Chicago Metropolitan Agency for Planning

233 South Wacker Drive
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Chicago, Illinois 60606

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Transportation Committee

Annotated Agenda
Friday, September 29, 2017
9:30 a.m.
Cook County Conference Room
233 S. Wacker Drive, Suite 800
Chicago, Illinois

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

2.0 Agenda Changes and Announcements

3.0 Approval of Minutes— August 4, 2017
ACTION REQUESTED: Approval

4.0 Coordinating Committee Reports
A report will be given on the September 14 Planning Committee meeting. The next Planning Committee and Programming Committee meetings will be held October 11, 2017 prior to the Joint CMAP Board and MPO Policy Committee meeting.
ACTION REQUESTED: Information

5.0 FFY 14-19 Transportation Improvement Program (TIP)

5.1 TIP Amendments and Administrative Modifications
TIP Amendment 17-09 was published to the **eTIP web site** on September 22, 2017 for committee review and public comment. A memo summarizing the formal TIP amendment **17-09** and administrative amendments **17-09.1** and **17-09.2** are included in the meeting materials.
ACTION REQUESTED: Approval

5.2 Semi-Annual GO TO 2040/TIP Conformity Analysis and TIP Amendment
The semi-annual GO TO 2040/TIP conformity analysis and TIP amendment has been subject to a 30-day public comment period that ended September 4. No comments were received. The Transportation Committee is asked to recommend the semiannual GO TO 2040/TIP conformity analysis and TIP amendment to the CMAP Board and MPO Policy Committee for approval.
ACTION REQUESTED: Approval

6.0 FFY2018-22 Congestion Mitigation and Air Quality Improvement (CMAQ) Program and FFY2018-20 Transportation Alternatives Program-Local (TAP-L)

The public comment period for the proposed FFY 2018-2022 CMAQ program and the FFY 2018-2020 TAP-L program ended September 4. After reviewing comments received, CMAP staff recommended that no changes to the proposed program be made. At their September 14meeting, the CMAQ Project Selection Committee recommended that the Transportation Committee recommend approval of the proposed FFY 2018-2022 CMAQ program and the FFY 2018-2020 TAP-L program to the CMAP Board and MPO Policy Committee.

ACTION REQUESTED: Approval

7.0 Local Technical Assistance (LTA) Program

Staff will present recommendations for new projects selections for the LTA Program to the Transportation Committee. The Transportation Committee is asked to recommend approval of the selections to the CMAP Board and the MPO Policy Committee.

ACTION REQUESTED: Approval

8.0 5310 Program

RTA released a Call of Projects for FY2016 & FY 2017 Section 5310 funding in March. Applications were due in May and were reviewed and ranked by RTA Staff, in conjunction with a project selection team composed of staff from IDOT, CMAP, and RTA. As a result of the review, 12 projects were recommended for funding. The total program budget is $14,936,856, including $8,756,052 federal funding and $6,180,804 in local matching funds. This program was approved at the August RTA Board meeting after the close of the public comment period on July 31.

ACTION REQUESTED: Information

9.0 Chicago Vision Zero Action Plan

CDOT recently released a **2017 – 2019 action plan** to reduce fatalities and serious injuries from traffic crashes. CDOT representatives will present the Chicago Vision Zero Action Plan to the committee.

ACTION REQUESTED: Information

10.0 Options for Establishing 2018 Regional Safety Targets

Under MAP-21 and the FAST Act, state DOTs and MPOs are given separate responsibility for establishing safety performance targets along with targets in other areas. The MPO must adopt 2018 targets by January 2018. Staff has developed several options for how to set the targets in a **memo** for discussion by the committee.

ACTION REQUESTED: Discussion

11.0 ON TO 2050

11.1 ON TO 2050 Preview Report

The ON TO 2050 Preview Report will be presented for a final review and the committee will be ask to recommend the ON TO 2050 Preview Report for CMAP Board and MPO Policy Committee approval.

ACTION REQUESTED: Approval

11.2 Financial Plan Allocations

As part of financial plan development, staff has drafted options for allocations to different purposes within the plan's overall fiscal constraint for consideration by the committee.

ACTION REQUESTED: Discussion

11.3 Draft Regionally Significant Projects Benefits Report

In collaboration with the RTA, staff has completed the initial evaluation of the regionally significant projects submitted for ON TO 2050 and drafted a **report** on their performance. Staff will solicit feedback from the committee on the presentation of the results.

