



# Chicago Metropolitan Agency for Planning

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606

312 454 0400  
[www.cmap.illinois.gov](http://www.cmap.illinois.gov)

## **MPO Policy Committee Annotated Agenda Thursday, June 8, 2017 Cook County Conference Room 233 S. Wacker Drive, Suite 800 Chicago, Illinois**

- 1.0 Call to Order and Introductions** 9:30 a.m.
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes—March 9, 2017**  
ACTION REQUESTED: Approval
- 4.0 Agency Reports**
  - 4.1 Executive Director's Report
  - 4.2 CMAP Board Report
  - 4.3 Council of Mayors Report
- 5.0 Nominating Committee for the Office of Vice Chair**

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

ACTION REQUESTED: Information
- 6.0 Policy Committee Bylaws and Memorandum of Understanding (MOU) Subcommittee**

The Bylaws of the MPO Policy Committee need to be reviewed in light of the new federal transportation bill and recently finalized federal metropolitan planning regulations. Additionally, the MOU between the CMAP Board and the MPO Policy Committee calls for an annual review by the parties. The Chair will appoint members to review these

documents and report any changes to the Policy Committee before the joint CMAP-MPO Policy Committee meeting in October.

ACTION REQUESTED: Information

#### **7.0 Self-Certification**

The MPO and the State are required to certify that the metropolitan transportation planning process complies with certain federal requirements at least every four years.

ACTION REQUESTED: Approval

#### **8.0 Title VI Program**

The Chicago Metropolitan Agency for Planning adopted its most recent Title VI plan, as required by USDOT, in 2014. Each grantee must submit an update every three years. The updated plan is attached.

ACTION REQUESTED: Approval

#### **9.0 Unified Work Program (UWP), FY 2018**

The Transportation Committee recommended the approval of the proposed FY 2018 Unified Work Program (UWP) to the Policy Committee and the CMAP Board. The FY 2018 UWP totals \$21,529,195. It includes \$17,222,286 in FHWA and FTA regional planning funds and \$4,513,908 in matching funds. The attached Executive Summary details the allocation of funding and awarded projects.

ACTION REQUESTED: Approval

#### **10.0 Special Conformity Analysis and TIP Amendment (I-290)**

IDOT is completing the environmental impact for the I-290 project and is seeking a Record of Decision by June 30, 2017. The appropriate treatment of this project in the Plan and TIP was discussed at a consultation meeting on April 20. It was determined that a conformity amendment is required. The public comment period ended on May 30, 2017. A memo detailing the proposed amendment and the results of the conformity analysis is attached.

ACTION REQUESTED: Approval

#### **11.0 Regional Transit Asset Condition Targets for 2017**

Recent Federal Transit Administration rules require MPOs to establish annual targets for transit asset condition. Staff will present proposed regional targets for transit asset condition for the end of calendar year 2017 based on the four performance measures in the Federal Transit Administration's final asset management rule.

ACTION REQUESTED: Approval

#### **12.0 Regional Expressway Vision**

Staff will introduce a project to develop a multi-jurisdictional vision to guide future capital investments, coordinate transportation operations,

and recommend policy and management strategies for the existing expressway system in northeastern Illinois. Transit, freight, community impacts, and revenue will all be key aspects of the vision. Staff will review draft vision goal statements and seek committee feedback.

ACTION REQUESTED: Discussion

### **13.0 ON TO 2050 Updates**

#### **13.1 ON TO 2050 Preview Report**

As part of development of ON TO 2050, staff are drafting a report to synthesize major initial findings and recommendations of research, analysis, and strategy development efforts completed thus far. The report will also introduce the guiding principles of the plan: resilience, inclusive growth, and prioritized investment. Staff will present on the draft report being prepared for public comment.

ACTION REQUESTED: Discussion

#### **13.2 ON TO 2050 Financial Plan: Reasonably Expected Revenues**

As required by law, CMAP must prepare a financial plan to ensure adequate resources are available to support the investments and policies included in the long-range transportation plan. Previous forecasts found that revenues will be insufficient to fiscally constrain expenditures for operations and maintenance, and the region will be unable to constrain any expansion and enhancement activities over the ON TO 2050 planning period. As a result, additional revenues will be needed to meet the region's transportation investment goals. Staff will present initial policy recommendations and forecasts for five reasonably expected revenues, as summarized in the attached memo.

ACTION REQUESTED: Discussion

### **14.0 Regional Transit Strategic Plan 2018-2023 – Regional Transportation Authority (RTA)**

Continuing the innovative transportation roundtable series, the 2018-2023 Regional Transit Strategic Plan provides a visionary roadmap for near-term transit investment in the RTA six-county area. Through the Strategic Plan, Chicago region's transit agencies will jointly examine capital and operational investments needed over the next five years to deliver great public transportation in light of changing demographics, transportation, and technology. RTA staff will provide an overview and seek input from the Policy Committee.

ACTION REQUESTED: Discussion

### **15.0 State Legislative Update**

Staff will update the Policy Committee on General Assembly activity and relevant legislative activities and the bills that we have

monitored based on our Legislative Principles and Agenda.

ACTION REQUESTED: Information

## **16.0 Other Business**

## **17.0 Public Comment**

This is an opportunity for comments from members of the audience.

The amount of time available to speak will be at the chair's discretion.

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

## **18.0 Next Meeting**

The MPO Policy Committee is scheduled to meet next jointly with the CMAP Board on October 11, 2017.

## **19.0 Adjournment**

### **MPO Policy Committee Members:**

___Randy Blankenhorn, Chair	___Scott Gryder	___Leanne Redden
___Kay Batey	___Elliott Hartstein	___Rebekah Scheinfeld
___Frank Beal	___R.A. Kwasneski	___Jeffery Schielke
___Greg Bedalov	___Christopher J. Lauzen	___Marisol Simon
___Dorval Carter	___Aaron Lawlor	___Liisa Lawson Stark
___Tom Cuculich	___John McCarthy	___Larry Walsh
___Jack Franks	___Don Orseno	___John Yonan



# Chicago Metropolitan Agency for Planning

## Agenda Item No. 3.0

233 South Wacker Drive  
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### MPO Policy Committee Draft Minutes

March 9, 2017

Offices of the Chicago Metropolitan Agency for Planning (CMAP)  
Cook County Conference Room  
Suite 800, 233 S. Wacker Drive, Chicago, Illinois

#### **Policy Committee Members Present:**

Randy Blankenhorn-MPO Policy Committee Chair, Michael Connelly-representing the CTA, Tom Cuculich-representing DuPage County, Joe Gottemoller-representing McHenry County, Adrian Guerrero-representing the Class I Railroads, Scott Gryder-Representing Kendall County, John McCarthy-representing Private Providers, Don Orseno-representing Metra, Tom Rickert-representing Kane County, Leanne Redden-representing the RTA, T.J. Ross-representing PACE, Rebekah Scheinfeld-representing CDOT, Jeffrey Schielke-representing the Council of Mayors, Carolyn Schofield-representing the CMAP Board (via tele-conference), Chris Snyder-representing DuPage County, Paula Trigg-representing Lake County, Dave Thak-representing Will County, John Yonan-representing Cook County, Rocco Zucchero-representing the Tollway, and non-voting members John Donovan-representing the FHWA and Tony Greep-representing the FTA

#### **Staff Present:**

Joe Szabo, Melissa Porter, Angela Manning-Hardimon, Bob Dean, Tom Garritano, Tom Kotarac, Ross Patronskey, Simone Weil, Lindsay Hollander and Sherry Kane

#### **Others Present:**

Mike Albin-DMMC, Erin Aleman-IDOT, Garland & Heather Armstrong-Access Living, Len Cannata-WCMC, Lynnette Ciavarella-Metra, Jim Derwinski-Metra, Mike Fricano-WCMC, Janell Jensen-McHenry Council of Mayors, Tom Kelso-IDOT, Jon-Paul Kohler-FHWA, Brian Pigeon-NWMC, Mark Pitstick-RTA, David Seglin-CDOT, Dave Spacek-RTA, Mike Walczak-NWMC, and Gene Williams-Village of Lynwood.

#### **1.0 Call to Order and Introductions**

MPO Policy Committee Chair, Randy Blankenhorn called the meeting to order at 9:35 a.m., and asked members to introduce themselves.

## **2.0 Agenda Changes and Announcements**

There were no agenda changes.

## **3.0 Approval of Minutes**

A motion to approve the minutes of the January 12, 2017, meeting of the MPO Policy Committee as presented was made by T.J. Ross and seconded by Don Orseno. All in favor, the motion carried.

## **4.0 Agency Reports**

4.1 CMAP Executive Director Joe Szabo reported that the Local Technical Assistance (LTA) program update had been included in the Policy Committee packet and that the STP program discussions would kick off a little later in the day. Szabo also reported that legislation introduced by Senator Tammy Duckworth had unanimously passed the Senate that would essentially render the MPO Consolidation Rule moot, and that Congressman Dan Lipinski had introduced a comparable bill in the House that had also received broad bi-partisan support.

4.2 Mayor Jeffrey Schielke, for the Council of Mayors, reported that the Council of Mayors had reached out and connected with Congressmen related to the legislation Szabo mentioned.

4.3 John Yonan, reporting for Leanne Redden on behalf of the CMAP Board, stated that the Board had met in February and again on March 8. At its February meeting, Yonan continued, the board approved a \$2.5 million contract to perform the regional household travel and activity survey, approved the 2017 state and federal legislative agenda and a briefing on the expected transportation revenue forecasts for the ON TO 2050 financial plan was given. At yesterday's meeting, Yonan went on to say, the Board discussed how to incorporate project implementation into the Local Technical Assistance (LTA) program, an update on external resources development to broaden the agency's funding beyond transportation was given, and learned that IDOT and the Tollway had asked CMAP to lead the development of a multi-jurisdictional vision for the region's expressways.

## **5.0 Transportation Consent Agenda: Semi-Annual GO TO 2040/TIP Conformity Analysis & TIP Amendment**

CMAP staff Ross Patronsky covered a review of conformity--ensuring national air quality standards are met, types of projects including non-exempt, and limits to considering twice each year—reported the following highlights: adding 6 new, changing limits on 1 project, changing the completion year on 1 project, and 1 project that had been delayed was removed. Patronsky went on to say that the analysis shows conformity, there were no comments received during the 30-day comment period, the Transportation Committee had considered the matter at its last meeting (as did CMAP's Programming Committee), and recommended approval. Patronsky responded to a question regarding bumping up VOCs in 2025, and reported that was an artifact of the updated emissions model, which shows higher emissions in a near-term year and drop more in the outer years. Assuming the project mix we have today, there are no long-term concerns. A motion by Joseph Gottemoller was seconded by Paula Trigg to approve the semi-annual GO TO 2040/TIP conformity analysis and TIP amendments, as presented. All in favor, the motion carried.

## **6.0 FTA Subarea Allocation between Indiana-Illinois and Wisconsin-Illinois of Section 5307/5340 Capital and Planning Funds, 5337 State of Good Repair Funds, and 5339 Bus Funds**

CMAF staff Ross Patronskey reported that on January 19, the FTA published partial fiscal year 2017 apportionments allocations and program information in the Federal Register. At its March 16 meeting, the RTA Board will consider the splits of this FTA funding with the urbanized areas of northwest Indiana and southeastern Wisconsin. The funds being split, Patronskey continued, are section 5307/5340 capital and planning funds, section 5337 state of good repair funds and section 5339 bus funds. The RTA will also consider distribution of these funds among the service boards at that meeting. The actual splits between Indiana Illinois and Wisconsin Illinois, for the partial allocation and any subsequent allocations have been negotiated with the respective agencies. At its March 3 meeting, the Transportation Committee recommended approval of the percentage splits, contingent upon the RTA Board approval. When updated allocations for the full fiscal year are released, both the Transportation Committee and MPO Policy Committee will be informed. Approval of the two resolutions, 17-01 and 17-02 endorsing the subarea allocations between northwestern Indiana, northeastern Illinois and southeastern Wisconsin, and northeastern Illinois, is requested. Allowing the service boards to go out for grants more quickly putting capital dollars to work, both the RTA and CMAF were thanked for facilitating this process in a timely manner. A motion to adopt the two resolutions, as presented, made by Mayor Jeffrey Schielke was seconded by Paula Trigg and with all in favor, carried.

## **7.0 State Legislative Update**

CMAF staff Simone Weil reported that in February, the CMAF Board approved the 2017 State Legislative Agenda and Principles and staff has already begun making the rounds in Springfield and using the material to discuss our regional priorities for implementing GO TO 2040. Staff continues to monitor the development of a state budget. Legislative deadlines are approaching, Weil continued, and substantive bills need to be out of the Senate at week's end, with a similar deadline in the House at March 31. Weil highlighted HB 2538 which will require CMAF to live-stream its board meetings promoting transparency. In March, the CMAF Board moved to support eight pieces of legislature that included the following transportation-related bills. HB 662 increases the state's electric vehicle and the plug-in hybrid registration fees that enhances transportation revenue through user fees. HB 3136 increases the motor fuel tax with an amendment that would eliminate a number of breakdowns between state and local revenue sharing. CMAF stayed neutral on this bill, hoping to discuss it further to better understand and align it with policy related to GO TO 2040. The board moved to support SJR 7 and HJR 12, Weil continued, authorizes IDOT to begin a procurement process pursuant to public-private-partnerships (P3) for Transportation Act. CMAF has and continues to support P3 projects that are developed in a manner that protects the public's interest. Finally, two bills increasing support to public transit are HB 2802 would require all business with more than 20 employees to offer the federal pre-tax transportation benefit or something substantially similar. HB 3004 allows the RTA to sell additional working cash notes to cover operating expenses. Asked if the CMAF Board was trending toward support of HB

3136, Weil suggested it is still early in the session and more information would be needed. Staff was also asked to follow up on appropriate pricing for electric versus gas vehicles.

Policy Committee members were asked to report on any other legislative initiatives that could use support from other members of the Policy Committee. There are some bills that do open the door for MFT (uses with rigid rules) for transit and other transportation alternatives was mentioned as one such initiative. The lack of a state budget is certainly a huge concern and high priority for the Council of Mayors and the individual Councils of Governments have visits scheduled in Springfield to try to help this along.

## **8.0 ON TO 2050: Financial Plan Expenditure Forecasts**

The financial plan for transportation that is currently in development for ON TO 2050, CMAP staff Lindsay Hollander reported that revenue expected across the 2019-2050 planning period as well as all the transportation system needs over the period in terms of forecasting maintenance and operations and prioritizing any enhancement or expansion activities are being examined. Staff has drafted the revenue forecast, as well as the operating and administration expenditure forecast and a capital maintenance forecast. Moving forward, Hollander added, staff is working on the reasonably expected revenue forecast while looking at the allocations for meeting performance targets and providing regionally significant projects and other improvements. Briefly, Hollander continued, the analysis shows that the ON TO 2050 forecast is more constrained than that of GO TO 2040, with core revenues not meeting the needs of maintaining and operating the system, and the draft forecast indicates a shortfall of \$45.2 billion over the planning period. Hollander also explained why the forecast is more constrained, and reported that if we are to keep the system in its current condition throughout the planning period, the region will need about \$45 billion more than is currently forecast in core revenues. Once the reasonably expected revenue is complete, Hollander continued, the \$45 billion and possibly a bit more, would be available, but it would leave little to allocate toward enhancing the system and expanding the system. Some options to consider would be: (a) allow the system to decline; (b) allow certain assets to decline, while prioritizing others; (c) allocate less funding to enhancing and expanding the system; or (d) find other ways to reduce operating or maintenance costs.

The options sparked a discussion among members, resulting in a consensus that none are particularly attractive and there's a need for some type of sustainable funding. No one wants more taxes, fees or fare increases. Would a public education program about what is needed—maybe a list in a brochure—to the politicians, press and the public be the way to go? Transportation is something that touches everyone, every day. The situation is bleak and perhaps the messaging is key. Real revenue is needed, not just tax credits or more borrowing. This may also be a great opportunity to come together—we have had the same message for over 10 years, fighting to keep it as bad as it is—maybe a more crisis-oriented messaging would be more effective.

Finally, Hollander suggested that the GO TO 2040 update saw revenue forecasted in the \$38-40 billion range and that you could expect a higher amount necessary for ON TO 2050, assuming a similar proportionate scheme, which would leave a minimal amount available for new projects. Hollander was also asked to clarify assumptions regarding public private partnerships or major rehabs that might free up some constraints, as well as what



it might take, at the level of current investment, to reach the current bad state of good repair, which may help to answer the question of which assets to invest. In conclusion, it is believed that option 2 (above) is and will continue to happen, unless the revenue gaps can be filled and less will be allocated to expansion and enhancing the systems, and the question back is “is that acceptable” and if it is not, then what to do. While dire, it could still get worse; this is not the end of the discussion. Given the advances that have been made in the past 2 decades, innovation should also be considered in the messaging; the transportation system may not look anything like it does today in 2050.

