/AIR QUALITY
CTEF	Empowerment Funds
FED-GEN	Multitude of Federal Sponsored Programs
FEDGEN-AC	AC-Multitude of Federal Sponsored Programs
GEN-OP	GENERAL REVENUES
HLS	Homeland Security
HPP	HIGH PRIORITY PROJECTS
HPP21	High Priority Projects in TEA-21
HPP21-AC	AC-High Priority Projects in TEA-21
HPP-AC	AC-HIGH PRIORITY PROJECTS
HPPLU	High Priority Project in SAFETEA-LU
HPPLU-AC	AC-High Priority Project in SAFETEA-LU
HSIP	Safety Funds
HSIP-AC	AC-Safety Funds
HSR-HHS	High Speed Rail Hazard Elimination
HSR-HHS-AC	AC-High Speed Rail Hazard Elimination
ICC	ILLINOIS COMMERCE COMMISSION
ILL	ILLINOIS
ILLT	ILLINOIS FUNDS FOR TRANSIT
JARC	JOB ACCESS AND REVERSE COMMUTE GRANTS
MFT-ALL	ALLOCATED MOTOR FUEL TAXES
MFT-LOC	LOCALLY IMPOSED MOTOR FUEL TAXES
NCP	NATIONAL CORRIDOR INFRASTRUCTURE IMPROVEMENT
NCP-AC	AC-NATIONAL CORRIDOR INFRASTRUCTURE IMPROVEMENT
NEWF	NEW FREEDOM

NHPP	National Highway Performance Program
NHPP-AC	AC-National Highway Performance Program
NHS	NATIONAL HIGHWAY SYSTEM
NHS-AC	AC-NATIONAL HIGHWAY SYSTEM
NRS	NATIONAL AND REGIONAL SIGNIFICANT PROJECTS
OTH	OTHER
PLH	Public Lands Highways
PLH-AC	AC-Public Lands Highways
PRV	PRIVATE
RECTP	Recreational Trail Program
RECTP-AC	AC-Recreational Trail Program
RHGC	Rail-Highway Grade Crossings
RHGC-AC	AC-Rail-Highway Grade Crossings
RLRIP	Rail Line Relocation & Imp Program
RLRIP-AC	AC-Rail Line Relocation & Imp Program
RTA	REGIONAL TRANSPORTATION AUTHORITY
SB	SERVICE BOARD
SEC112	Earmarked Surface Transportation Projects
SEC112-AC	AC-Earmarked Surface Transportation Projects
SEC115	Earmarked Surface Transportation Projects
SEC115-AC	AC-Earmarked Surface Transportation Projects
SEC117	Earmarked Surface Transportation Projects
SEC117-AC	AC-Earmarked Surface Transportation Projects
SEC125	Earmarked Surface Transportation Projects
SEC125-AC	AC-Earmarked Surface Transportation Projects
SEC129	Earmarked Surface Transportation Projects
SEC129-AC	AC-Earmarked Surface Transportation Projects
SR2S	SAFE ROUTES TO SCHOOL
SR2S-AC	AC-SAFE ROUTES TO SCHOOL
STP-C	STP - COUNTY PROGRAMMED
STP-C-AC	AC-STP - COUNTY PROGRAMMED
STP-E	STP - ENHANCEMENT FUNDS
STP-E-AC	AC-STP - ENHANCEMENT FUNDS
STP-L	STP - URBAN FUNDS - LOCALLY PROGRAMMED
STP-L-AC	AC-STP - URBAN FUNDS - LOCALLY PROGRAMMED
STP-R	STP - RURAL FUNDS
STP-R-AC	AC-STP - RURAL FUNDS
STP-U	STP - URBAN FUNDS - STATE PROGRAMMED
STP-U-AC	AC-STP - URBAN FUNDS - STATE PROGRAMMED
TAP-L	Transportation Alternatives Program - Local
TAP-LAC	AC-Transportation Alternatives Program - Local

TAP-S	Transportation Alternatives Program - State
TAP-SAC	AC-Transportation Alternatives Program - State
TBD	TO BE DETERMINED
TBD-LOC	TO BE DETERMINED - LOCAL FUNDS
TCSP	TRANSPORTATION & COMMUNITY & SYSTEM PRESERVATION
TCSP-AC	AC-TRANSPORTATION COMMUNITY & SYSTEM PRESERVATION
TIFIA	Transportation Infrastructure Finance Innovation A
Tiger	Transportation Investment Generating Econ Recovery
Tiger-AC	AC-Transportation Investment Generating Econ Recover
TOLL	ILLINOIS STATE TOLL HIGHWAY AUTHORITY
VPC	Value Pricing Congestion
VPC-AC	AC-Value Pricing Congestion

Advance Construction (AC) is a cash flow technique used by IDOT to maximize the use of federal funds. When a project is placed in AC status, the FHWA has authorized the project to move forward with state appropriation (or other non-federal means) with the option to seek reimbursement of federal funds at a later point. These projects must be accurately represented in the TIP, therefore an “-AC” has been added to fund sources that are eligible for advance construction.