ACTION REQUESTED: Discussion

11.4 Financial Plan Forecast **Updates**

Several values in the financial plan forecast have been updated since being presented to the committee in spring.

ACTION REQUESTED: Information

11.5 Public Health Equity Strategy Paper Update

CMAP staff has been working with a resource group to identify strategies for ON TO 2050 to advance health equity in the region. Committee members will receive an overview of the draft strategies from the health equity strategy paper and will have an opportunity provide feedback. This feedback will be incorporated into the health equity strategy paper for ON TO 2050.

ACTION REQUESTED: Discussion

12.0 Legislative Update

Staff will update the Committee on relevant legislative activities and the bills that we will be monitoring based on our State Legislative Framework and Agenda. Staff will also provide an **overview** of key provisions in the State of Illinois' FY18 budget enacted on July 6. Staff will also discuss the upcoming Veto Session, scheduled to convene between October 24 and November 9.

ACTION REQUESTED: Information

13.0 Status of the Local Technical Assistance Program

The status report on the LTA program is included in the meeting materials.

ACTION REQUESTED: Information

14.0 Other Business

15.0 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 time for the public comment period will immediately follow the last item on the agenda.

16.0 Next meeting

The next Transportation Committee meeting will be November 17, 2017.

17.0 Adjournment

Committee Members

_____ Gabrielle Biciunas	____ Luann Hamilton	_____ Randy Neufeld
_____ Darwin Burkhart	____ Robert Hann	_____ Anthony Quigley
_____ Kevin Carrier	____ Jessica Hector-Hsu	_____ Tom Rickert
_____ Lynnette Ciavarella	____ Scott Hennings	_____ Leon Rockingham
_____ Michael Connelly	____ Tom Kelso	_____ Joe Schofer
_____ John Donovan***	____ Jennifer (Sis) Killen*	_____ Lorraine Snorden
_____ Doug Ferguson	____ Fran Klaas	_____ Chris Snyder
_____ Tony Greep***	____ Christina Kupkowski	_____ P.S. Sriraj
_____ Jacky Grimshaw	____ Beth McCluskey	_____ Audrey Wennink
_____ Adrian Guerrero	____ Kevin Muhs	_____ Rocco Zucchero**

*Chair **Vice-Chair ***Non-voting

Agenda Item No. 3.0

Chicago Metropolitan Agency for Planning

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Chicago Metropolitan Agency for Planning (CMAP)
Transportation Committee
Draft Minutes
August 4, 2017

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

Committee Members Present: Chairman Michael Connelly – CTA, Jennifer Becker– Kane County, Gabrielle Biciunas – NIRPC, Lynette Ciavarella – Metra, , John Donovan – FHWA, Doug Ferguson – CMAP, Jackie Forbes – Kendall County, Tony Greep – FTA, Luann Hamilton – CDOT, Scott Hennings – McHenry County, Emily Karry – Lake County, Tom Kelso – IDOT OP&P, Christina Kupkowski – Will County, Kevin Muhs – SEWRPC, Randy Neufeld (via phone) – Bicycle and Pedestrian Task Force, Mark Pitstick – RTA, Chad Riddle – IDOT District 1, Mayor Leon Rockingham (via phone) – Council of Mayors, Lorraine Snorden – Pace, John Loper – DuPage County, P.S. Sriraj – Academic and Research, Audrey Wennink – MPC

Absent: Darwin Burkhart – IEPA, Jacky Grimshaw – CNT, Adrian Guerrero – Class 1 Railroads, Robert Hann – Private Providers, Jennifer Killen – Cook County, Beth McCluskey – IDOT OIPI, Joe Schofer – Academic and Research, Rocco Zucchero – Illinois Tollway

Others Present: Mike Albin, Garland Armstrong, Heather Armstrong, Mark Baloga, Ryan Bigbie, Elaine Bottomley, Susan Borucki, Len Cannata, Kevin Carrier, Tamara Freihart, Mike Fricano, Jim Grabowski, Ben Harber, Jessica Hector-Hsu, Mike Klemens, Ashley Lucas, Leah Mooney, Kelsey Mulhausen, Holly Ostdick, Brian Pigeon, Lauren Platt, Adam Rod, Dave Seglin, Peter Skosey, Chris Strom, Cori Tiberi, Alvaro Villagran

Staff Present: Lindsay Bayley, Mandy Burrell, Anthony Cefali, Teri Dixon, Kama Dobbs, Jesse Elam, Elizabeth Irvin, Leroy Kos, Tom Kotarac, Ricardo Lopez, Jen Maddux, Tony Manno, Martin Menninger, John O'Neal, Ross Patronsky, Russell Pietrowiak, Gordon Smith, Aseal Tineh, Alex Waltz, Simone Weil, Barbara Zubek

1.0 Call to Order

Mr. Connelly called the meeting to order at 9:36 a.m.