## **9.0 Transportation Innovation Roundtable Discussion**

- 9.1 Erin Aleman, Director of Planning and Programming for IDOT, gave a presentation on performance measures at IDOT and plans for implementation. Needing to find ways to address its aging infrastructure and to make wiser decisions with funding and limited resources, IDOT looked at its internal structure to transform and add value to the programming processes, Aleman reported, and focused on existing assets. This required performance measures (now a federal government requirement) with both the state DOTs and MPOs being required to set targets. Broad-based goals, tangible to local communities, the performance measures needed to be easy to understand. Wanting to be prepared to select the best projects (should funding become available), the following goals were developed: improving operations and congestion; safety; economic development; livability; and regional input, each with a series of measures that can be calculated and adjusted based on regional preferences. Not waiting for perfect, Aleman continued, the measures may change over time. Some older projects have already been evaluated working with the tool, not only here in district 1 (CMAP region), but in other parts of the state. Aleman also covered timelines and next steps: the goals were set, the measures identified, the work developing the tool (which was tested and evaluated over the winter) was completed, and the scoring process finalized. Refinement will continue as necessary, Aleman concluded. Secretary Blankenhorn added that this was based on work that CMAP had done, and asked for feedback on how to implement on a program-development basis.
- 9.2 Jim Derwinski, Chief Mechanical Officer of Metra gave a presentation on its rolling stock train cars and engines. Derwinski covered age and type of equipment (engines versus cab cars), the impacts on operations, rehabbing [engines] versus remanufactured (\$2.2 million), the number to be done each year (should be 60; 43 this year) and compared those costs to the purchase of new (\$6.5-7 million). Derwinski also covered capital rehab program to get back to a state of good repair (cars—39 this year at 49<sup>th</sup> Street shop), trying to enhance the in-house program with limited funding (i.e., HEP conversions). Derwinski gave background on the 49<sup>th</sup> Street shop, talked about innovation that had taken place there over the past 3-5 years and changes that were made beginning in 2010 to do more to rehab the cars rather than purchase new. The “Build-it-in-the-Station” concept was put into play with 4 stations, showing greater efficiencies, reallocating manpower, challenging the norm and looking at new technologies. First at 10 days per station, now is at 7 per -- 28 days to take a car down and back up. Anticipating an expansion of the 49<sup>th</sup> Street building, Derwinski also reported, the goal is to rehab 60 cars per year (from this year’s high of 43). New product is being used and efficiencies in the movement of workers is being seen, along with better and more efficient use of equipment to

move the cars. Technical guidances were initiated that made workers more proficient. Expansion of the building would include a training center, new locker rooms, expansion of the store house and rehab of the "tin barn" through which millions of dollars of capital move. Finally, Derwinski summarized the costs associated with rehabbing the oldest cars (25 from the 1950s, 128 from the 1960s, 166 from the 1970s and 52 from the 1980s) at a cost of \$1.3 billion.

Derwinski's presentation sparked a discussion to package this up for presentation to state and federal legislators, even the public (since most don't know just how expensive it is to maintain only the stock), that led to the suggestion of assembling a small working group to message the best way possible. Something similar to last year's MPC "Accelerate Illinois" initiative to get legislators to care and why legislative action is needed perhaps through the business constituency that has a stronger voice and can speak to the negative impacts lack of funding.

#### **10.0 Other Business**

There was no other business before the MPO Policy Committee. Secretary Chairman Randy Blankenhorn did report that Springfield still feels a capital program is important, it just cannot happen until the state budget situation is solved and urged members to work with whomever they can to help.

#### **11.0 Public Comment**

There were no comments from the public.

#### **12.0 Next Meeting**

The MPO Policy Committee is scheduled to meet next on June 8, 2017.

#### **13.0 Adjournment**

At 11:36 a.m., a motion to adjourn by Mayor Jeffrey Schielke was seconded by Tom Cuculich. All in favor, the motion carried.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Tom Kotarac", is written over a light blue rectangular background.

Tom Kotarac, Secretary

05-16-2017  
/stk



# Chicago Metropolitan Agency for Planning

## Agenda Item No. 7.0

233 South Wacker Drive  
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## MEMORANDUM

**To:** MPO Policy Committee

**From:** CMAP Staff

**Date:** June 1, 2017

**Re:** Self-Certification

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The MPO Policy Committee is charged with implementing the metropolitan planning process in accordance with applicable federal requirements, including the Fixing America's Surface Transportation Act (FAST Act), the Clean Air Act, the Civil Rights Act and the Americans with Disabilities Act. By federal law, agencies providing transportation services and/or receiving federal money must comply with the requirements described below. The Transportation Committee considered the self-certification following this memo at its April 28, 2017 meeting, and recommends approval by the MPO Policy Committee.

### 1. Highway and Public Transportation

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

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

- **Clean Air Act (CAA)**

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

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

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

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

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

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

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

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

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

## **6. 23 CFR part 230**

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

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

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

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

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

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

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

Prohibits discrimination based on gender.

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

Prohibits discrimination against individuals with disabilities

Staff contact:

Teri Dixon, [tdixon@cmap.illinois.gov](mailto:tdixon@cmap.illinois.gov), 312-386-8754

ACTION REQUESTED: Approval

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# **Chicago Metropolitan Agency for Planning (CMAP)**

## **MPO Self-Certification**

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

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

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Randall S. Blankenhorn  
Chairman, MPO Policy Committee

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Thomas G. Kotarac  
Secretary, MPO Policy Committee

Subscribed and sworn to before me, this \_\_\_\_ day of \_\_\_\_\_, 2017

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My commission expires:





Chicago Metropolitan  
Agency for Planning

# **Title VI of the 1964 Civil Rights Act, Section 601 Specific to Federal Transit Administration Programs**

**June 2017**



## **CMAP Board**

### **Executive Committee**

Gerald Bennett, chair

Rita Athas, vice chair

Elliott Hartstein, vice chair

Andrew Madigan, at-large member

Al Larson, at-large member

Carolyn Schofield, at-large member

### **City of Chicago Appointments**

Rita Athas, senior advisor, World Business Chicago

Frank Beal, executive director, Metropolis Strategies

Janel Forde, chief operating officer, City of Chicago

Andrew Madigan, senior vice president, Mesirow Financial

Peter Skosey, executive director, state government affairs, BNSF Railway

### **Cook County Appointments**

Gerald Bennett, mayor, Palos Hills (Southwest Cook)

Al Larson, president, Schaumburg (Northwest Cook)

Richard Reinbold, president, Village of Richton Park (South Cook)

William Rodeghier, president, Western Springs (West Cook)

Peter Silvestri, commissioner, Cook County Board (Suburban Cook)

### **Collar County Appointments**

Elliott Hartstein, former president, Buffalo Grove (Lake)

John Noak, mayor, Romeoville (Will)

Franco Coladipietro, president, Bloomingdale (DuPage)

Carolyn Schofield, member, McHenry County Board (McHenry)

Matt Brolley, president, Montgomery (Kane/Kendall)

### **Non-voting Members**

Sean McCarthy, policy advisor for economic development, Governor of the State of Illinois  
(Governor's appointee)

Brian Oszakiewski, policy advisor for infrastructure, Governor of the State of Illinois  
(Governor's appointee)

Leanne Redden, executive director, Regional Transportation Authority (MPO Policy  
Committee)

# **MPO Policy Committee**

## **Municipal Governments**

Rebekah Scheinfeld, Commissioner, Chicago Department of Transportation

Jeffery Schielke, Mayor, City of Batavia, Council of Mayors

## **County Governments**

John Yonan, Superintendent of Transportation & Highways, Cook County

Thomas Cuculich, Chief of Staff, DuPage County

Christopher J. Lauzen, County Board Chair, Kane County

Scott Gryder, County Board Chair, Kendall County

Aaron Lawlor, County Board Chair, Lake County

Jack Franks, County Board Chair, McHenry County

Lawrence M. Walsh, County Executive, Will County

## **Regional Agencies**

Leanne Redden, Vice Chair, Executive Director, Regional Transportation Authority

Frank Beal, Board Member, Chicago Metropolitan Agency for Planning

Elliott Hartstein, Board Member, Chicago Metropolitan Agency for Planning

## **Operating Agencies**

Randall S. Blankenhorn, Chair, Secretary, Illinois Department of Transportation

Dorval Carter, President, Chicago Transit Authority

John C. McCarthy, President, Continental Air Transport, Private Transportation Providers

Greg Bedalov, Executive Director, Illinois State Toll Highway Authority

Don Orseno, Executive Director, Metra

Richard A. Kwasneski, Chairman of the Board, Pace

Liisa Lawson Stark, Assistant Vice President, Union Pacific Railroad, Class 1 Railroad Companies

## **Federal Agencies (Non-Voting)**

Kay Batey, Division Administrator, Federal Highway Administration

Marisol Simon, Regional Administrator, Federal Transit Administration

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## 1.0 General Requirements

The Chicago Metropolitan Agency for Planning's (CMAP) Policy Committee is the northeastern Illinois metropolitan planning organization. As a subrecipient of federal funds, CMAP is required to submit a Title VI program to the Illinois Department of Transportation (IDOT). CMAP also serves as a primary recipient for a portion of federal funds that is awarded to transit providers and counties. The CMAP Board and its Policy Committee both approved the most recent program in June 2014.

The Federal Highway Administration (FHWA) and FTA completed a certification review in July 2014. This review contained no corrective actions or major recommendations. The review results found the agency to be in compliance with civil rights requirements.

FTA has not conducted a separate compliance review of CMAP's Title VI program.

### 1.1 Title VI Notice to the Public

The required notice to the public is posted on the CMAP website at <http://www.cmap.illinois.gov/contact-us/title-vi>. It is also included in Spanish at <http://www.cmap.illinois.gov/contact-us/titulo-vi>.

### 1.2 Instructions to the Public Regarding How to File a Title VI Discrimination Complaint

CMAP has designated an employee as the Civil Rights Officer for Title VI who has the responsibility for responding to all Title VI complaints. Instructions regarding how to file a complaint are posted to the CMAP website on the same page as the notice.

If a complaint is regarding one of the service providers within the MPO region, the complaint will be forwarded to the service provider for response. The Civil Rights Officer tracks the status of all complaints which have been forwarded to other organizations.

### 1.3 Public Transportation-Related Title VI Investigations, Complaints, or Lawsuits

No Title VI investigations have been conducted, complaints filed or lawsuits initiated that name CMAP since the last Title VI Program was adopted in June 2014. There are no pending investigations, complaints or lawsuits from prior years.

### 1.4 Public Participation Plan

CMAP's [Public Participation Plan](#) was updated in January 2013. The plan outlines strategies CMAP uses to involve citizens including low income, minority and non-English speaking participants in the decision making process. The Citizens' Advisory Committee, Counties, and Council of Mayors structure, together with the CMAP working committees, and local technical assistance staff assure that information can be widely provided and gathered to effectively engage in outreach to various communities, including the traditionally underserved. CMAP staff continuously works to improve strategies to identify and gather communities for input, with the goal of reaching, engaging and sustaining relationships with these communities in the planning process.

Creating printed and electronic tools, hosting seminars, open houses, focus groups, press briefings and other meetings to educate the public at locations easily accessible to interested and affected persons and organizations is a fundamental feature of CMAP's engagement process. A customized set of tools are employed for each meeting to localize the planning process and to place the planning activities in local context.

### **1.5 Plan for Providing Language Assistance to Persons with Limited English Proficiency**

CMAP adopted its [Public Participation Plan](#) in January 2013. The purpose of the [Public Participation Plan](#) is to increase public awareness and participation while widening the range of voices and views in the planning process. As stated in the Plan, "Before CMAP begins any public engagement process, staff will work to develop a strategy document outlining the target audience and the steps that are needed to achieve the project goals." As part of the strategy, "CMAP will strive to accommodate the needs of traditionally underserved populations, such as low-income, minority, disabled, non-English-speaking, and other groups who have not previously participated in the planning process."

To assess the need for language assistance, CMAP has conducted a four-factor analysis, following the guidance in [Implementing the Department of Transportation's Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient \(LEP\) Persons A Handbook for Public Transportation Providers](#), published April 13, 2007.

#### **Factor 1: The Number and Proportion of LEP Persons Served or Encountered in the Eligible Service Population**

CMAP is the comprehensive regional planning organization for the northeastern Illinois counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will. 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 is also the metropolitan planning organization for northeastern Illinois, maintaining the region's transportation improvement program. In this role, CMAP's planning activities also include Aux Sable and Goose Lake Townships in Grundy County and Sandwich and Somonauk Townships in DeKalb County.

As a planning agency, CMAP's encounters with LEP persons are relatively low. Outreach efforts specifically targeted to communities with higher proportions of minority or immigrant communities are the most likely times in which LEP persons will be encountered. As noted above, the [Public Participation Plan](#) calls for special efforts in these cases.



As a large metropolitan region, northeastern Illinois has a significant LEP population. Table 1 shows that the region as a whole includes 503,883 people 18 years old or over who speak English “not well” or “not at all.”

**Table 1. Population 18 and Over Who Speak English "Not Well" or "Not at All"**

Chicago city, Cook County, Illinois	217,548
Suburban Cook County, Illinois	141,133
DuPage County, Illinois	36,871
Kane County, Illinois	36,118
Kendall County, Illinois	2,085
Lake County, Illinois	32,524
McHenry County, Illinois	6,908
Will County, Illinois	20,696
Seven County Northeastern Illinois Region	503,883
Source: B16004, 2011-2015 American Community Survey 5-Year Estimates	

However, as Table 2 shows, when broken down by language and county within the region, the number of LEP persons is much less in any given part of the region. Since most CMAP activities occur at a subregional level corresponding to Council of Mayors councils, these data are more indicative of the potential level of exposure to LEP persons.

It should also be noted that CMAP has extremely limited contact with minors; while the data underlying table 1 exclude minors, the data for table 2 do not. In addition, the data for table 2 include people who speak English “well.” Thus, the figures in table 2, while based on the best current data available, overstate the number of LEP persons with whom CMAP may have contact.

As the table below shows, Spanish-speakers are by far the most common group with limited English proficiency with approximately 630,000 people out of the 7,828,000 in the region<sup>1</sup>, followed by Polish (85,000), Chinese (47,000) and Korean (22,000). All other languages have fewer than 20,000 LEP persons in the region.

<sup>1</sup> Source: B01003, 2011-2015 American Community Survey 5-Year Estimates

**Table 2. Language Spoken at Home for Persons who Speak English Less than "Very Well" for Population 5 Years and Older**

	City of Chicago	Suburban Cook County	DuPage County	Kane County	Kendall County	Lake County	McHenry County	Will County	Seven County Region
African languages	5,708	1,404	362	228	90	33	77	349	8,251
Arabic	5,319	10,743	827	340	73	191	165	949	18,607
Armenian	185	464	0	0	0	20	0	0	669
Chinese	26,785	9,007	5,617	592	163	2,939	458	1,549	47,110
French (including Patois, Cajun)	2,663	1,439	318	113	133	305	112	306	5,389
French Creole	491	563	18	0	0	0	0	8	1,080
German	1,066	1,827	387	364	73	401	324	222	4,664
Greek	1,701	4,165	992	224	0	434	93	284	7,893
Gujarati	1,852	8,719	3,806	607	0	502	311	1,228	17,025
Hebrew	255	302	43	0	0	68	0	0	668
Hindi	2,062	3,834	1,554	291	0	446	95	323	8,605
Hmong	13	0	7	69	0	0	0	26	115
Hungarian	421	249	67	43	97	33	0	12	922
Italian	1,902	4,705	1,613	241	103	409	59	401	9,433
Japanese	1,177	3,082	286	13	5	485	17	71	5,136
Korean	3,684	12,095	1,565	306	76	2,705	317	875	21,623
Laotian	70	428	64	723	0	82	40	158	1,565
Mon-Khmer, Cambodian	523	470	323	237	0	77	0	142	1,772
Navajo	0	0	0	0	0	0	0	0	0
Persian	665	985	320	23	0	145	32	15	2,185
Polish	28,141	42,770	7,033	1,094	48	2,193	1,349	2,690	85,318
Portuguese or Portuguese Creole	520	322	170	57	0	80	5	24	1,178
Russian	3,901	9,756	880	280	6	3,913	69	62	18,867
Scandinavian languages	97	196	18	43	0	25	12	0	391
Serbo-Croatian	4,689	4,500	1,192	55	0	479	187	342	11,444
Spanish or Spanish Creole	271,553	160,455	38,776	62,314	4,238	47,693	10,753	34,133	629,915
Tagalog	6,773	8,564	2,466	1,499	53	1,562	316	1,155	22,388
Thai	1,447	803	242	118	152	212	0	135	3,109
Urdu	2,814	4,905	3,161	297	96	369	232	723	12,597
Vietnamese	4,089	2,105	2,091	329	146	321	201	542	9,824
Yiddish	18	67	0	0	0	16	0	0	101
Other and unspecified languages	17,387	25,029	9,538	1,824	198	2,539	483	2,684	59,682
Source: B16001, 2011-2015 American Community Survey 5-Year Estimates									

## Factor 2: The Frequency with Which LEP Individuals Come into Contact with your programs, activities, and services

As noted previously, CMAP's encounters with LEP persons are relatively low. Most encounters are with local officials, professional staff, or representatives of community organizations.

Outreach efforts specifically targeted to communities with higher proportions of minority or immigrant communities are the most likely times in which LEP persons will be encountered. In such cases, the **Public Participation Plan** calls for special efforts to communicate with LEP persons. In particular, the Local Technical Assistance program assesses the specific outreach required in each project in conjunction with local community organizations.