Appendix 2: Endorsement Documentation

All resolutions, agreements, and correspondence referenced in this section are available on CMAP's website here: http://www.cmap.illinois.gov/about/involvement/committees/policy-committees/mpo-policy-committee#Endorsement_Documentation.

Resolution for FTA Designated and Direct Recipients

Resolutions for Distribution of FTA Funds

Endorsement/Approval of Metropolitan Planning Area Boundary

Certification of the Planning Process

Planning Agreements

Planning Agreement between the MPO, State, and Transit Agencies

Transportation/Air Quality Planning Agreement for Goose Lake Township

CMAP and IEPA Intergovernmental Agreement for Coordination of Air Quality Related Transportation Planning

Cooperative Agreement for Coordination of Land Use – Transportation Planning in the Chicago/Gary/lake County, IL-IN Urbanized Area

Cooperative Agreement for Coordination of Land Use-Transportation Planning in the Round lake Beach-McHenry-Grayslake, IL-WI Urbanized Area

Appendix 3: Locally Programmed STP Agreements

MEMORANDUM OF AGREEMENT
BETWEEN
THE CITY OF CHICAGO AND THE CMAP COUNCIL OF MAYORS
REGARDING
THE DISTRIBUTION OF LOCALLY PROGRAMMED
SURFACE TRANSPORTATION PROGRAM FUNDS
UNDER THE SAFE, ACCOUNTABLE, FLEXIBLE, EFFICIENT
TRANSPORTATION EQUITY ACT: A LEGACY FOR USERS

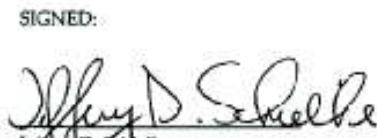
The following agreement is entered into between the city of Chicago (hereafter referred to as the City) and the Chicago Metropolitan Agency for Planning Council of Mayors (hereafter referred to as the Council). The agreement entered into on this 12th day of MARCH, 2008 is for the purpose of programming local Surface Transportation Program (STP) funds made available under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

The parties do hereto mutually agree, through their duly authorized representatives, to the following:

1. The locally programmed STP allocations will be calculated as follows: the first 5% of STP allocations will be used on project(s) that are mutually beneficial to the City and Council and programmed by the City. The City will notify the Council of its selection of a mutually beneficial project(s) on an annual basis. Should the Council question the City's selection, the City and Council shall meet to discuss the project. The remaining locally programmed STP allocation will be calculated on the basis of a 45% distribution to the City and a 55% distribution to the Council.
2. The locally programmed STP funding allocation for federal fiscal years 2000 through 2008 was previously distributed using the formula agreed to in the October 14, 1999 Memorandum of Agreement developed under the Transportation Equity Act for the 21st Century (TEA-21) and will remain as distributed.
3. Agreement under this memorandum is made in the spirit of regional cooperation demonstrated by the creation of CMAP and the unanimous regional support of a new state capital infrastructure funding bill. Upon passage of such bill and/or passage of new federal transportation authorization legislation replacing SAFETEA-LU, the participating parties will review this agreement and consider whether a new agreement is necessary giving full consideration to the overall condition of transportation funding and needs in northeastern Illinois.

The City and the Council hereby cause this memorandum of agreement to be executed on the day and year identified in the first paragraph.

SIGNED:


Jeffrey D. Schielke
Chairman, Council of Mayors
Mayor, City of Batavia


Thomas G. Byrne
Commissioner, Department of Transportation
City of Chicago

Reaffirmed June 13, 2013



Division of Transportation

Paula J. Trigg, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847-377-7400
Fax 847-984-5888

Kane County Advance STP-C
Funding Agreement
Kane Section 06-00214-20-BR

February 28, 2014

Mr. Carl Schoedel, P.E.
County Engineer
Kane County Division of Transportation
41W011 Burlington Road
St. Charles, IL 60175

RE: 2014 Amended Exhibit A Letters of Concurrence

Dear Mr. Schoedel:

Pursuant to the provisions contained in Paragraph 7 of the above referenced agreement, please find enclosed the agreed to amended Exhibit A for 2014 along with letters of concurrence from Lake County and Will County. Also enclosed is a copy of a memorandum indicating the FY 2014 STR allocations which provided the basis for the amended Exhibit A.