2.0 Agenda Changes and Announcements

There were no agenda changes or announcements.

3.0 Approval of Minutes – June 16, 2017

A motion to approve the minutes as presented made by Mr. Loper, seconded by Ms. Hamilton, carried.

4.0 Coordinating Committee Report

Neither of the coordinating committees met since the last Transportation Committee meeting.

5.0 FFY 2014-2019 Transportation Improvement Program (TIP)

5.1 TIP Amendment and Administrative Modifications

Mr. Kos reported that formal amendment 17-08 to the FFY 2014-2019 TIP was published to the eTIP website for committee review and public comment. Administrative amendments 17-08.1 and 17-08.2 were also posted for information. A memo summarizing the formal and administrative changes was included in the meeting packet. A motion to approve amendment 17-08 made by Ms. Karry, seconded John Loper carried.

Ms. Wennink asked what the process is for determining whether projects in the amendment are supporting the long-range plan. Ms. Dobbs explained that individual project changes are not screened against any criteria for plan support in the TIP. Individual implementers that develop funding programs screen projects. CMAP staff reviews all TIP changes, and if a project were to be in conflict with the plan, that change would be thoroughly discussed prior to approval. Ms. Wennink expressed concern that the dollars that are being used to reach the region's goals are not scrutinized as part of the TIP amendment. She stated that other MPOs use criteria to program projects in their regional transportation plans and CMAP should consider looking at the models that other MPOs use. Ms. Dobbs add that projects programmed with specific fund sources such as CMAQ, TAP, and STP are subject to project selection processes that use a variety of criteria before they are entered into the TIP. She noted that CMAP is moving towards including performance data in the TIP. Mr. Kotarac added that the transportation committee has discussed having smaller thresholds with a larger list of projects to analyze for the regionally significant projects that will be included in the plan. He added that there are also ongoing discussions about setting targets for projects using the federal target setting process.

5.2 Semi-Annual GO TO 2040/TIP Conformity Analysis and TIP Amendment

Mr. Kos reported the semi-annual GO TO 2040/TIP conformity analysis and TIP amendment has been prepared for public comment. Mr. Loper made a motion, seconded by Ms. Karry, to release the semi-annual GO TO 2040/TIP conformity analysis and TIP

amendment 17-10 for a 30-day public comment period from August 4 to September 4, 2017. The motion carried.

6.0 FFY 2018-22 Congestion Mitigation and Air Quality Improvement (CMAQ) program and FFY 2018-20 Transportation Alternative Program (TAP-L)

Mr. Ferguson reported the proposed CMAQ and TAP-L programs of projects includes a combined program of 39 projects. He noted that three sponsors requested phase 1 engineering funding under the hardship exception and one project, submitted by Country Club Hills, was selected for inclusion in the proposed program. Mr. Ferguson provided an overview of the ranking process used to develop the program. Mr. Pitstick made a motion, seconded by Ms. Hamilton, to release the FFY 2018-22 CMAQ program and FFY 2018-20 TAP-L program for a public comment period from August 4 to September 4, 2017. The motion carried.

7.0 LTA Call for Projects

Mr. Manno provided an update on the recent Local Technical Assistance call for projects that closed on June 29, 2017. Eighty applications were submitted by 69 different applicants. An additional 13 applications were submitted to the RTA for consideration through their Community Planning program. Over the next two months, staff will ask for feedback from the working committees, transit and transportation partners, and other external agencies. A summary of the applications was included in the meeting packet. The final program of projects will be approved in October at the joint CMAP Board and MPO Policy Committee meeting.

8.0 ON TO 2050

8.1 Public Health Strategy Paper

Mr. Lopez provided an overview of the Public Health Strategy Paper. With support from the Chicago Community Trust, CMAP has partnered with Adler University Institute on Social Inclusion to develop the strategy paper to inform ON TO 2050. Mr. Lopez described the initial phase of the project, which is focused on analyzing the public health landscape and identifying CMAP's role as an MPO in public health outcomes. Mr. Lopez provided an overview of how peer metropolitan planning organizations incorporate public health concepts into their planning and policy efforts. Mr. Lopez led a discussion about how committee members currently engage with public health, and what barriers the region will need to overcome to become a healthy region by 2050.