## Factor 3: The Importance to LEP Persons of Your Program, Activities and Services

CMAP's services to the public are neither life-sustaining nor critical to the daily needs of people. Comprehensive regional and local planning, transportation planning and programming have significant long-term consequences, but their impacts are much smaller and less immediate to individuals in comparison to food, shelter, medical services, personal transportation, and similar services.

In cases in which CMAP needs to communicate with LEP persons, the communication does not require immediate action. Community meetings are organized well in advance. If there is a need for specific LEP services, there is adequate time to make special arrangements.

## Factor 4: The Resources Available to the Recipient and Costs

CMAP has staff specifically assigned to facilitate communication with Spanish-speakers; Spanish is by far the most common language spoken by LEP persons. Key CMAP documents such as the **long-range plan** are translated into Spanish and posted to the CMAP website.

### ***1.6 Racial Breakdown of the Membership of Committees, and a Description of Efforts Made to Encourage the Participation of Minorities on Such Committees***

Five boards and committees at CMAP consider transit-related issues in the course of their normal deliberations: the CMAP Board, the MPO Policy Committee, the Council of Mayors Executive Committee, the Transportation Committee and the CMAQ Project Selection Committee. Other committees and working groups may consider transit-related issues on an incidental basis.

Membership on these committees is specified in statutes or bylaws, in that the members are appointed to represent agencies or parts of the region. The members are appointed by others, so CMAP has no control over the appointments.

The appendix to the [Unified Work Program](#), updated annually, identifies minority membership on committees.

### ***1.7 Efforts the Primary Recipient Uses to Ensure Subrecipients are Complying***

RTA, CTA, Metra and Pace are direct recipients of FTA funds and report directly to FTA. CMAP will continue to work with these direct recipients and other subrecipients to ensure CMAP fulfills its responsibilities under federal regulations.

### ***1.8 Facility Construction***

This section does not apply to CMAP because the agency does not construct facilities.

## 2.0 MPO Requirements

### ***2.1 Demographic Profile of the Metropolitan Area that Includes Identification of the Locations of Minority Populations in the Aggregate***

A demographic profile of the region, including identification of minority populations, is contained in the major capital project appendix of the [GO TO 2040 Plan Update](#). An analysis of the effects of regionally significant transportation projects on minority populations will be included in the region's next long range plan, [ON TO 2050](#).

### ***2.2 Procedures by Which the Mobility Needs of Minority Populations are Identified and Considered within the Planning Process***

GO TO 2040, adopted in October 2010 and updated in October 2014, serves as the federally-recognized transportation plan for the region. GO TO 2040 addresses compliance with Title VI in several ways. First, an early step in plan development was the creation of the Regional Vision, which lays out the region's goals for 2040. This document includes vision statements in a number of areas, including equity. The language in the Regional Vision related to equity is as follows:

"The region will be strengthened by taking an active approach to equity. The benefits and burdens caused by the region's investments and policies will be fairly distributed to all parts of the region. In addition, these benefits and burdens will be shared between groups of people, regardless of age, gender, income, race, ethnicity, culture, religious beliefs, sexual orientation, or disability status. All residents will have the opportunity to access the region's economic, educational, housing, and other assets. Also, the diversity of the region's many cultures will be celebrated as one of our strengths."

The GO TO 2040 plan also includes an introductory chapter titled "Challenges and Opportunities" which provides a framework for the plan's topical recommendations. This chapter describes the problems created by inequitable access to opportunity, recognizes that the region currently faces significant challenges in this area, and describes how these problems can be addressed by planning for a better balance of jobs and housing and also addressing education, workforce development, and health systems. These solutions are reflected throughout the recommendation chapters that make up the remainder of the plan.

### ***2.3 Demographic Maps that Overlay the Percent Minority and Non-Minority Populations and Charts that Analyze the Impacts of the Distribution of State and Federal Funds***

As part of the major capital project 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 where median income is less than half the regional median income.

#### ***2.4 An Analysis of Impacts Identified in Section 2.3***

The results of the environmental justice analysis demonstrate that job accessibility is improved, particularly in terms of transit. The method is documented in an appendix to the [GO TO 2040 Plan Update](#).

### **3.0 Direct Recipient Requirements**

CMAP is not a direct recipient of FTA funds, and hence is not subject to these requirements. CMAP is a subrecipient of the State of Illinois through the Illinois Department of Transportation.

## 4.0 Primary Recipient Requirements

### ***4.1 A Description of the Procedures the MPO Uses to Pass Through FTA Financial Assistance***

The [Unified Work Program](#) web page describes the procedures CMAP uses to program UWP funds. Appendix H of the UWP document describes each year's process in more detail. The procedures are updated on an ongoing basis to meet the changing needs of the region and CMAP's partners.

### ***4.2 A Description of the Procedures the MPO Uses to Provide Assistance to Potential Subrecipients***

As noted in the description of UWP programming procedures, MPO Policy Committee members either submit proposals, or sponsor submissions from other entities. MPO Policy Committee members have extensive experience with the requirements of federal funding processes; if required, CMAP staff will assist in communicating with the appropriate state and federal partners.

### ***4.3 Monitoring Subrecipients***

The major subrecipients of UWP funds are the City of Chicago, CTA, Pace, Metra and the RTA. These agencies are direct recipients of FTA funds, and thus submit Title VI programs to the FTA.

Counties in the region also receive UWP funds to assist in the preparation of sub-regional transportation plans. CMAP will work with them to submit Title VI programs. They are required to submit quarterly reports on their projects.

CMAP's planning process incorporates Title VI considerations in the development of its transportation planning documents. CMAP works with its subrecipients through the committee structure to ensure that benefits of transportation investments are shared broadly in the CMAP region.





# Chicago Metropolitan Agency for Planning

## Agenda Item No. 9.0

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### MEMORANDUM

**To:** MPO Policy Committee

**From:** Angela Manning-Hardimon  
Deputy Executive Director, Finance and Administration

**Date:** June 1, 2017

**Re:** FY 2018 Unified Work Program (UWP)

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The Unified Work Program (UWP) lists the planning projects the Chicago Metropolitan Agency for Planning (CMAP) and other agencies plan to undertake each year to enhance transportation in northeastern Illinois and to fulfill federal planning regulations. The UWP time frame is consistent with the State of Illinois fiscal year, which starts July 1. The final UWP document includes the transportation planning activities to be carried out in the region, detailing each project's description, products, costs and source of funding.

On March 8, the UWP Committee approved a proposed FY 18 Unified Work Program budget, totaling \$21,529,195. This includes \$17,222,286 in Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) regional planning funds and \$4,513,908 in state and local match funds. It is anticipated that additional federal funding may become available to CMAP with the extension of the FY 17 Operating budget. With this extension, CMAP could potentially reduce its FY 18 Core program request, which would allow for allocation of additional federal dollars to the competitive program. The amount that could be available has not been determined at this time. Once the available federal dollars are determined, CMAP will work with the UWP committee to implement a revised budget as appropriate.

Attached is the summary of the allocation of funding and awarded projects. The Transportation Committee approved the FY 2018 UWP Budget on April 28 and the Programming Committee approved on May 10. Staff is requesting that the MPO Policy Committee approve the FY 2018 UWP Budget.

**ACTION REQUESTED:** Approval



## UNIFIED WORK PROGRAM EXECUTIVE SUMMARY

The Fiscal Year 2018 (FY 18) Unified Work Program (UWP) for transportation planning for northeastern Illinois programs a total expenditure of \$21,529,195 in metropolitan planning funds from the Federal Highway Administration, Federal Transit Administration, and state and local sources. The program is fiscally constrained, as the new budget totals are within the Illinois Department of Transportation (IDOT) estimated funding marks. The FY 18 UWP programs \$17,222,826 in FHWA/FTA funds and \$4,513,908 in state and local sources<sup>1</sup> to provide for the necessary matching funds.

The UWP was developed through the UWP Committee of the Chicago Metropolitan Agency for Planning. The eight voting members of the UWP committee are CMAP, City of Chicago, Chicago Transit Authority (CTA), Metra, Pace, Regional Transportation Authority (RTA), Council of Mayors (COM) and the counties. IDOT chairs the committee and votes in instances of a tie. Non-voting members include the Illinois Environment Protection Agency (IEPA), FHWA and FTA. Member agencies of the UWP Committee traditionally receive UWP funding, but any other MPO Policy Committee member agency can submit proposals or sponsor submissions from other entities.

The FY 18 UWP is a one-year program covering the State of Illinois fiscal year from July 1, 2017 through June 30, 2018. The UWP Committee developed the FY 18 program based on the FY 17 UWP funding mark for the metropolitan planning area. Project selection is typically guided by using a two-tiered process. The initial tier funds core elements, which largely address the MPO requirements for meeting federal certification of the metropolitan transportation planning process. The second tier, a competitive selection process, programs the remaining funds based upon a set of FY 18 regional planning priorities developed by the UWP Committee in concert with the Transportation Committee, MPO Policy Committee and CMAP Board. The UWP Committee also utilizes a quantitative scoring process to evaluate project submissions in the competitive round.

There continues to be some uncertainty about the upcoming FY 18 state fiscal budget, however, it is anticipated that additional federal funding may become available to CMAP with the extension of the FY 17 Operating budget. With this extension, CMAP could potentially reduce its FY 18 Core program request, which would allow for allocation of additional federal dollars to the competitive program. The amount that could be available has not been determined at this time. Once the available federal dollars are determined, CMAP will work with the UWP committee to implement a revised budget as appropriate.

The UWP is submitted to CMAP's Transportation Committee, which recommends approval of the UWP to the Programming Committee and the MPO Policy Committee. The Programming Committee also recommends approval of the UWP to the CMAP Board. Approval by the MPO

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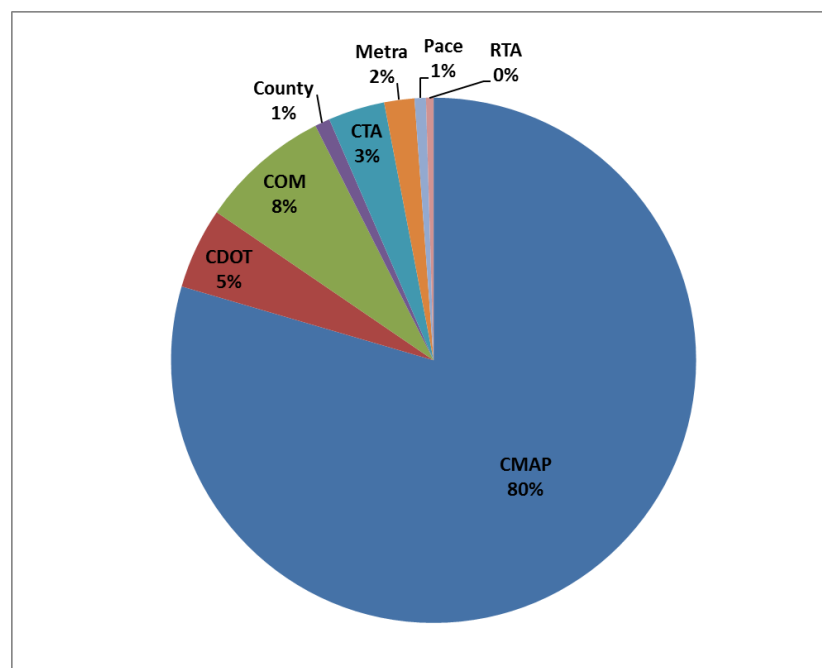
<sup>1</sup> Council of Mayors contributes approximately \$208,200 above the 20% match requirement. This accounts for total program costs exceeding the FY 18 UWP Mark.

Policy Committee signifies official MPO endorsement of the UWP. FY 18 UWP funds will be programmed to CMAP, the City of Chicago, CTA, Metra, Pace, RTA, COM and McHenry County. The program continues to be focused on the implementation of three major pieces of legislation: the Clean Air Act Amendments of 1990; the Americans with Disabilities Act; and the Fixing America's Surface Transportation Act (FAST ACT).

## Funding by Agency

Figure 1 shows the share of FY 18 UWP funds programmed to each agency.

FIGURE 1  
Share of FY 2018 UWP Funds by Agency



CMAP is receiving 80% of the FHWA PL and FTA section 5303 funds to implement the region's long range plan *GO TO 2040*, continue planning for the next regional plan *ON TO 2050*, support local planning efforts, collect, analyze, and disseminate transportation data, support required MPO activities such as the TIP and Congestion Management Process, perform a range of transportation studies, provide technical assistance, and engage in coordinated regional outreach.

The CTA, Metra, and Pace are receiving 3%, 2%, and 1% of the funds, respectively, for program development, participation in the regional planning process, and to perform studies and analytical work related to their systems.

The City of Chicago is receiving 5% of the funds for transportation planning and programming activities. The RTA is receiving less than 1% of the funds for the 2018 Regional Transit Strategic Plan Support effort.

The Regional Councils of Mayors are receiving 8% of the funds. The Council of Mayors Planning Liaison (PL) program is responsible for serving as a general liaison between CMAP and local elected officials. PL's also facilitates the local Surface Transportation Program (STP) process and monitors other transportation projects from various funding sources. McHenry County is funded for their Transit Plan Update.

### Summary of UWP Projects and Budgets by Recipient Agency

Agency	Project Title	FTA	FHWA	Local Match	Total
CMAP	MPO Activities	1,637,027	11,783,129	3,355,039	16,775,195
CMAP	LTA / Community Planning Program (RTA)	278,400		69,600	348,000
<b>CMAP Total</b>		<b>1,915,427</b>	<b>11,783,129</b>	<b>3,424,639</b>	<b>17,123,195</b>
CTA		400,000		100,000	500,000
<b>CTA Total</b>		<b>400,000</b>	<b>-</b>	<b>100,000</b>	<b>500,000</b>
City of Chicago	Transportation and Programming	660,000		165,000	825,000
City of Chicago	CREATE Program Planning Support - Passenger and Commuter Rail	200,000		50,000	250,000
<b>City of Chicago Total</b>		<b>860,000</b>	<b>-</b>	<b>215,000</b>	<b>1,075,000</b>
Council of Mayors	Subregional Transportation Planning, Programming and Management		1,384,270	554,269	1,938,539
<b>Council of Mayors Total</b>		<b>-</b>	<b>1,384,270</b>	<b>554,269</b>	<b>1,938,539</b>
McHenry County	Transit Plan Update	160,000		40,000	200,000
<b>County Total</b>		<b>160,000</b>	<b>-</b>	<b>40,000</b>	<b>200,000</b>
Metra	Program Development	320,000		80,000	400,000
<b>Metra Total</b>		<b>320,000</b>	<b>-</b>	<b>80,000</b>	<b>400,000</b>
Pace	TIP Development and Modeling	60,000		15,000	75,000
Pace	Rideshare Services Program	60,000		15,000	75,000

Agency	Project Title	FTA	FHWA	Local Match	Total
Pace	Pace 2040 Comprehensive Plan Update	200,000		50,000	250,000
<b>Pace Total</b>		<b>320,000</b>	<b>-</b>	<b>80,000</b>	<b>400,000</b>
RTA	2018 Regional Transit Strategic Plan Support	80,000		20,000	100,000
<b>RTA Total</b>		<b>80,000</b>	<b>-</b>	<b>20,000</b>	<b>100,000</b>
<b>FY 18 UWP Total</b>		<b>4,055,427</b>	<b>13,167,399</b>	<b>4,513,908</b>	<b>21,736,734</b>

### Brief Synopses of FY 18 Recommended UWP Projects

<b>MPO Activities</b> <b>Purpose:</b> CMAP is responsible for the implementation of the region's long range plan GO TO 2040; developing the region's next long range plan, <i>ON TO 2050</i> , supporting local planning efforts; collecting, analyzing and disseminating transportation data; supporting required MPO activities such as the TIP and Congestion Management Process; performing a range of transportation studies; providing technical assistance; and engaging in coordinated regional outreach. Some of the major areas to be addressed in this program include transportation financing and tax policy, the connections between transportation and economic development (with a focus on the freight industry), housing/job access, and legislative and policy analysis efforts. CMAP provides regional forecasts and planning evaluations for transportation, land use and environmental planning.	<b>\$16,775,195</b>
<b>LTA / Community Planning Program (RTA)</b> <b>Purpose:</b> This project will provide grants and consultant assistance to local governments to undertake planning activities that integrate transportation - particularly transit - with land use and housing. These grants will be available for planning activities as well as updates and reviews of local development regulations. Projects will be selected through a competitive application process administered jointly by CMAP and the RTA. This level of funding will support approximately 3-4 local plans and several smaller-scale follow-up activities.	<b>\$348,000</b>
<b>Chicago Metropolitan Agency for Planning (CMAP)</b>	<b>Agency Total: \$17,123,195</b>
<b>Program Development</b> <b>Purpose:</b> The purpose of this project is to support regional objectives by providing for the strategic participation of CTA in the region's transportation planning process including the development of the Regional Transportation Program (RTP) and the Transportation Improvement Program (TIP). It will facilitate CTA's efforts to coordinate the provision of capital projects for customers in its service area with regional programs and plans.	<b>\$500,000</b>