Please attach the enclosed documentation to the original agreement. The amended Exhibit A will provide the basis for the final invoice amounts for this agreement issued by Lake County (\$46,177.00) and Will County (\$43,557.00) to Kane County on or around June 1, 2014.

Please do not hesitate to contact me if you have any questions.

Very truly yours,

Bruce D. Christensen
Transportation Coordinator
Lake County Division of Transportation

Enclosures

cc: Russell Pietrowiak, CMAP
Patricia Berry, CMAP
Chris Holt, IDOT District 1 BLRS

www.lakecountyil.gov



Kane County Advance STP-C
Funding Agreement
Kane Section 06-00214-20-BR



Division of Transportation

Paula J. Trigg, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847-377-7400
Fax 847-984-5888

February 12, 2014

Mr. Carl Schoedel, P.E.
County Engineer
Kane County Division of Transportation
41W011 Burlington Road
St. Charles, IL 60175

RE: 2014 Amended Exhibit A Letter of Concurrence

Dear Mr. Schoedel:

Pursuant to the provisions contained in Paragraph 7 of the above referenced agreement, the enclosed Exhibit A has been amended to reflect an increase of \$11,991.00 from 2013 in the Kane County STP-C allocation for 2014 based on data provided by the Chicago Metropolitan Agency for Planning. The amended STP-C allocation results in a corresponding decrease in the amount of Kane County local funds to be paid to Lake County and Will County in 2014. The amended Exhibit A will provide the basis for the final invoice amounts for this agreement issued by Lake County (\$46,177.00) and Will County (\$43,557.00) to Kane County on or around June 1, 2014.

If you concur with this amendment to Exhibit A, please countersign below and return three original signed copies. I will then assemble a packet of signed letters for each of the parties to the intergovernmental agreement to formalize our respective project and cost responsibilities.

Very truly yours,

Bruce D. Christensen
Transportation Coordinator
Lake County Division of Transportation

Concur

Date

FEBRUARY 21, 2014

Enclosures

www.lakecountyil.gov



Kane County Advance STP-C
Funding Agreement
Kane Section 06-00214-20-BR



Division of Transportation

Paula J. Trigg, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847-377-7400
Fax 847-984-5888

February 12, 2014

Ms. Paula J. Trigg, P.E.
County Engineer
Lake County Division of Transportation
600 Winchester Road
Libertyville, IL 60048

RE: 2014 Amended Exhibit A Letter of Concurrence

Dear Ms. Trigg:

Pursuant to the provisions contained in Paragraph 7 of the above referenced agreement, the enclosed Exhibit A has been amended to reflect an increase of \$11,991.00 from 2013 in the Kane County STP-C allocation for 2014 based on data provided by the Chicago Metropolitan Agency for Planning. The amended STP-C allocation results in a corresponding decrease in the amount of Kane County local funds to be paid to Lake County and Will County in 2014. The amended Exhibit A will provide the basis for the final invoice amounts for this agreement issued by Lake County (\$46,177.00) and Will County (\$43,557.00) to Kane County on or around June 1, 2014.

If you concur with this amendment to Exhibit A, please countersign below and return three original signed copies. I will then assemble a packet of signed letters for each of the parties to the intergovernmental agreement to formalize our respective project and cost responsibilities.

Very truly yours,

Bruce D. Christensen
Transportation Coordinator
Lake County Division of Transportation

Concur

Date

2/13/14

Enclosures

www.lakecountyil.gov



Kane County Advance STP-C
Funding Agreement
Kane Section 06-00214-20-BR



Division of Transportation

Paula J. Trigg, P.E.
Director of Transportation/County Engineer

600 West Winchester Road
Libertyville, Illinois 60048-1381
Phone 847-377-7400
Fax 847-984-5888

February 12, 2014

Mr. Bruce Gould, P.E.
County Engineer
Will County Department of Highways
16841 West Laraway Road
Joliet, IL 60433

RE: 2014 Amended Exhibit A Letter of Concurrence

Dear Mr. Gould:

Pursuant to the provisions contained in Paragraph 7 of the above referenced agreement, the enclosed Exhibit A has been amended to reflect an increase of \$11,991.00 from 2013 in the Kane County STP-C allocation for 2014 based on data provided by the Chicago Metropolitan Agency for Planning. The amended STP-C allocation results in a corresponding decrease in the amount of Kane County local funds to be paid to Lake County and Will County in 2014. The amended Exhibit A will provide the basis for the final invoice amounts for this agreement issued by Lake County (\$46,177.00) and Will County (\$43,557.00) to Kane County on or around June 1, 2014.

If you concur with this amendment to Exhibit A, please countersign below and return three original signed copies. I will then assemble a packet of signed letters for each of the parties to the intergovernmental agreement to formalize our respective project and cost responsibilities.