Ms. Hamilton stated that CDOT has been working with the Department of Public Health since 2008 on initiatives that relate to obesity and metabolic disorders that come from an inactive lifestyle. Examples of those initiatives are their Complete Streets Policy and their Make Way for Play Plan . She added that CDOT is also working on Vision Zero and said that there is an intersection between encouraging active transportation and traffic safety. Ms. Forbes stated that Kane County has integrated goals and strategies of public health into their plans since 2012. She added that the Kane/Kendall Council of Mayors gives extra points for projects that promote active transportation when selecting local STP projects.

8.2 Walkability Metric – Non motorized Snapshot

Ms. Bayley reported that based on data and stakeholder input, it appears that communities investing in high-quality non-motorized transportation options are seeing an increase in walking and biking. Challenges remain to addressing inequity in safety outcomes and expanding infrastructure into neighborhoods throughout the region. Slowing traffic, reducing distractions, and re-designing our streets to make them safe for all users and enjoyable for walking and biking will be important to fulfill the region's desires for enhanced non-motorized transportation. Using four important elements of walkability the CMAP region was evaluated for usefulness, safety, comfort, and interest, using available data. As a regional analysis, this provides a general estimate of walkability, but localized assessments require more in-depth analyses.

Mr. Neufeld asked what CMAP is doing to measure mobility. He stated that the American Community Survey is not good at measuring bicycle and pedestrian trips because most of them are not work trips. Ms. Bayley replied that the data for the travel tracker survey will be out next year. She added that there are additional data sources that have been looked into but they all have their limitations.

8.3 Innovative Technology

Ms. Irvin gave an overview of the major strategies identified in the Emerging Transportation Technologies strategy paper. Emerging technologies that likely will have a significant impact on the region by 2050, but also have substantial uncertainties include: connected vehicles and smart infrastructure, automated vehicles, shared mobility, big data, and alternative energy.

Mr. Pitstick asked if fiber optics and the need for them can be elevated in this strategy paper. The RTA has been working to implement transit signal priority throughout the region and one thing that is expensive and time consuming is getting the communications network in place. Mr. Neufeld stated there is urgency on this issue because the house passed H.R. 3388 on the regulation of automated cars. He stated there is a need to move quickly and a task force is needed. Mr. Sriraj commented that there are unintended consequences to some of the strategies and asked if there are any strategies to preserve the character of neighborhoods. Ms. Irvin replied that this paper does not specifically address that but other CMAP papers have identified strategies to preserve communities. Ms. Wennink agreed with Mr. Neufeld that a task forces should be started and asked if there are small and low cost upgrades that can be done during maintenance to prepare for AV communications while work is being performed already.

9.0 Other Business

Mr. Elam announced that CMAP will be releasing a request for information (ROI) for development of a pavement management system. He stated that an informal working group with external partners who currently have pavement management systems will be formed to answer questions about cost, timelines, products and data collection and work issues.

Mr. Kotarac announced that TIP Principal Ross Patronsky is retiring and this will be his last meeting. He thanked him for his contributions to CMAP and congratulated him on his retirement.

Mr. Riddle announced that IDOT is currently conducting outreach for the Multi-Year Program (MYB) and there will be an open house at District 1 throughout the day on August 29. Ms. Ostdick added that outreach for the State Transportation Improvement Program (STIP) is also being sought at the open house.

10.0 Public Comment

Mr. Armstrong asked what will happen to the abandoned railroad at Cermak and Canalport and if other abandoned railroads will be turned over for other uses. Ms. Hamilton stated that CDOT is constantly monitoring railroads and files for interim trail use when railroads are up for abandonment. Mr. Armstrong commented that there should be a town hall meeting with the Village of Niles for the proposed Metra Station.

Ms. Armstrong stated that the gas tax should be used for public transportation.

11.0 Next meeting

The next Transportation Committee meeting will be held on September 29, 2017.

12.0 Adjournment

On a motion by Ms. Hamilton, seconded by Ms. Ciavarella, the meeting adjourned at 11:06 a.m.