<b>CTA</b>	<b>Agency Total: \$500,000</b>
<b>Transportation and Programming</b> <b>Purpose:</b> This program supports local, regional and national objectives by providing for the participation of the City of Chicago in the MPO's transportation planning and programming process including the development of the long range plan and the TIP, by identifying and developing potential transportation projects and policies and to provide technical analysis and other information to agencies, elected officials and the general public. Such policy, funding and planning assistance facilitates the full and effective participation of Chicago in the regional planning process.	<b>\$825,000</b>
<b>CREATE Program Planning Support – Passenger and Commuter Rail</b> <b>Purpose:</b> The CREATE Program is a unique public-private partnership between CDOT, IDOT, USDOT, and the railroads serving the Chicago region. Over the past decade, it has made significant progress towards addressing severe capacity constraints affecting freight trains, providing both public and private benefits. The major upcoming CREATE projects are critical to improving regional commuter and passenger rail capacity and service. CDOT needs technical, planning, policy, and strategy support services to ensure that the remaining CREATE investments maximizes public benefit.	<b>\$250,000</b>
<b>City of Chicago</b>	<b>Agency Total: \$1,075,000</b>
<b>Subregional Transportation Planning, Programming and Management</b> <b>Purpose:</b> To provide for strategic participation by local officials in the region's transportation process as required by MAP-21, the FAST Act, the Regional Planning Act, and further legislation. To support the Council of Mayors by providing program development, monitoring and active management of STP, CMAQ, TAP, SRTS, BRR, HPP, ITEP and other programs as needed, general liaison services, technical assistance and communication assistance.	<b>\$1,938,539</b>
<b>Council of Mayors</b>	<b>Agency Total: \$1,938,539</b>
<b>McHenry County Transit Plan Update</b> <b>Purpose:</b> McHenry County's transit services currently consists of a variety of public and private transportation providers, each serving a unique geographic area and type of rider. While progress has been made consolidating numerous Pace dial-a-ride programs in the County into one unified program known as MCRide, large holes still exist where residents find themselves without any affordable transit options. The McHenry County Public Transportation Advisory Committee (PTAC) is an advisory body in charge of coordinating these transit services and addressing the gaps in service that exist. This group has identified a need to collect additional data from County residents through surveys and stakeholder meetings, and use that data to develop transit solutions unique to an exurban area like McHenry County.  This plan update will build off the work that was done in the Transit Component of the McHenry County 2040 Long Range Transportation Plan, as well as the RTA's recently completed Stable Funding Paratransit Systems Study. The McHenry	<b>\$200,000</b>

County Transit Plan's Existing Conditions Report was completed in January of 2012 and the Service Recommendations and Implementation Report was completed in June of 2013. The project team will include McHenry County, Pace, Metra, the RTA and PTAC.	
<b>County Projects</b>	<b>Agency Total: \$200,000</b>
<b>Program Development</b> <b>Purpose:</b> Program Development of capital transit planning and development. Metra is responsible for developing the capital and operating programs necessary to maintain, enhance and potentially expand commuter rail service in northeastern Illinois. Metra participates in the MPO process accordingly. Core element activities done by Metra include: regional transportation planning efforts, transit planning, private providers coordination, planning for protected populations, safety and security planning, facilitation of communication between local and regional government entities.	<b>\$400,000</b>
<b>Metra</b>	<b>Agency Total: \$400,000</b>
<b>Rideshare Services Program</b> <b>Purpose:</b> The Pace Rideshare Program aims to reduce the number of single occupancy vehicle trips in the Northeastern IL area by providing free commuter assistance. Services include: transportation coordination and analysis to encourage use of options such as public transportation/ridesharing/biking, open seats announcements, assistance with forming rideshare groups, an online ride-matching website and a toll-free phone line.	<b>\$75,000</b>
<b>TIP Development and Modeling</b> <b>Purpose:</b> Pace will develop a fiscally constrained Pace bus Capital Improvement Program for the Northeastern Illinois region which is consistent with and supportive of the five-year regional TIP.	<b>\$75,000</b>
<b>Pace 2040 Comprehensive Plan Update</b> <b>Purpose:</b> This program will provide an update of Pace's Strategic Plan Vision 2020 – timeframe to 2040. In addition to Modernization of the Public Transit System, work will include coordinating services, technological improvements including traveler information systems improve passenger amenities and advanced vehicle recommended principles. This project will touch on goals that including housing, environmental and economic development, access to jobs and reducing emissions by diverting more travelers out of private cars and on to transit.	<b>\$250,000</b>
<b>Pace</b>	<b>Agency Total: \$400,000</b>
<b>2018 Regional Transit Strategic Plan Support</b> <b>Purpose:</b> The RTA in partnership with the Service Boards (CTA, Metra and Pace) is undertaking the 2018 Regional Transit Strategic Plan (the 2018 Strategic Plan). The Strategic Plan is required by Illinois State statute to be updated every 5-years. The 2018 Strategic Plan will articulate goals and priorities for the transit agencies over the next five years. Staff began work in 2016 with a series of foundational	<b>\$100,000</b>



studies that will inform Stakeholder outreach in early 2017. The plan will be drafted in mid-2017, distributed for public comment in fall 2017, and presented to the RTA Board for adoption in early 2018. Once adopted, it will be distributed and RTA staff will shift focus to implementing the plan. The RTA and CMAP are coordinating respective agencies' work on the 2018 Regional Transit Strategic Plan and the ON TO 2050 Plan on an ongoing basis. Funding will be used for RTA staff work to complete the Plan and to engage with stakeholders on its implementation.	
<b>RTA</b>	<b>Agency Total: \$100,000</b>

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# Chicago Metropolitan Agency for Planning

Agenda Item No. 10.0

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606

312 454 0400  
www.cmap.illinois.gov

## MEMORANDUM

**To:** MPO Policy Committee

**From:** CMAP Staff

**Date:** June 1, 2017

**Re:** GO TO 2040/TIP Conformity Analysis & TIP Amendment

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At the request of the Illinois Department of Transportation, CMAP has prepared a conformity analysis for public comment and consideration by the CMAP Board and MPO Policy Committee in June.

The sole project in the amendment is:

TIP ID [04-00-0023](#): I-290 Eisenhower Expy from US 12/45/20 Mannheim Rd to Austin Ave (I-290 Eisenhower Express Toll Lanes) (I-290 Multimodal Corridor).

The project is being amended to reflect the preferred alternative – high occupancy toll lanes (HOT 3+) in the draft Environmental Impact Statement. Additionally, work types have been added to more accurately reflect the project, and funding past phase 1 engineering has also been added.

The regional travel demand model was run using the updated networks. The resultant vehicle miles traveled by vehicle class, speed, time of day, and facility type were entered into the US Environmental Protection Agency's MOVES model. The model generated on-road emission estimates for each precursor or direct pollutant in each analysis year.

For ozone precursors volatile organic compounds (VOC) and nitrogen oxides (NO<sub>x</sub>), the resulting emissions inventories estimates fell below the applicable budgets for the ozone maintenance State Implementation Plan (SIP).

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

Year	Volatile Organic Compounds		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2020	75.66	117.23	101.06	373.52
2025	59.23	60.13	65.54	150.27
2030	46.83	60.13	49.50	150.27
2040	39.52	60.13	40.28	150.27

conformity is demonstrated by comparison of analysis year emissions to the SIP budgets

### Notes:

Off-model benefits are not included in the total emissions estimates

Results updated as of April 19, 2017

ACTION REQUESTED: Approval

###



# Chicago Metropolitan Agency for Planning

Agenda Item No. 11.0

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606

312 454 0400  
www.cmap.illinois.gov

## MEMORANDUM

**To:** MPO Policy Committee

**From:** CMAP staff

**Date:** June 1, 2017

**Re:** Recommended CY2017 regional transit asset condition targets

One of the most significant policy changes in the Moving Ahead for Progress in the 21st Century (MAP-21) transportation bill, passed in 2012, was to institute a national performance measurement system for the highway and transit programs. The Transportation Committee has previously been provided with a [memo](#) outlining state, MPO, and transit agency requirements for tracking performance and setting performance targets. Under federal law, MPOs have an independent responsibility to set targets for highway and transit performance measures. This memo proposes regional targets for transit asset condition for the end of calendar year 2017 based on the four performance measures in the Federal Transit Administration's [final asset management rule](#). The Transportation Committee recommended approval of these targets in April. In the years following, the CMAP Board and MPO will need to update the regional targets, and CMAP staff are coordinating with the transit agencies to develop a process for doing so.

### Proposed targets

Performance measure	Asset class <sup>1</sup>	Agency	Count	Most recent measure value <sup>2</sup>	End of 2017 target
Rolling stock -- Percentage of revenue vehicles within a	Fixed route buses	CTA	1869	0%	6%
	Fixed route buses	Pace	730	33%	10%
	Paratransit vehicles	Pace	494	48%	25%

<sup>1</sup> For CTA and Pace, the asset classes in this table aggregate the more detailed categories used by the service boards. The targets for the equipment category represent weighted average targets.

<sup>2</sup> Where not available from the service boards, the most recent measure value was obtained from the National Transit Database (NTD) for 2015. Not all assets are included in the NTD.

Performance measure	Asset class <sup>1</sup>	Agency	Count	Most recent measure value <sup>2</sup>	End of 2017 target
particular asset class that have either met or exceeded their ULB <sup>3</sup>	Community transit vehicles	Pace	107	49%	35%
	Vanpool	Pace	770	53%	25%
	Rail cars	CTA	1468	5%	24%
	Coaches	Metra	855	43%	43%
	Highliners	Metra	186	0%	0%
	Locomotives	Metra	150	62%	62%
Infrastructure -- Percentage of track segments with performance restrictions	Track (linear feet)	CTA	1.18 m	<sup>4</sup> 10%	12%
	Track (directional route miles)	Metra	488	<1%	<1%
Facilities -- Percentage of facilities within an asset class rated below condition 3 on the TERM scale <sup>5</sup>	Bus garages <sup>6</sup>	CTA	36		78%
	Other facilities	CTA	7		43%
	Rail stations <sup>7</sup>	CTA	146		32%
	Rail shops <sup>6</sup>	CTA	33		24%
	Substations	CTA	68		10%
	Rail stations / parking	Metra	241	13%	13%
	Admin/ maintenance	Metra	65	6%	6%
	Admin/ maintenance	Pace	12	17%	25%
	Stations	Pace	3	33%	33%
	Parking	Pace	52	16%	50%
Equipment -- Percentage of non-revenue, support-service, and maintenance vehicles that have either met or exceeded their ULB	All non-rev vehicles	Pace	157	57%	10%
	All non-rev vehicles	Metra	544	32%	32%
	All non-rev vehicles	CTA	667		18%
	All equipment	Metra	193	36%	36%
	All equipment	CTA	90		62%

<sup>3</sup> ULB = useful life benchmark, a threshold for the maximum length of time an asset typically can remain in service and fulfill its function. Agencies can use the FTA default or select one based on local experience. Note that, since the [previous memo to Transportation Committee](#), Pace has changed its benchmark to the minimum life used to determine [eligibility in the FTA's grant programs](#). Pace now assumes a minimum useful life of 12 years for fixed route buses and 4 years for paratransit, community transit, and vanpool vehicles, whereas for the Transportation Committee memo the agency previously assumed 14, 10, 10, and 8 years, respectively.

<sup>4</sup> For December 2016

<sup>5</sup> The "TERM scale" is a 1 – 5 rating (1 = Poor and 5 = Excellent) of asset condition used in the Transit Economic Requirements Model, an FTA model used to forecast asset condition based on investment.

<sup>6</sup> CTA bus garage and rail shop counts refer to the number of buildings, not the number of locations.

<sup>7</sup> CTA rail station count includes one station, Washington- Red Line, that is not currently in operation.

## Discussion

The proposed MPO targets are identical to those established by the service boards for calendar year 2017 (with the exception that the equipment targets have been aggregated for CTA and for Pace). Staff believes that this is the best approach for the first-year targets, given the limited time and information available. More information on asset condition and investment priorities will emerge as the service boards complete their transit asset management (TAM) plans over the next 1.5 years, as also required in the FTA rule. The MPO targets can evolve just as the transit agency targets are expected to evolve.

The MPO targets are a chance for the region to connect short-term performance measurement to longer-term regional priorities. For the MPO targets set in upcoming years, the focus should be on high-level resource allocation, that is, whether more effort and funding should be directed to improving certain measures or asset classes. CMAP should look to ON TO 2050 to help guide the process of setting MPO targets. The MPO target-setting requirements also give the region another avenue through which to call attention to the large investment and funding needs for different elements of the transit system. The RTA has identified a need of \$19.4 billion to bring the system up to a state of good repair. This backlog is projected to grow without significant increases in capital funding. Existing funding levels force the agencies to make difficult choices, including declining conditions for some assets, that will ultimately impact service quality and reliability.

In the short term, the agencies are targeting improvements or very modest declines in the condition of buses, paratransit vehicles, and vanpool vans. This is consistent with the emphasis the agencies have placed on improving the bus fleet in recent years. Pace's bus improvements will continue with the purchase of 91 compressed natural gas buses in 2017, as well as the purchase of 84 paratransit vehicles in 2017. CTA's bus fleet is expected to have a modest decline partially offset by the purchase of about 30 electric buses over 5 years.

The condition of heavy rail rolling stock is expected to decline over 2017 and then begin improving in the medium term. While CTA is in procurement for its 7000 series cars, they will not begin entering the system until 2020. CTA is also overhauling 257 railcars over the next five years, although it is not clear that these overhauls affect useful life in the performance measure calculation. On the commuter rail system, Metra has a target of holding condition constant over 2017. Other than Metra's Highliners on the Electric District, which were replaced in 2016, that agency's rolling stock is quite old relative to its useful life benchmark. Much of its modernization plan is on hold for lack of funding, but the agency recently announced it intends to acquire at least 25 coaches and 10 locomotives in 2019 and 2020. The agency also expects to have rehabilitated 41 locomotives by the end of 2019.

Track condition is measured by the percentage of track mileage with performance restrictions. For CTA, this is the slow zone percentage, which tends to fluctuate from month to month but has trends strongly affected by investment levels and how recently lines underwent significant rehabilitation. Slow zone mileage is currently slightly under its 10-year average; the 2017 target keeps it at its historical average. Metra's track has a low percentage under performance

restrictions, which is attributed to compliance with Federal Railroad Administration track safety standards.

Station and parking lot condition have not been assessed as completely or recently as for other assets. Current condition and targets were based on expert judgment in some cases.

## **Next steps and future targets**

The MPO and the transit agencies are to develop specific written provisions for setting the regional targets and jointly sharing information related to the targets (23 CFR 450.314). A planning agreement signed by the parties is not required but is an option. CMAP, service board, and RTA staff expect to coordinate on developing such a process over the next few months. CMAP staff will update the committee as these discussions proceed. Furthermore, by October 2018 the TIP will need to reflect the region's desired performance outcomes for transit asset condition (23 CFR 450.340(e)), as will ON TO 2050. Lastly, the service boards anticipate updating their annual targets at the end of 2017.

ACTION REQUESTED: Approval

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## **ON TO 2050 Preview**

DRAFT report – June 2, 2017

**Please provide comments by June 16, 2017**

CMAP staff is distributing this working draft of the ON TO 2050 Preview report to CMAP committee, MPO, and Board members for initial review. Please do not distribute.

This draft document will be available for public comment from June 19<sup>th</sup> – August 3<sup>rd</sup>, 2017. More detailed comments may be offered during that time period.

## Introduction

While the Chicago region has many advantages, it also challenged by complex factors that require careful analysis and decisive action. These include our lackluster recovery from the recession, increasingly insufficient funding for infrastructure improvements, worsening flooding from development patterns and climate change, and a structural mismatch between costs and revenues at the state and local government levels. Such challenges limit the region's resources and threaten its long term prosperity. We need strategies for overcoming these obstacles, capitalizing on the region's numerous assets, and achieving our regional vision: an enviable quality of life and economic vitality for all residents.

ON TO 2050, the region's next comprehensive regional plan, will recommend a suite of actions to move the region toward achieving sustainable prosperity. The purpose of this report is to provide a preview of ON TO 2050's major recommendations in advance of the draft plan's release for public comment in summer 2018. ON TO 2050 will include three overarching principles, which support the regional vision and have relevance across the strategic actions that CMAP will recommend. The principles also form the organizational structure for this report:

**Resilience:** A strong region requires communities, infrastructure, and systems that are able to thrive in the face of uncertain future economic, fiscal, and environmental shifts.

**Inclusive growth:** Long-term regional economic prosperity requires increased economic opportunity and improved quality of life for all residents.

**Prioritized investment:** Achieving regional goals in an era of limited resources requires coordinated prioritization of investments across sectors, including infrastructure, land use, and our economy.

Each of these principles supports the others. *Resilience* will depend upon robust investments and planning that make sense now and also in a variety of plausible future scenarios.

Achieving Resilience will require *Inclusive Growth* to provide opportunity and strong quality of life for all of the region's residents, enabling their full participation in the economy and civic life. Inclusive Growth will necessitate *Prioritized Investment* that facilitates more economic participation to yield higher returns in the long run and ensure that resources are put toward their highest and best use to achieve local and regional goals. These principles will be addressed through ON TO 2050 recommendations across CMAP's core areas of regional economy, land use, natural systems, governance, and mobility.

The preliminary recommendations in this report build upon the policies set forth in GO TO 2040 and synthesize the initial policy development, analysis, and engagement completed for ON TO 2050. Each recommendation complements CMAP's core roles as a land use and transportation planning agency. This report also expands on the [Emerging Priorities Report](#), adopted by the CMAP Board in October 2016, which identified 11 priority areas for further exploration in the ON TO 2050 planning process. An extensive public engagement process,

which reached more than 7,000 individuals, informed the priority areas included in the Emerging Priorities Report.