Very truly yours,

Bruce D. Christensen
Transportation Coordinator
Lake County Division of Transportation

Concur

Date

2/19/14

Enclosures

www.lakecountyil.gov

EXHIBIT A

Execution Date 27-Feb-09
 Date Amended 16-Feb-10
 Date Amended 29-Apr-11
 Date Amended 2-Feb-12
 Date Amended 24-Apr-13
 Date Amended 12-Feb-14

Reimbursement of Advance STP-C Funds Assuming the Continuation of Federal Allocations at Current Levels

Total Advance Fund Amount to be Reimbursed =	\$6,291,940
Annual Reimbursement over Five Years =	\$1,258,388
Estimated Annual Kane County STP-C Allocation* =	\$892,450
Estimated Annual Kane County Reimbursement Using Collar County Transportation Empowerment or other Local Funds =	\$365,938

County Being Reimbursed	2010 Kane County STP-C Allocation	2010 Kane County Local Funds	2011 Kane County STP-C Allocation	2011 Kane County Local Funds	2012 Kane County STP-C Allocation	2012 Kane County Local Funds	2013 Kane County STP-C Allocation	2013 Kane County Local Funds	2014 Kane County STP-C Allocation	2014 Kane County Local Funds	Totals
Lake	\$ 464,059	\$ 183,494	\$ 426,025	\$ 221,526	\$ 617,918	\$ 29,635	\$ 595,206	\$ 52,346	\$ 601,376	\$ 46,177	\$ 3,237,762
Will	\$ 437,746	\$ 173,089	\$ 401,870	\$ 208,967	\$ 582,881	\$ 27,954	\$ 561,457	\$ 49,379	\$ 567,278	\$ 43,557	\$ 3,054,178
Totals	\$ 901,805	\$ 356,583	\$ 827,895	\$ 430,493	\$ 1,200,799	\$ 57,589	\$ 1,156,663	\$ 101,725	\$ 1,168,654	\$ 89,734	\$ 6,291,940

Lake County's Share of Advance Funds Total = \$3,237,762 or 51.458882%
 Will County's Share of Advance Funds Total = \$3,054,178 or 48.541117%

* Assumes the continuation of an annual allocation to the collar counties in the reauthorization of SAFETEA-LU

Kane County Advance STP-C
Funding Agreement

Page 12 of 14

Kane Section 06-00214-20-BR



Chicago Metropolitan
Agency for Planning

FFY 2014 STP-C (rural) Mark

County	Allotments (end of FFY 13)	Expenditures (end of FFY 13) ¹	Balance ¹	FFY 2014 Allotment ²	FFY 2014 Allotment ³	FFY 2014 Mark	FFY 2015 Mark	FFY 2016 Mark	FFY 2017 Mark	FFY 2018 Mark
Kane	\$17,899,745	\$17,859,210	\$40,535	\$604,047	\$564,607	\$40,535	\$1,168,653	\$1,168,653	\$1,168,653	\$1,168,653
Lake	\$18,784,712	\$16,973,347	\$1,811,365	\$604,047	\$770,819	\$3,787,607	\$1,374,866	\$1,374,866	\$1,374,866	\$1,374,866
McHenry	\$12,703,459	\$10,607,235	\$2,096,224	\$604,047	\$338,324	\$3,038,594	\$942,371	\$942,371	\$942,371	\$942,371
Will	\$15,980,113	\$11,187,708	\$4,792,405	\$604,047	\$742,437	\$6,706,167	\$1,346,484	\$1,346,484	\$1,346,484	\$1,346,484
Kendall ⁴				\$556,996	\$0	\$556,996	\$556,996	\$556,996	\$556,996	\$556,996
Total	\$65,368,030	\$56,627,501	\$8,740,529	\$2,973,183	\$2,416,187	\$14,129,899	\$5,389,370	\$5,389,370	\$5,389,370	\$5,389,370

- Expenditures and the Balance have been adjusted to reflect the effects of the funds that Kane County borrowed from Lake and Will Counties (see note)
- 50% of the total allotment is equally divided between the four counties. Kendall's portion is separate.
- 50% of the total allotment is divided between the four counties based on their share of the four counties population (2010 census)
- Kendall County receives a specific amount of STP-C funds as outline in IDOT Circular Letter 2013-2 - Revision #1

Note:

Per agreement Kane county was lent \$6,291,940 (\$3,237,763 from Lake County and \$3,054,177 from Will County) in 2009 in STP-C Funds. As part of Kane County's payback their STP-C allotment will be distributed to Lake and Will Counties through FFY 2014. In 2014 Kane County's STP-C allotment will be distributed as follows \$601,376 to Lake County and \$567,277 to Will County.



Chicago Metropolitan
Agency for Planning

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