Since adoption of the Emerging Priorities Report, CMAP has continued to analyze existing conditions and [trends](#), worked with stakeholders to research and develop [strategies](#), made substantial progress toward identifying regionally significant projects and developing the Financial Plan for Transportation, and completed the regional socioeconomic forecast of population, households, and jobs. While a limited number of new recommendations may emerge from ongoing strategy development taking place through summer 2017, the ON TO 2050 Preview Report sets forth major direction for drafting the plan in the coming year, prior to the plan's ultimate adoption in October 2018.

## Context

Over the last decade, the region has experienced significant economic, demographic, technological, environmental, and fiscal changes, and the future promises even more substantive shifts. Recent federal and state fiscal trends and entrenched inequality pose a particular challenge to the region's economic vitality. To succeed, we must face today's challenges, build on the region's many resources, and prepare for potential change.

By 2050, CMAP forecasts that the region will add 2.3 million new residents and 920,000 new jobs. But recent trends have tilted toward stagnation and even small declines in population, with increased outmigration to other regions and a lack of new residents from the rest of the nation and world. Employment has grown, but at a slower rate than our peers. At the same time, the region's transportation providers and local jurisdictions are working within an increasingly constrained fiscal environment. Initial forecasts for the ON TO 2050 Financial Plan for Transportation indicate that the region will have insufficient revenues to operate and maintain the system unless new revenues are raised at the local, state, and federal levels. This dynamic leaves no revenue for achieving a state of good repair, modernization, or expansion.

Recent development patterns have exacerbated funding constraints. While the region's population grew 4.6 percent from 2000-15 and total jobs remained essentially flat, our developed area expanded by nearly 12 percent. This has affected how we travel; residents traveling by car can reach two percent fewer destinations (like shopping, doctor's offices, etc.) within 15 minutes than in 2000, and transit commuters can reach 13 percent fewer destinations within a 30-minute trip. Expansion of the region's developed area also brings new infrastructure and service costs, yet we struggle to maintain our existing stock of infrastructure.

Nevertheless, the region has successes to build upon. Employers in the region have access to a diverse and well educated workforce. The region's unemployment rate continues to improve, and our labor force and gross regional product continue to grow. Our region's economy is also diverse and specialized across numerous service-based and goods-producing industries. Pending technological advances offer opportunities to continue to attract and train talent and grow new industries in the future. From 2001-15, an estimated 61,500 acres of conservation open space were permanently protected, representing 22 percent of the total protected areas of the region.<sup>1</sup>

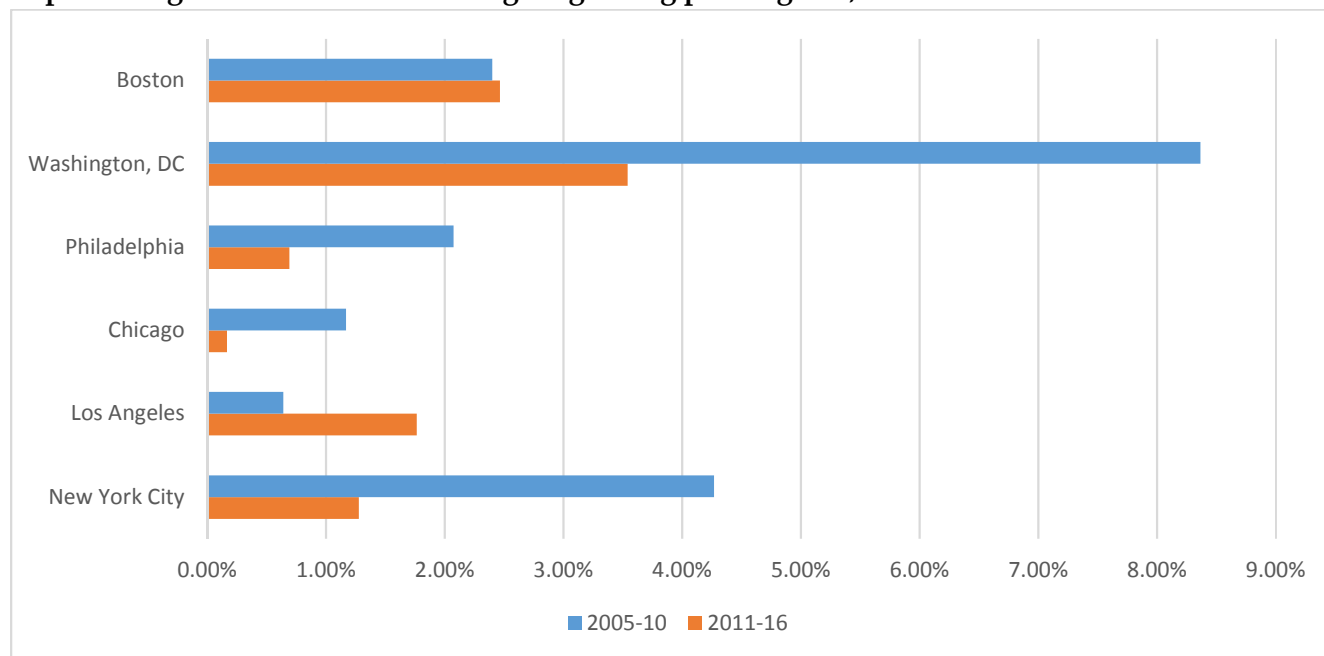
The region also has proven its ability to collaborate to address complex problems. Our stakeholders have created new workforce training initiatives to connect workers to growing industries, prioritized transportation modernization and reconstruction projects to speed commutes and address our worst bottlenecks, and built stormwater solutions across jurisdictions to reduce persistent flooding. We are beginning to reduce interjurisdictional competition, and focus on promoting the region's assets. To succeed in a changing future, the

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<sup>1</sup> CMAP defines conservation open space using the CMAP Land Use Inventory. Conservation open space could have a variety of land cover types and likely does not include lands protected specifically for agricultural production.

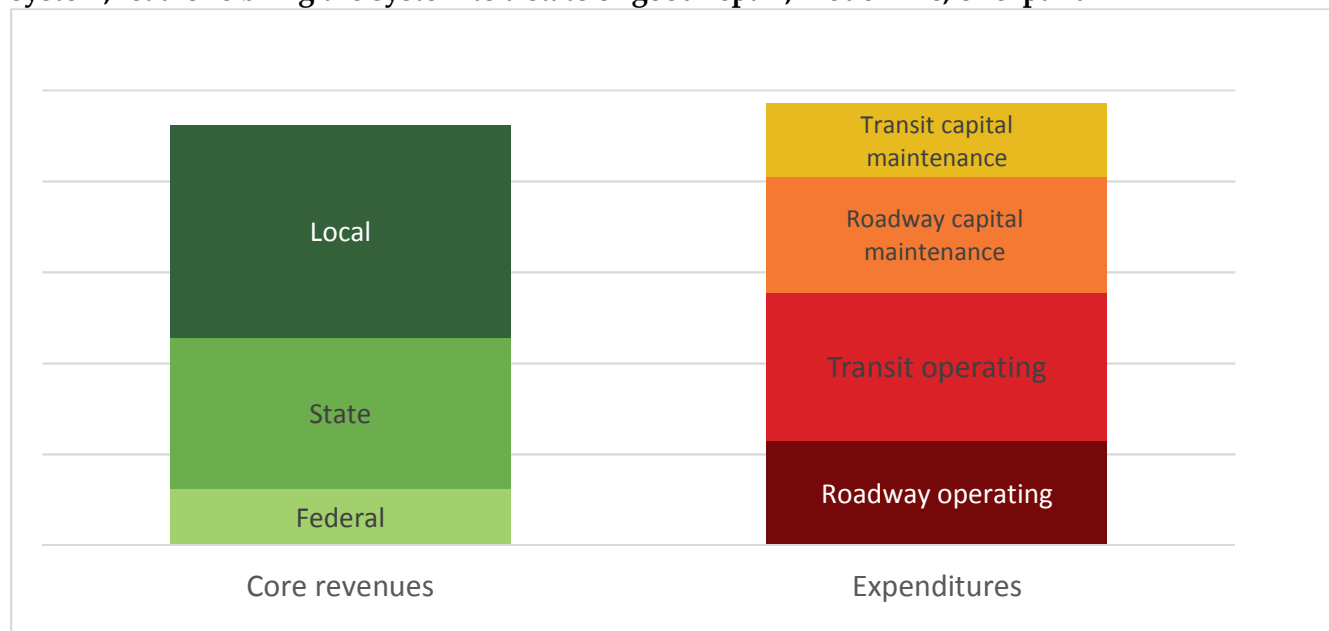
region will need to coalesce around initiatives that promote strong communities, a good quality of life, and economic opportunity and success.

### Population growth rates in the Chicago region lag peer regions, 2005-16



Source: Chicago Metropolitan Agency for Planning analysis of U.S. Census Population Estimates Program data, 2005-16

**ON TO 2050 core revenues will not be sufficient to operate and maintain the transportation system, let alone bring the system to a state of good repair, modernize, or expand**



Source: Chicago Metropolitan Agency for Planning analysis

## Alternative Futures Engagement

As part of ON TO 2050 engagement, CMAP has created five “Alternative Futures,” each exploring macro-level economic, technology, environmental, and other trends that will shape the region in the decades to come. Each future features a suite of strategies that CMAP and partners can undertake to capitalize on related opportunities or mitigate impacts related to trends. While public engagement on the five futures is still taking place, strategies relevant to each are emphasized across the three major sections of this report. The five futures are:

**Changed Climate.** By 2050, our climate will differ from today's in significant ways, causing widespread flooding, extreme temperatures, and extended periods of drought. These impacts will strain the region's infrastructure, natural systems, and communities, disproportionately affecting our most vulnerable residents. Shifting habitats and agricultural zones, drought, and water supply and quality issues will also present economic and environmental challenges. There may also be economic growth as residents and industries from areas more severely impacted by climate change move to the Chicago region. These changes will force us to rethink how infrastructure, neighborhoods, and cities are built. Climate resilience strategies are highlighted in the Resilience section.

**Walkable Communities.** If today's trends continue, more people will want to live in walkable communities by 2050. To meet the demand, reinvestment will occur in many of the region's existing downtowns and commercial cores, and some communities will create new walkable, mixed-use centers. Residents in these areas will increasingly be able to bike, walk, and use transit and on-demand ride sharing services, leading to improved mobility and a decreased need for parking. But, as demand for these areas rises, affordable housing may become more scarce, particularly in communities with many amenities and good transit access. Strategies supportive of fostering walkable communities are in both the Resilience and Prioritized Investment sections.

**Innovative Transportation.** In 2050, innovative transportation technologies, such as accurate real-time information, smart infrastructure, and automated vehicles, will be widely available and utilized. These technologies will make travel for people and goods faster and more seamless across all modes. Goods movement in particular may benefit from increased use of on-demand services, driverless trucks, and high-tech coordination across modes such as rail, trucking, and shipping. However, new technologies may not be affordable to everyone, resulting in disparities of access. Strategies related to technological advancements in transportation are included in the Prioritized Investment section.

**Constrained Resources.** By 2050, state and federal resources to fund infrastructure improvements and vital public services are likely to continue to stagnate or diminish. This will increase the financial burden on local governments, which may need to institute new tolls, taxes, and fees to make ends meet. In particular, low capacity communities and disinvested areas may have even more difficulty providing adequate services, infrastructure, and maintenance. Strategies to strengthen municipal capacity are in the

Resilience section, while strategies to increase transportation revenues at all levels are included in the Prioritized Investment section.

**Transformed Economy.** The economy has already shifted from primarily producing goods to providing services. In the future, artificial intelligence, machine learning, advanced materials, automation, and digitalization will transform the goods and services we produce and how we produce them. Most occupations, at all skill levels, should anticipate widespread changes as technological advancements require workers to have more training to enter and stay in the workforce. Historically marginalized communities will continue to suffer without enhanced educational and job opportunities. Strategies to provide more opportunities for upward mobility with adequate wages are included in the Inclusive Growth section.

Through August 2017, the public is asked to weigh in on the five futures via in-person workshops, interactive kiosks stationed around the region, online MetroQuest surveys, and topical forums. Feedback will be used to refine ON TO 2050 recommendations and identify strategies that are especially important across a range of different futures.



## Resilience

*A strong region requires communities, infrastructure, and systems that are able to thrive in the face of uncertain future economic, fiscal, and environmental shifts.*

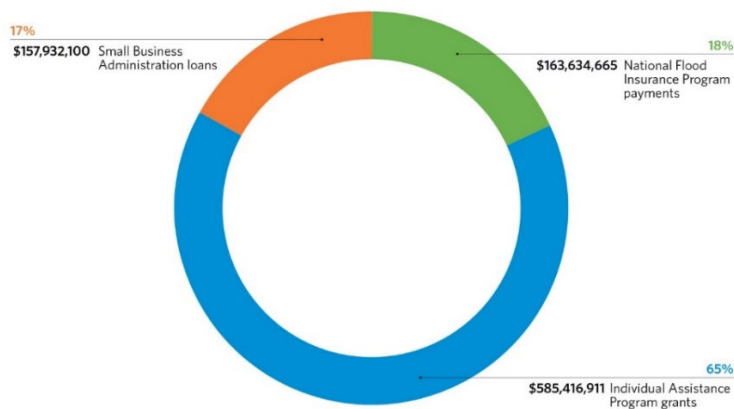
Resilience may be defined as the ability for the region and its communities to prepare for and recover from acute shocks and chronic stresses and transform its infrastructure, natural systems, and social structures to be more responsive. In addition to recovering quickly from unanticipated shocks and stresses, a resilient region should be able to “build back better” by capitalizing on opportunities that might arise from challenges or shocks. For instance, if extreme heat causes roadway buckling, reconstruction can forward many objectives by incorporating design and materials that make the road more resilient to future climatic changes, stormwater infrastructure to help mitigate flooding, and provision of alternative transportation modes to build in greater redundancy. While resilience is sometimes thought of as relating specifically to climate change, ON TO 2050 will use the construct of resilience across topic areas as a way to think proactively and dynamically about future conditions and how the region and its communities might respond in the face of uncertainty.

The Alternative Futures process is an embodiment of the concept of resilience, as each future considers trends likely to affect our region and the steps that could be taken to better prepare for impacts or capitalize on opportunities, with the ultimate goal of building a region that is responsive and flexible. For example, in a future where financial resources from the state and federal governments continue to be constrained and even decline, local governments can adjust revenue policies, such as taxes, fines, and fees, and tighten their belts now to ensure that they can continue to provide a high quality of life. With innovative technologies on the horizon that will revolutionize mobility, transportation agencies, the private sector, and county and local partners can lay the regulatory framework and infrastructure improvements today to enable these technologies to take root.

### Flooding damage payments from federal programs totaled more than \$900 million in the Chicago region between 2003 and 2015, but covered only a fraction of total damages

Flooding damage payments from federal programs to the Chicago region, 2003 to 2015

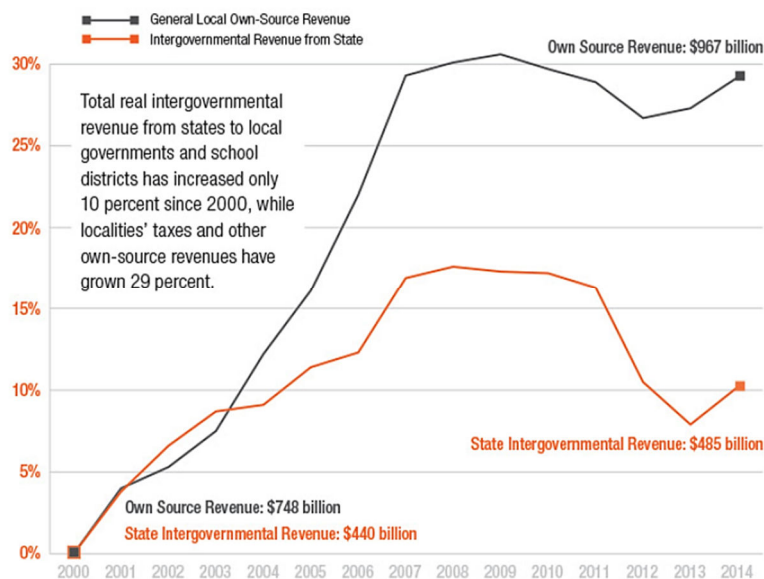
Source: 2017 Federal Emergency Management Agency.





**Local governments are already adapting to constrained state and federal revenues, and will likely continue to shoulder more of the burden**

### HOW LOCALITIES' REVENUES HAVE CHANGED SINCE 2000



NOTE: Amounts adjusted for inflation

Source: Maciag, Mike, and J.B. Wogan. "With Less State Aid, Localities Look for Ways to Cope." *Governing: The States and Localities*. *Governing Magazine*, 01 Feb. 2017. Web. 02 Feb. 2017.

### **Increase the capacity of communities to achieve local and regional goals**

The importance of municipal governments in providing for a high quality of life cannot be overstated. While municipalities in the region largely wish to move local and regional goals forward, some face substantial barriers, such as a lack of technical knowledge by staff or elected officials, low staffing levels, poor fiscal condition, lack of political will, or constituent opposition to plans and projects. These barriers can limit municipalities' abilities to proactively plan for community needs and force reactivity to shocks and stresses rather than resilience. While CMAP has had success in assisting municipalities through LTA planning efforts, ON TO 2050 will identify more ways to ensure that all municipalities function effectively and efficiently, have adequate staff and financial resources, and are able to define and fulfill long-term local and regional goals. For example, CMAP should refine the LTA program's offerings to include related technical assistance and trainings and could also provide complementary guidance on such subjects, such as economic development, coordinated investment, plan implementation, or consolidation. ON TO 2050 will also propose strategies for municipalities to increase their capacity, such as partnering with adjacent or overlapping jurisdictions to share services or pursue joint purchasing, consolidating units of government or certain services to improve services or gain efficiencies, and implementing planning strategies to improve investment prioritization, such as capital improvement plans or more detailed and transparent budgeting.

### **Address state and local tax policy**

The State of Illinois and many local governments must address significant financial challenges stemming from rising expenditures and outdated, inequitable revenue structures. Reforms will be required to adequately fund infrastructure, services, and pension obligations. However, lack of adequate solutions or action to date threatens the region's economic resilience by deterring households and businesses from making long-term investments. Businesses in particular have to consider the uncertainty about long-term tax liabilities as they plan for large-scale investments and expenditures. The lack of reliability disincentivizes major investments and hinders the region's ability to attract and retain businesses. While many intractable issues at the State level are out of the control of CMAP and partners, ON TO 2050 will recommend that State and local elected officials take action to reform state and local tax policy to ensure adequate revenues, predictability and reliability, and improve equity across households, businesses, and local governments. A future with decreased federal, and potentially state, funding resources requires stable and efficient tax structures that promote business investment and local government resilience.

In particular, state and local tax structures affect the ability of the region's governments to promote regionally beneficial land uses and meet local land use and quality of life goals. Under the current tax structure, communities with land use mixes that emphasize retail may have a stronger fiscal position than other communities in the region. Communities without sales tax-generating businesses have fewer options to raise municipal revenues. Moreover, the retail landscape is changing as consumers purchase more goods online and purchase more services, neither of which is included in the local sales tax base. ON TO 2050 will recommend state tax reforms, such as expanding the sales tax base, to ensure that communities can provide municipal services and infrastructure regardless of their land use mix. CMAP and other partners should also explore fiscal strategies to more fully support all land uses, particularly industrial development. Balancing the fiscal outcomes between various land uses can support regionally beneficial ones, as well as allow communities to pursue land uses that best support their goals.

### **Support walkable, mixed-use communities**

Walkable, mixed-use communities forward a variety of livability goals and also aid in regional resilience. For instance, compact development patterns can provide supportive densities for transit service and also facilitate walking and biking; transit and non-motorized options in turn improve mobility and public health and reduce greenhouse gas emissions. Reinvesting in infill communities also makes efficient use of existing infrastructure and helps to preserve natural resources and agricultural land at the periphery of the region. ON TO 2050 will recommend planning for and reinvesting in mixed-use and transit-served areas in particular, and will also include placemaking strategies to apply in such locations. With increased demand for walkable communities, it will also be necessary to ensure that lower-income groups are not priced out of transit-served areas and other walkable places by preserving and adding affordable housing at the local level.

### **Incorporate climate change considerations into planning and development**

Anticipated climate impacts for our region include more extreme temperatures and more intense and frequent storms and droughts. The sooner that considerations for climate change can be integrated into planning efforts, infrastructure design, and developments, the better prepared our region will be in the long term. ON TO 2050 will emphasize the need for local planning efforts, such as comprehensive plans, capital improvement plans, and regulatory updates to zoning, subdivision, and stormwater and floodplain regulations, to assess climate risks and impacts and provide strategies to help mitigate or prepare for what lies ahead. In particular, planning efforts should seek to minimize impacts to those disproportionately affected by climate change, such as lower-income residents, the elderly, and populations of color.

CMAF should directly promote the inclusion of climate considerations in local planning work through the Local Technical Assistance (LTA) program, and can also provide relevant data and other resources to partners. For example, CMAF can identify high quality natural lands in the region that are prime for conservation (and essential to replenishing groundwater recharge areas and mitigating flooding from climate change), which can then be used by conservation organizations, forest preserve districts, and governments for land acquisition and protection. CMAF can also identify areas of intense flooding in the region, along with a toolbox of context-appropriate flood mitigation solutions to apply in those areas, that can be utilized by municipalities and others in planning and development processes.

### **Plan for the regional transportation impacts of major land use change**

Municipalities are the primary decision-makers for land use and development, and will remain so. However, major standalone developments or cumulative smaller developments can have substantive impacts on the region's transportation network, land use, or service and infrastructure costs. For example, approval of many individual retail developments may lead to expansion of a road, or addition of a major manufacturer may require the state or county to upgrade a road to support related truck traffic. CMAF and stakeholders should evaluate options to better assess the long term impacts of major and cumulative change, and allocate infrastructure costs.

The region should pay particular attention to major freight facility developments, which can have significant impacts on the region's transportation system and land use patterns, generating substantial amounts of truck and rail traffic, affecting multiple jurisdictions, inducing major real estate developments, and often requiring costly new public infrastructure. At the same time, trends in freight technology, land use, and movement continue to change rapidly. Online ordering of goods has led to new types of distribution facilities, and placed more trucks on the road throughout the region. ON TO 2050 could adopt principles to assist municipalities and counties in planning for the impacts of these developments at the local scale. These principles could also frame future CMAF analysis of the broader, regional-scale impacts of major freight and other developments on regionally significant projects, land use patterns, the regional economy, and high-priority natural areas.

Beyond freight, major shifts in transportation and technology are already affecting land use. For example, increasing preference for biking, walking, and transit as well as living within walkable areas may reduce demand for parking and increase transit needs. CMAP and partners should identify best practices for communities to meet today's needs, while also designing for major changes in the region's transportation system and built environment.

### **Coordinate across jurisdictions to promote collaborative action**

In a future with limited public resources, collaborating across jurisdictions to plan, provide services and infrastructure, and promote economic development will become increasingly critical. The region's local jurisdictions can leverage the expertise and capacity of each other to improve services and create efficiency. Many infrastructure issues, such as water resources coordination, can only be effectively addressed across jurisdictions. ON TO 2050 will highlight new opportunities for coordination, and emphasize the benefits to the region's economy and quality of life.

In addition, coordinating on economic development issues can minimize competition and attract businesses to the state and region with less public cost. Recruitment should focus on the region's core infrastructure, human capital, and quality of life strengths. The region's counties have already begun discussing development of a coordinated regional entity to attract and retain new businesses, instead of focusing on competition between counties. This and similar efforts are critical to make the most effective use of the region's limited resources, promote new growth, and capitalize on our assets.

## **Inclusive Growth**

*Long-term regional economic prosperity requires increased economic opportunity and improved quality of life for all residents.*

Today, high levels of economic inequality are limiting our region's capacity to grow. Inequality unfolds across a number of dimensions, limiting the ability of some residents to succeed due to compounding factors such as the community they live in, their race or ethnicity, and/or their socioeconomic status. Limited opportunity can extend across generations, circumscribing the lifelong earnings and entrepreneurial potential of residents through decreased access to quality education, employment, housing, community, or transportation choices. These residents are not well connected to opportunities provided by the region's economy. As a result, a substantial portion of the region's human capital - embodied in the talents and skills of these residents - is being wasted.

To compete in the future, the Chicago region must make full use of all its resources, including the full potential of its existing workforce, businesses, and infrastructure. Regions with lower degrees of economic inequality – the gap between the highest and lowest wage earners - experience stronger and more sustained economic growth, so decreasing inequality and increasing connections to the region's economy for under-engaged workers will provide benefits across the economy. Paired with other strategies to promote the competitiveness of our economic assets, inclusive growth strategies can help the region to restart long-term economic growth and increase the prosperity of all its residents.

To assess options to promote inclusive growth, CMAP has identified *economically disconnected areas (EDAs)*, which are concentrations of low-income residents who are also persons of color or have limited English proficiency. As shown on the facing page, outcomes -- whether employment, income, housing status, or commute -- for many residents of these areas differ sharply from the outcomes for residents that call other parts of the region home. ON TO 2050 may also define other vulnerable groups -- such as the transit-dependent, elderly, or people with disabilities -- that may warrant special consideration for different planning topics, such as climate change or transit access.

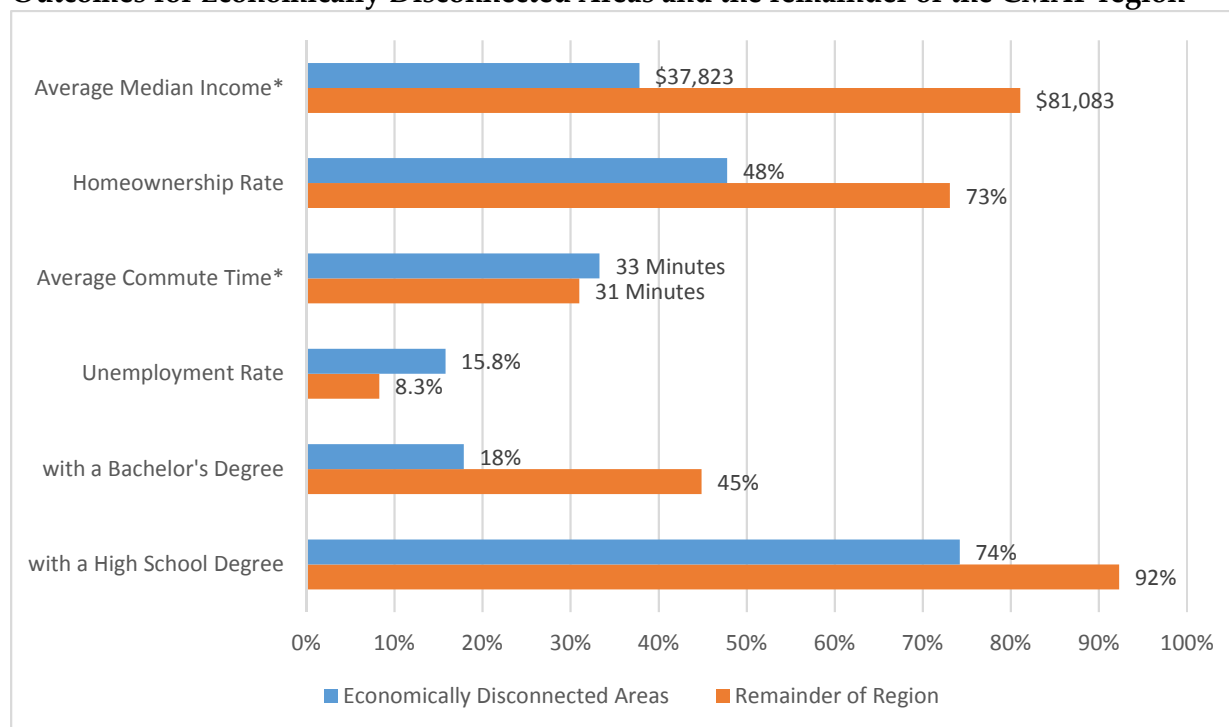
Negative effects associated with EDAs also extend to overlapping communities, which often have lower property values and challenged commercial and residential markets. In turn, these communities struggle to provide a strong quality of life and needed services with limited resources. These compounding issues require a broad set of solutions to help economically disconnected residents and their communities thrive.

### **Consider disproportionate impacts in planning processes**

As mentioned above, in addition to those groups within economically disconnected areas, other populations may experience disproportionate impacts for different issue areas. The Federal Highway Administration requires metropolitan planning organizations, which includes CMAP, to assess the impact of transportation investments on "Environmental Justice" (EJ) populations,

including low-income and minority residents, to ensure that the benefits and burdens of such investments are fairly distributed. This criteria is included in CMAP's evaluation of regionally significant projects, but there is much room to expand the concept in the agency's work. ON TO 2050 will specifically consider strategies for disproportionately impacted populations across topic areas, including inclusive growth, housing choice, land use planning, transportation programming, and climate change. In addition, the plan will reinforce the importance of thoughtful and systematic inclusion of disproportionately affected groups in planning processes to ensure that there are legitimate avenues for input and that satisfactory and effective solutions are identified for all. In particular, the LTA program can advance this through continued evolution of thoughtful and creative outreach and engagement techniques.

### Outcomes for Economically Disconnected Areas and the remainder of the CMAP region



Source: CMAP analysis of U.S. American Community Survey 5-year data, 2010-14

\*Note: Average median income is calculated across census tracts. The 2.3 minute disparity in commute time translates into an additional 18.4 hours, or 2.3 working days, over the course of a year.

### Align priorities to target investments and technical assistance to economically disconnected areas

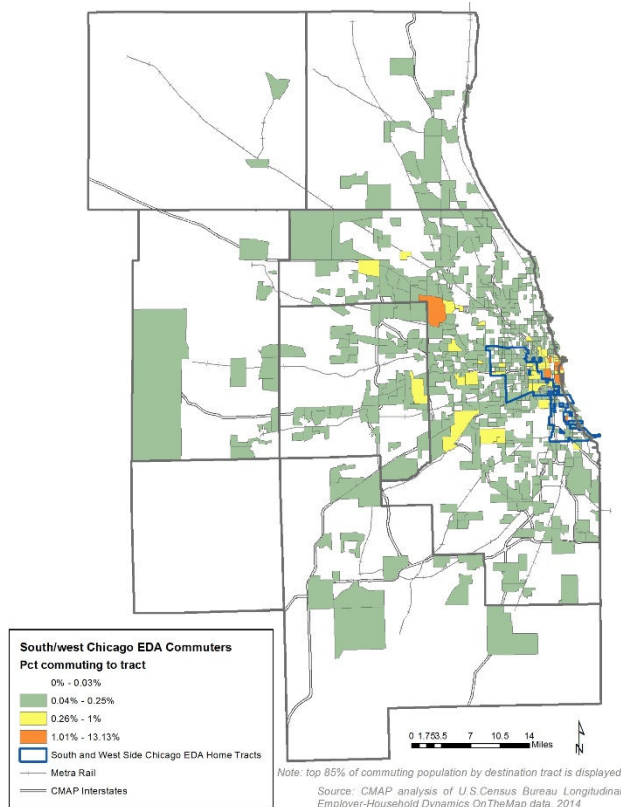
The region has a wealth of actors with the potential to address the range of issues integral to promoting inclusive growth, including transportation, K-12 education, job training, public safety and crime, public health, housing, and other issues affecting economic mobility and quality of life. Many organizations are already taking up this challenge, with substantive inclusive growth efforts underway by civic and government stakeholders. To reduce disparities and promote inclusive growth, CMAP and its partners should align priorities, strategies, and geographic areas to focus investments and assistance. CMAP should direct technical assistance

and research within EDAs, as well as identify and support transportation projects that most benefit these areas. While issues like safety, education, and public health are critically important to the vitality and success of our region, CMAP partners will take the lead in advancing efforts in those areas.

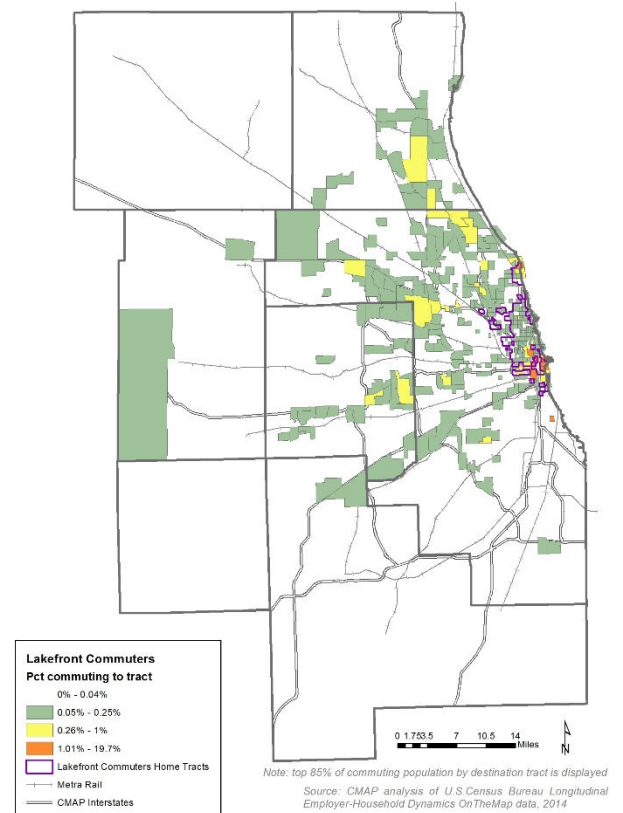
Many EDA residents are dependent on transit or carpooling, rather than owning their own vehicle. EDA residents are 1.7 times more likely to carpool, and 1.4 times more likely to use transit to reach their place of work. At the same time, these workers often commute to dispersed destinations that are not easily reachable through transit. The map below highlights commute destinations for a subset of EDAs compared to a subset of commuters living along Chicago and Evanston's lakefront. CMAP and Service Board planning for transit modernization should emphasize preserving these employment connections through existing transit or emerging transit service types that may cost-effectively improve connections between EDAs and jobs.

### Commute destinations for workers living in selected Chicago Economically Disconnected Areas compared with selected lakefront commuters

**South and Westside Economically Disconnected Areas**



**Selected Lakefront Submarket**



Source: CMAP analysis of LEHD OnTheMap data, 2014 Note: Each map shows destinations for 85 percent of workers commuting from the outlined area. South and west commuters are located within a subset of EDAs in the city of Chicago, equaling approximately 175,000 workers. Lakefront commuters are located within a "submarket 3" area in the joint CMAP and the DePaul Institute for Housing Studies analysis of regional housing markets, equaling approximately 273,000 workers. This submarket type is characterized by higher incomes and densities, younger residents, and higher cost housing.

**Develop structural solutions to promote reinvestment in disinvested areas**

EDAs strongly overlap with disinvested areas - communities that experience a persistent, long-term lack of market investment, leading to declining property values, taxes, employment, and, frequently, population. This disinvestment often constrains the ability of any individual community to respond effectively, and high tax rates and low market potential limit private investment. Solutions for disinvested areas will differ substantially from typical, market-based planning and investment practices. These communities have strong assets in their residents, existing infrastructure, and businesses, but these are often insufficient to address the systemic issues communities with significant disinvestment face. Among other solutions, CMAP and partners should build on existing community assets, identify unique regulatory and tax solutions to persistent vacancy and abandonment, build municipal and private sector capacity, and help communities establish strong partnerships with lending institutions. CMAP should also explore new federal, state, and local solutions to address systemic barriers to investment in these areas, as well as promoting local best practices.

**Promote housing choice**

Housing choice is the ability for all households in the region to find a quality affordable home that fits each household's preferences, including proximity to jobs, transportation, and other amenities, throughout all stages of life. Currently, the region's housing supply does not meet demand for all housing choices, particularly residents seeking housing in higher opportunity areas (i.e. communities with good access to jobs, good schools, and transit). The barriers to housing choice are broad and require a coalition of CMAP and stakeholders to increase local capacity to address affordability or vacancy issues, revise building and zoning ordinances, educate residents on the benefits of choice, and identify changes to federal regulations.

**Provide paths to jobs with meaningful economic opportunity**

Not all employment is equal; workforce training efforts for lower-skilled residents, such as workers living in EDAs, should focus on growing industries as well as jobs that offer potential for increased earnings and skills over the long term. The region's Workforce Investment Boards already provide a national example of successful coordination with each other and the private sector. CMAP, civic groups, and other stakeholders should identify growing industries with potential for upward mobility to offer a refined focus for these job training efforts. Similarly, municipalities, counties, and the state should reorient economic development efforts on clusters that drive regional economic growth creating more and higher paying jobs, jobs with the potential for inclusive growth.

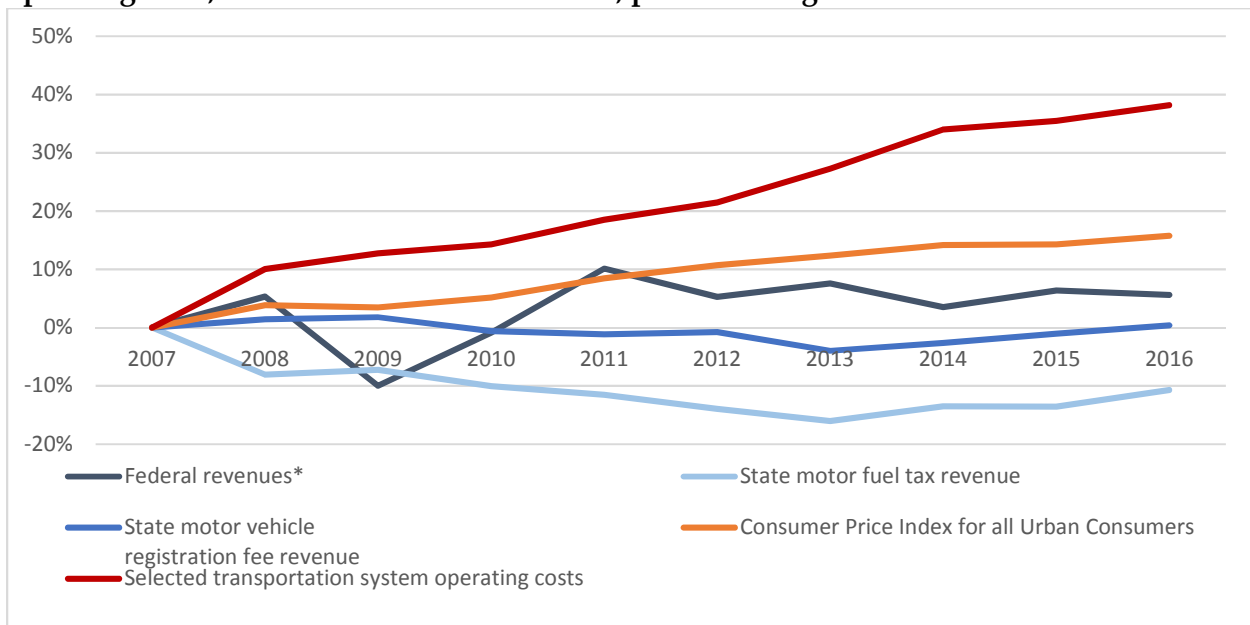


## Prioritized Investment

*Achieving regional goals in an era of limited resources requires prioritization of investments across sectors, including infrastructure, land use, and our economy.*

Limited public resources require the public sector to carefully prioritize investments in infrastructure, services, new development, technical and funding assistance, and other areas. Transportation funding from the federal and state government has been stagnant or diminishing while costs have continued to rise, and this trend shows little sign of reversing.

### Federal and state transportation revenue to northeastern Illinois compared to inflation and operating costs, estimates for selected sources, percent change since 2007



Source: Chicago Metropolitan Agency for Planning analysis of Illinois Department of Transportation data, Illinois Office of the Comptroller data, Regional Transportation Authority data, and data derived from state/regional resources tables. Note: 2009 federal transportation revenue excludes revenue from the American Recovery and Reinvestment Act. Transportation operating costs include those incurred by Illinois Department of Transportation's District One, Illinois Tollway, Regional Transportation Authority, and all transit service boards.

ON TO 2050 will identify this as one of the key challenges facing the region. It will recommend a regional infrastructure fund as well as specific new funding opportunities from the state and federal governments, and will continue to emphasize the need to prioritize investment decisions based on the benefits they bring to the metropolitan area. The plan will highlight opportunities to take advantage of emerging transportation, communication, and data processing technology to improve the region's transportation network, and highlight related land use and economic impacts. Transportation investments that simultaneously solve multiple problems will be particularly valuable. For example, a transportation improvement that simultaneously reduces congestion, increases bicycle and pedestrian access, improves public health, and supports local economic development achieves multiple goals. Similarly, a stormwater solution that both provides recreational opportunities, improves water quality, and

reduces flooding is particularly important. Other examples abound, and will be highlighted throughout ON TO 2050.

ON TO 2050 will also recommend prioritizing investment in other areas beyond transportation. While the agency has a particular responsibility concerning transportation funding, using public resources effectively is a priority regardless of topical area. In fact, coordinating investment across topical areas – for example, linking transportation investment with housing investment, and using public investment to spur beneficial private investment – will be a high priority in ON TO 2050. This coordination is a necessity to achieve regional goals. For example, well-connected and frequent suburban transit requires supportive land use change to increase density, particularly employment, in areas where more transit is desired.

### **Increase transportation revenues at all levels**

The federal, state, and local governments currently provide substantial funding to support the region's transportation system, but this revenue is insufficient to move the system to a state of good repair or make significant enhancements. Certain revenues, such as the state motor fuel tax, are forecasted to decline through 2050 as vehicle travel levels off and fuel economy rises. CMAP projects a \$25-45 billion shortfall of revenue by 2050 simply to maintain, operate, and administer the transportation system in the less than optimal condition of today; the available funding will not allow for additional improvements, enhancements, or expansions to the system. While the region's transportation providers have embraced efficiencies of many types and delayed critical projects for some time, the region's transportation funding resources are increasingly inadequate.

Regional transportation, civic, and private sector stakeholders must take action to secure sustainable transportation funding that will support economic competitiveness and a high quality of life. The plan will call for both state and regional revenue sources. At the state level, ON TO 2050 will echo GO TO 2040's call to raise and index the state motor fuel tax to inflation in the short term and will also recommend instituting a vehicle miles traveled fee over the long term. The plan will also strongly advocate for a sustainable regional funding source that can further augment state and federal sources. Finally, the plan will also advocate for expanding the sales tax base, instituting a federal cost of freight service fee, and increasing parking pricing. CMAP and transportation agencies should strongly encourage the state and federal governments to implement these revenue streams following the adoption of ON TO 2050.

Even if these new sources are extensively adopted, most revenues will need to be used simply to operate and maintain our current system. As such, ON TO 2050 will continue to allocate revenues with an emphasis on the existing system. The proposed Financial Plan expenditure categories will include first operating and maintaining the existing system in its current condition, then pursuing state of good repair, then implementing modernization efforts to gain efficiencies and improve traveler experience. As with GO TO 2040, ON TO 2050 will identify a very small number of expansion projects, weighing these projects against increasingly limited funding resources. CMAP will emphasize projects across pedestrian, bicycle, transit, and auto

modes, as well as projects that provide a broad range of transportation, land use, economic, and environmental benefits. Prioritized investment in a small set of projects – to ensure that every dollar is used as effectively as possible - remains a top priority.

### Prioritize regionally significant projects

As the region’s long-range transportation plan, ON TO 2050 has an explicit responsibility to evaluate, prioritize, and generate a fiscally constrained program of major transportation investments. These are termed *regionally significant projects*, and they must create as much regional benefit as possible within the funding constraints that exist. Defining regional benefit is clearly an important matter, and ON TO 2050 will use quantitative criteria to evaluate project benefits. These criteria include:

### Regionally Significant Project Evaluation Criteria

	All Road Projects	Expressway Projects	Transit Projects
<b>Addressing Existing Needs</b>	Pavement & Bridge Condition Congestion Reliability Safety	Pavement & Bridge Condition Congestion Reliability Safety	Asset Condition Capacity constraint Reliability ADA deficiency
<b>Achieving Regional Priorities</b>	Degree to which project serves economically disconnected areas Infill supportiveness Economic impact Freight benefits Natural resources impact	Degree to which project serves economically disconnected areas Infill supportiveness Economic impact Freight benefits GHG emissions Emissions near economically disconnected areas Natural resources impact Change in jobs accessible	Degree to which project serves economically disconnected areas Infill supportiveness Economic impact Freight benefits GHG emissions Change in jobs accessible
<b>Improving Travel</b>		Congestion reduction for trucks and autos Commute time by auto Potential negative impact on transit ridership	Commute time by transit Increase in ridership

This process of project evaluation will be similar to what was conducted for GO TO 2040, but there are some differences. First, a broader range of projects, including major arterial expansions, Arterial Rapid Transit (ART) and Bus Rapid Transit (BRT) services, are now considered regionally significant projects, while GO TO 2040 only considered expressway expansions and rail improvements. Second, the fiscal situation for transportation since the adoption of GO TO 2040 has worsened, primarily because the federal government, region, and

state have made no progress toward the new revenue sources recommended in GO TO 2040. It is expected, therefore, that ON TO 2050 will have even tighter fiscal limitation than GO TO 2040 despite the expanded universe of projects.

### **Strengthen the performance basis for other transportation programming decisions**

Use of performance measures is important for all transportation decisions, not just those affecting large, regionally significant projects. CMAP has historically used performance measures related to congestion reduction, air quality, and others to evaluate projects for inclusion in the Congestion Mitigation and Air Quality (CMAQ) program and Transportation Alternatives Program (TAP).

Furthermore, the federal transportation program has changed dramatically in recent years to emphasize tracking performance, and now requires MPOs and states to set targets for traffic safety, pavement and bridge condition, travel time reliability, congestion, and transit asset condition. As a result, the plan will recommend increased use of performance measures for other programs, like the Surface Transportation Program (STP) and funds programmed by the Illinois Department of Transportation, among other agencies; these efforts are already underway. The plan will also place new emphasis on strategies to improve performance on these measures as well as link investment to those outcomes.

Finally, ON TO 2050 will explore using additional measures that measure co-benefits and relate to other regional goals, like health, infill and reinvestment, and the ability of all people to participate in the regional economy. The plan will also recommend that municipalities develop asset management systems to fully implement performance-driven investment and make the best use of the region's limited resources.

### **Plan for the transportation and land use impacts of emerging technologies**

Emerging communications, data processing, and transportation technologies have great potential to change the way that we live, work, and move around the region. Residents today can already use technology to route and complete a multimodal trip, reducing dependence on automobiles and fostering walkable places. Retail shopping is increasingly occurring online, leading to new industrial development and more truck travel. New sensors and data processing are allowing transportation providers to quickly inform and reroute travelers. There is growing potential for connected and autonomous vehicles, which offer potential mobility benefits, but also potential negative land use change as residents are able to live further from job opportunities and amenities.

Technology will continue to change the shape of the region; we must continue to plan for the comprehensive impacts of these technologies. For example, communities may need additional strategies to protect vulnerable road users, like bikes and pedestrians, if on-demand delivery continues to place more trucks on the road or if autonomous vehicles proliferate. Transit may need to focus on core routes or develop innovative solutions to serve low-density areas if private ridesourcing continues to grow. To prepare, CMAP and other stakeholders should

continue to evaluate emerging technologies, establish principles and best practices to ensure that implementation supports regional goals, and assist municipalities in planning for change.

### **Focus infill, capital, and assistance in priority areas**

Prioritized investment extends beyond infrastructure to the types of communities we build and the programs and policies that we pursue. Development within existing communities takes advantage of existing infrastructure, and provides significant regional benefits in terms of transportation, environmental, and fiscal outcomes. However, infill and reinvestment can be complex and costly to accomplish, due to difficulty in assembling parcels, dealing with multiple jurisdictions, remediating previously-used land, site preparation, and coordinating with existing neighbors. ON TO 2050 will recommend effective and coordinated investment by the public sector to reduce these barriers, increasing the viability of reinvestment.

First, reinvestment efforts should coordinate related transportation and land use efforts. For example, pursuing reconstruction of an intermodal truck corridor, while including green infrastructure along the corridor to address localized flooding problems and remediating nearby brownfields, would be more likely to spur successful industrial development than any of these investments in isolation. Similarly, local transit-oriented development (TOD) efforts should coordinate related transit and pedestrian improvements and plan for affordable housing and equitable TOD.

In addition, ON TO 2050 will recommend focusing reinvestment efforts, funding, and technical assistance in priority areas, particularly employment centers, transit-rich areas, downtowns and main streets, and disinvested areas. Identification of priority areas will, to the extent practical, build on local plans and goals, and help focus limited development, planning, and infrastructure funding resources. CMAP will develop a definition of these areas in concert with stakeholders and local governments, as well as encourage allocation of resources from housing, community investment, workforce training, and other entities to priority areas.

### **Consider short- and long-term goals for development at the edge of the region**

Recognizing the central importance of local governments to our region's future, ON TO 2050 will have a particular focus on increasing municipal capacity, making fiscally sound development decisions, and investing in infrastructure to support that development. Development on agricultural, natural, and other open lands at the fringes of the region can be important to achieving community goals, but may also result in decreased market viability for agricultural uses, consumption and degradation of natural assets, and increased costs associated with constructing and maintaining new infrastructure and services. As a complement to ON TO 2050's continued emphasis on reinvestment in infill areas, ON TO 2050 will recommend that municipalities consider both the short- and long-term fiscal impacts of development and infrastructure expansion at the edge of the region's developed area. LTA may target planning assistance toward rural locations with high potential for growth to help communities strategically plan for these locations. The plan will also promote the use of conservation design, water supply coordination, and other environmentally sensitive practices

when development occurs in such locations, as well as the conservation of high quality natural areas across the region.

Much of the region's infrastructure is owned and maintained by its local governments. The plan will promote asset management by local governments to ensure sound management of infrastructure over its lifecycle, widespread use of capital improvement plans (CIPs), incorporation of mid- and long-term infrastructure costs into development decisions, and similar actions, all seeking to help municipalities make investments that meet both short- and long-term goals.

## Moving forward with ON TO 2050

The region must take critical steps to renew growth and promote vitality through 2050. While current funding, socioeconomic, and development trends offer significant challenges, the region has many paths forward to achieve economic vitality and a high quality of life. Our strong transportation network, economic diversity, well trained workforce, and vibrant communities offer a solid foundation on which to build. ON TO 2050 will build on the principles of resilience, inclusive growth, and prioritized investment to offer strategies to move the region forward.

The ON TO 2050 plan will primarily be presented on the web, with a companion print piece. The online format will enable innovative approaches to illustrating the intersections between the plan's comprehensive recommendations, providing detailed implementation guidance to key partners, and improving the plan's accessibility. The web medium will utilize mapping of key policy areas, along with locally relevant recommendations, to aid communities in implementing key plan directions. This approach will help CMAP to better focus technical assistance and communities to understand how major recommendations might interact at the local level as well as identify and learn from peers who face similar challenges or opportunities.

CMAP has developed a substantive bank of research and analysis, public outreach, and stakeholder input to cultivate the findings and recommendations within this document. Strategy development will conclude in fall 2017, and this report represents the initial effort to synthesize the most critical directions from work to date. Following completion of the Alternative Futures engagement process in late summer 2017, CMAP will process the feedback received and calibrate plan recommendations accordingly. In addition, CMAP will continue to engage with stakeholders and the public as strategy development work concludes and the draft plan is developed.

### Strategy Papers

Climate Resilience  
Emerging Transportation Technology  
Energy  
Highway Operations  
Housing Supply and Affordability  
Inclusive Growth  
Integrating Green Infrastructure  
Lands in Transition  
Municipal Capacity  
Public Health  
Reinvestment and Infill  
Stormwater and Flooding  
Tax Policies and Land Use Trends  
Transportation System Funding Concepts  
Water

### Snapshots

Demographic Shifts: Planning for a diverse region  
The Freight System: Leading the way  
Infill and Transit Oriented Development  
Regional Economy and Clusters: Building our strengths  
Natural Resources  
The Transit Network  
Travel Trends: Understanding how our region moves

### Additional Research Topics

Asset Management  
Local Food  
Highway System Performance  
Placemaking  
Regional Economy  
Traffic Safety  
Transit Modernization







# Chicago Metropolitan Agency for Planning

## Agenda Item No. 13.2

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### MEMORANDUM

**To:** MPO Policy Committee

**From:** CMAP staff

**Date:** June 1, 2017

**Re:** Reasonably expected revenues in ON TO 2050

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As required by law, CMAP must prepare a financial plan, including the anticipated expenditures and revenue sources necessary to carry out the operation, maintenance, and expansion of the region's surface transportation system over the ON TO 2050 planning period (2019-50). Specifically, federal regulations in [CFR § 450.322 \(f\) \(10\)](#) require that "for purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways" and "public transportation."

In March, CMAP staff presented draft forecasts for [core revenues and expenditures](#) necessary to operate, administer, and maintain the transportation system to the CMAP Board and MPO Policy Committee. CMAP staff is continuing to work with transportation agencies to refine the forecast further. The current draft forecast identifies a \$45.2 billion shortfall between core revenues and expenditures over the planning period. Not only will expenditures for operating and maintaining the transportation system to its current state of repair greatly exceed the core revenues forecasted to be available, but the expected funding will not allow for additional improvements, enhancements, or expansions to the system.

Fiscally constraining these activities within the long-range planning context will necessitate future policy changes to bring additional revenues to the region. Federal guidance permits the inclusion of these types of revenues, called "reasonably expected revenues," to be included in the financial plan: "All necessary financial resources from public and private sources that are reasonably expected to be made available to carry out the transportation plan shall be identified." GO TO 2040 makes several [policy recommendations](#) regarding reasonably expected revenues, including increasing the state motor fuel tax by 8 cents/gallon and indexing the rate to an inflationary measure, replacing the state motor fuel tax, implementing congestion pricing on a portion of the expressway system, and employing variable parking pricing.

This memo describes the ON TO 2050 initial policy recommendations and forecasts for five reasonably expected revenues, drawing in part from the [Transportation System Funding Concepts](#) strategy paper published in August 2016. Recent experience both within the region and across the country suggests that all five revenue sources could be reasonably expected to be implemented over the planning horizon. Given the substantial deficit between core revenues and expenditures, these policies must be implemented to ensure the future viability of the region's transportation system. The following table summarizes a total of \$55 billion in proposed reasonably expected revenues for the ON TO 2050 Financial Plan for Transportation.

Reasonably expected revenue	Amount	Notes
Increase state MFT and replace with vehicle miles traveled fee	\$30 billion	Replace MFT with 2 cents/mile VMT, after initial 10 cent MFT rate increase
Expanding the sales tax base	\$11 billion	Increase existing sales tax base by 15%, resulting in more RTA sales tax revenue
Federal cost of freight service fee	\$7 billion	8% (½ of NEIL's share of national truck and rail freight) of \$2 billion
Regional revenue source	\$5 billion	Transportation user fee, such as \$15 fee on all vehicles registered in the region
Expansion of priced parking	\$2 billion	200,000 additional priced spaces by 2050
<b>Total</b>	<b>\$55 billion</b>	

Certain new funding sources, like congestion pricing, tolling, public private partnerships, and value capture, are specific to particular projects. Therefore, in the financial plan, they will be used to offset the cost of specific Regionally Significant Projects, rather than being included here as reasonably expected revenue.

The remainder of the memo describes the reasonably expected revenues in more detail. An appendix to the memo reviews the methodology used to arrive at the revenue forecasts.

## **Increase state MFT and replace with a vehicle miles traveled fee**

As vehicle travel levels off and fuel economy rises, the state motor fuel tax (MFT) can no longer keep pace with growth in construction costs, let alone the transportation system's larger investment needs. A near-term increase in the state MFT rate supports GO TO 2040 recommendations and will help to offset the decline in purchasing power, and appears reasonable, given experience elsewhere in the country. Many states have enacted transportation revenue enhancements in recent years, with most of those new revenues coming from gas tax increases. According to [Transportation for America](#), 24 states have done so since 2012.

However, over the long term, the state MFT should be replaced with a revenue source that provides sufficient, stable, and growing revenue. The [Transportation System Funding Concepts](#) strategy paper suggests that ON TO 2050 recommend a vehicle miles traveled (VMT) fee as the long-term alternative to the state MFT.

Levied on a per-mile rather than per-gallon basis, VMT fees act as a direct user fee and also offer opportunities to integrate with other types of facility-level pricing. Eventually, VMT fees

could be leveraged to implement a system where different rates could be applied to travel on different types of facilities, at different times of day, and for different classes of vehicles. This revenue source would benefit from a national solution that allows VMT fees to be collected from out-of-state drivers; a national approach would also streamline implementation. In addition, the state should take the opportunity presented by the implementation of a new revenue source to integrate measures to lower the burden on lower-income drivers.

Given recent efforts across the United States to study or begin implementation, it is reasonable to assume that one could be implemented in Illinois by 2025. For example, Oregon has initiated a vehicle miles traveled fee, although the program is currently limited to 5,000 participants. Other states are in varying stages of testing or piloting VMT fees, including [Delaware](#) (in partnership with neighboring states), [Hawaii](#), [Minnesota](#), [Washington](#), and [California](#). Additionally, several states are studying alternatives to the MFT, including VMT fees, and the federal government [provided](#) funding in 2016 to test innovative approaches to transportation funding. Just recently, FHWA announced a second round of funding for the grant program. Last year, two bills ([SB3267](#) and [SB3279](#)) were introduced in the Illinois General Assembly to establish state VMT fees, with one assumed to take effect in 2017 and the other in 2025. CMAP studied VMT fees in the May 2015 issue brief, [Possible Alternatives to the Illinois Motor Fuel Tax](#).

## Expanded sales tax base

As part of its tax policy recommendations, GO TO 2040 recommends expanding the sales tax base to include additional services. If current rates remained the same, this expansion would generate more revenue for state and local governments, including the RTA, potentially providing more funding for operating costs and freeing up other revenues to use for transportation capital costs. Currently, the RTA imposes a sales tax of 0.75 percent in the collar counties and 1.0 percent in Cook County (1.25 percent for qualifying food, drugs, and medical appliances). In addition, the RTA receives Cook County's 0.25 percent portion of the state sales tax on general merchandise. These funds support transit operations in the RTA service area, as well as transportation and public safety purposes in the collar counties.

There has been recent state legislative interest in implementing GO TO 2040's recommendation of expanding the sales tax base. There have been two bills proposed this legislative session. For example, [Senate Bill 9, Amendment 3](#) would add several services to the Use Tax Act. The structure proposed in this specific bill would mean that the RTA sales tax would not be affected, but the RTA would eventually receive 10 percent of the local share of the statewide revenues in state disbursements.

## Cost of freight service fee

Freight investment is an emerging transportation policy issue at all levels of government. At the federal level, a sales tax on the cost of shipping freight could raise considerable revenues with a very low rate. Such a "cost of freight service fee" has a user-fee nexus to the freight system, and could be mode-neutral (that is, not collected disproportionately from shippers using truck, rail, air, or water to move goods). A similar approach is currently used for air-freight shipments to help support the nation's aviation capital program, which are [taxed](#) at the

rate of 6.25 percent of the amount paid for the air-cargo service. Administration could be difficult – for example, properly accounting for shipments made by private fleets – and new rules and practices would need to be established to accurately and efficiently collect the fee.

A cost of freight service fee would likely be implemented in the context of a long-term transportation reauthorization bill, which would define how revenues could be disbursed in the federal transportation program, or potentially as part of a larger federal tax reform bill. Drawing on the example of the freight program in the current authorization law, the Fixing America's Surface Transportation Act (FAST Act), it is possible that revenues raised from a cost of freight service fee would be split between a formula program and a competitive program. CMAP's [federal agenda](#) supports performance-based approaches to federal programs, as well as an engaged role for metropolitan planning organizations in planning and project selection. This proposal assumes implementation of a cost of freight service fee after the FAST Act expires in 2020, as part of the next surface transportation bill.

Cost of freight service fees have recently received attention among national policy circles. The 2009 [National Surface Transportation Infrastructure Financing Commission](#) considered the waybill tax -- essentially a version of the cost of freight fee -- as a potential revenue source, assuming a 0.01 percent rate. AASHTO's 2014 [transportation revenue matrix](#) similarly included versions of a freight waybill tax of 0.5 percent applied to gross freight revenues. In 2014 and 2015, bills were introduced in the House of Representatives to establish new freight funding programs based on a waybill tax fee. For example, the 2014 [proposal](#) for the "Economy in Motion Act" would establish an \$8 billion freight fund based on a 1 percent tax on trucking and rail shipments to be paid by the shipper. Most recently, the Eno Center for Transportation's 2016 [Delivering the Goods](#) report recommends a "cost of freight shipment" fee to support a national freight discretionary grant program over the long term. Eno recommends a rate of 0.3 percent applied to all modes, exempting international portions and aviation portions of trips. It also recommends applying the fee to internal private fleets.

## Regional revenue source

CMAP's [Regional Tax Policy Task Force](#) recommended that the region pursue regional revenue sources for regional transportation needs. Other than the RTA sales tax, which provides funding for transit operations, metropolitan Chicago does not have a regionwide, dedicated source of funding to provide for capital transportation investments. As noted in the March 2017 memo, the region faces significant transportation infrastructure needs, while revenues overall are increasing slower than expenses. Changes at the federal and state levels alone are unlikely to sufficiently address the region's transportation infrastructure needs. Moreover, many of the transportation system needs in northeastern Illinois are unique. For example, the investments needed in the region to move the transit system to a state of good repair, decrease freight delay, and reduce roadway congestion are significantly greater than investments required in other parts of the state.

Other regions have imposed other types of regional taxes and fees to raise funding for transportation improvements and expansions. For example, sales tax measures were implemented in the Los Angeles and Denver regions, while Las Vegas has both a sales tax and a motor fuel tax to fund transportation improvements.

One potential regional source, a regional vehicle registration fee, could raise significant revenues at relatively low rates, and could build off existing collection mechanisms. The state collects a [vehicle registration fee](#) and [more than half](#) of the region's municipalities do as well. Regional vehicle registration fees have been implemented to support and improve transit in the Seattle region, as well as in North Carolina's Research Triangle region.

## Expansion of priced parking

While some parking spaces – both on-street and off-street – are priced, particularly in denser parts of the region, the majority of parking spaces in the region are unpriced. A growing body of research illustrates how free parking obscures the true cost of driving and thereby discourages transit, bike, or walking trips. Pricing more publicly-owned parking spaces on streets and in municipally-owned lots and garages could provide revenue for local transportation improvements and reduce the number of trips by car, helping to reduce emissions, alleviate congestion, and allow land to be transitioned to revenue-generating uses.

Given the vast number of parking spaces in the region, even relatively low parking rates applied to relatively few parking spaces could raise significant revenues for municipalities to expend on local transportation needs. In some areas, parking rates could be variable, with higher prices charged at times and locations of peak demand – or for certain type of vehicles, like delivery trucks in business districts – allowing for more efficient use of a limited number of parking spaces.

There is growing interest in innovative parking strategies. The City of Chicago launched a [Downtown Loading Zone Reform](#) pilot program in 2017. It is anticipated that \$13 million to \$18 million would be generated annually if this program were implemented citywide. Similar programs have been implemented in other cities, such as [New York](#) and [Washington D.C.](#) CMAP has published a [toolkit](#) to assist municipalities in developing parking strategies and has completed [Local Technical Assistance](#) projects related to local parking issues. Based on recommendations in the LTA studies, the Village of Hinsdale upgraded payment technologies in one parking lot to credit card machines and increased hourly rates, and new on-street parking meters were installed in two Chicago neighborhoods to encourage parking turnover. To fully implement this revenue source, CMAP should continue to emphasize LTA assistance for these types of projects.

## Moving forward

To move forward, the region must work collaboratively to protect and enhance its transportation assets. The current forecast draft indicates that the region faces a \$45.2 billion shortfall between the forecasted core revenues and the forecasted cost to operate the system and maintain the system in its current state. The proposed reasonably expected revenues focus on near-term solutions to raise revenues and support capital investment. The region's financial challenges can become opportunities for bold, cooperative actions to enact policy changes. By acting in cooperation with one another, the region can ensure the long-term sustainability of the region's transportation system, which is a major contributor to the economy and the livability of

northeastern Illinois. The following table identifies key implementers, timelines for implementation, and federal or state legislative requirements.

	<b>Lead implementers and authorizers</b>	<b>Timeline for implementation</b>	<b>Legislative requirements</b>
Increase state MFT and replace with VMT fee	MFT increase: Illinois General Assembly and Governor  VMT fee: Illinois General Assembly and Governor; U.S. Congress and the President	MFT increase: Short term (first 3 years)  VMT fee: mid-term (4-10 years)	MFT increase: State legislation required  VMT fee: State legislation required, federal legislation could play a supportive role
Expand sales tax base	Illinois General Assembly and Governor	Short term (first 3 years)	State legislation required
Federal cost of freight service fee	U.S. Congress and the President	Short term (first 3 years)	Federal legislation required
Regional revenue source	Illinois General Assembly and Governor	Short term (first 3 years)	State legislation required, administration likely to be done through existing mechanisms
Expansion of priced parking	Municipalities	Throughout planning period	None, policy could be implemented through local action

## Discussion

- Should these revenue sources be recommended in ON TO 2050? Should other sources be recommended?
- What type of revenue source is the best candidate for implementation at the regional level?
- What resources can CMAP provide to ensure these recommendations are moved forward after ON TO 2050 is approved?
- What role should transportation implementers and other stakeholders play in ensuring the implementation of these revenue sources?

## Forecast methodology

This section discusses the specific methodologies used for projecting reasonably expected revenues for ON TO 2050 over the 2019-2050 planning period.



### **Increase state MFT and replace with VMT fee**

Draft forecast: \$30 billion	Draft assumptions for ON TO 2050
Northeastern Illinois would receive increased revenues resulting from an initial state motor fuel tax rate increase, followed by the implementation of a vehicle miles traveled fee to replace the state motor fuel tax.	<p>The state motor fuel tax rate would be increased by 10 cents in approximately 2020, and the rate would be indexed to an inflationary measure. An annual growth rate of 2.5 percent was used for the purposes of this forecast.</p> <p>A vehicle miles traveled fee would be implemented in approximately 2025 at a rate of 2 cents per mile. The rate would be indexed to an inflationary measure, assumed to be 2.5 percent annually for the purposes of this forecast. Funds would flow to northeastern Illinois in the same manner as the state MFT current does.</p>

### **Expand the sales tax base to additional services**

Draft forecast: \$11 billion	Draft assumptions for ON TO 2050
The sales tax would be expanded to additional services, which would result in additional RTA sales tax revenues, as well as state sales tax disbursements to the RTA.	Additional services would be added to the sales tax base in approximately 2021, resulting in a 15 percent increase in the base. Revenues are assumed to grow at a rate of 3.2 percent annually, which is the average annual growth rate for personal consumption expenditures in Illinois for certain services between 2006-15.

### **Federal cost of freight service fee**

Draft forecast: \$7 billion	Draft assumptions for ON TO 2050
The federal government would impose a new cost of freight service fee, with a portion of revenues allocated to the region.	The COFS fee would be implemented as part of the next federal transportation bill in 2020. The forecast assumes that \$2 billion would be raised nationwide, as was estimated in Eno's 2016 <a href="#">Delivering the Goods</a> report. The forecast assumes that the region's share of the federal revenue will be equivalent to half of its share of the nation's truck and rail freight traffic, which totals 16.2 percent. It is assumed that allocations will grow at the same rate as other federal revenue in the forecast (2.25 percent).

### **Regional revenue source**

Draft forecast: \$5 billion	Draft assumptions for ON TO 2050
A regional revenue source, such as a vehicle registration fee, would be imposed in northeastern Illinois.	As an example, it was assumed that a \$15 regional fee would be imposed on all vehicles registered in the 7-county region beginning in approximately 2021. The rate would be indexed to an inflationary measure, assumed to be 2.5 percent annually for the purposes of this forecast.

### Expansion of priced parking

Draft forecast: \$2 billion	Draft assumptions for ON TO 2050
Municipalities in the region would increase the number of priced parking spots in the region throughout the planning period.	Pricing of unpriced parking spots will be phased in annually, starting with 550 spaces in the first year. The number of priced spaces would accelerate as the concept gained popularity. Prices would vary by location, and it was assumed that the regional average would total \$4 per day, with rates growing annually with inflation, assumed to be 2.5 percent annually for the purposes of this forecast.

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