Agenda Item No. 5.2

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
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MEMORANDUM

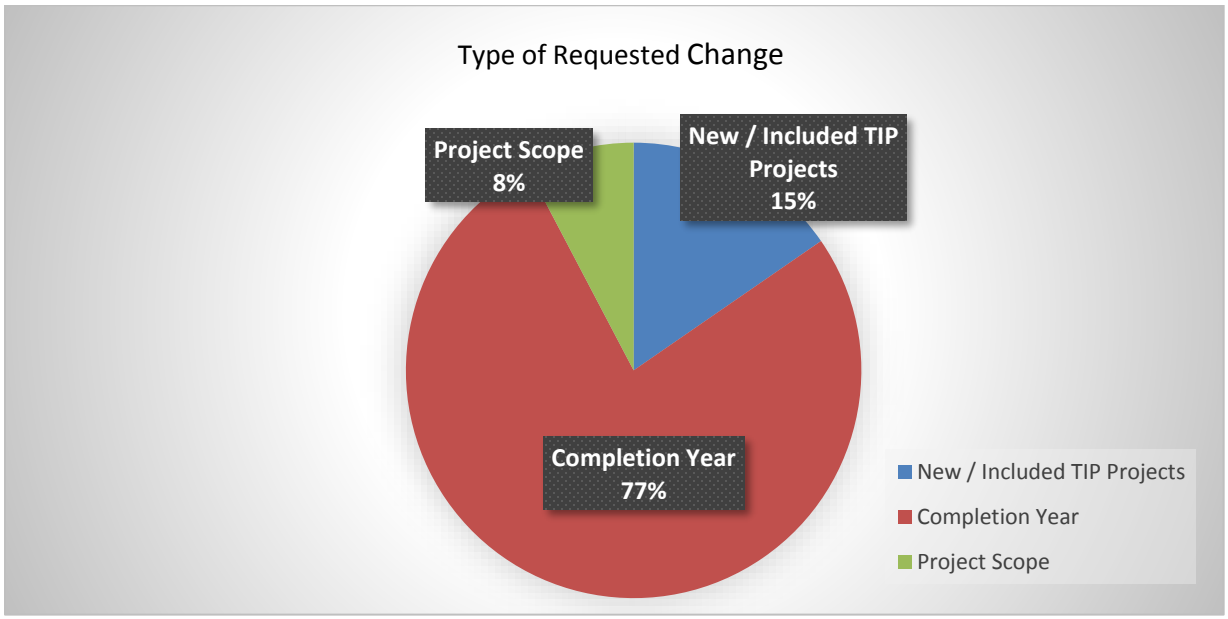
To: CMAP Transportation Committee

From: CMAP Staff

Date: September 22, 2017

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

In accordance with the semi-annual conformity analysis policy, CMAP staff asked programmers to submit changes, additions, or deletions to non-exempt projects for inclusion in the regional air quality analysis of the Transportation Improvement Program (TIP) and GO TO 2040. Of the changes requested, thirteen projects require air quality conformity analysis. Below is a summary by type of requested changes.



If the TIP amendment is approved, two new non-exempt projects will be included in the TIP. These types of projects are included in the conformity analysis because funding for phases beyond preliminary engineering has been identified in the TIP. Non-exempt projects with only preliminary engineering funding and exempt tested projects are excluded from conformity analysis.

The new projects are:

TIP ID **01-17-0017**: Damen/Lake Green Line Elevated CTA Station

- TIP ID **10-17-0017**: Corridor improvement along Fairfield Rd from Gilmer Rd to IL 176.

Limits are the cross-streets, mileposts or other boundaries which define the extent of a project. There are no projects with significant limit changes.

The completion year indicates when a project is anticipated to be in service to users. The conformity analysis is conducted for selected analysis years between now and 2040. The analysis years are currently 2020, 2025, 2030 and 2040. If a change in completion year results in moving a project across an analysis year, the project must be revised in the conformity analysis.

Three GO TO 2040 Major Capital Projects have a revised completion year requiring a revision to the conformity analysis.

- TIP ID **01-02-9018**: Rock Island District Line from 16th St to Gresham Junction
- TIP ID **10-06-0061**: IL 53 North-South Tollway from IL 120 to Lake Cook Rd IL 53/120 Tollway
- TIP ID **10-94-0047**: IL 120 from Wilson Rd to US 41 IL 53/120 Tollway (IL 120 Bypass)

The following non-exempt group of projects crossed an analysis year and are included in the conformity analysis.

- TIP ID **08-00-0057**: 248th Ave from 95th St to 103rd St
- TIP ID **09-00-0033**: Bliss/Fabyan Rd extension to Main St
- TIP ID **09-09-0099**: U.S. 30 from IL 47 to Albright Rd
- TIP ID **10-09-0037**: US 41 Skokie Hwy from Quassey Avenue to S of IL 176
- TIP ID **10-96-0005**: Quentin Rd from IL 22 to Lake Cook Rd
- TIP ID **11-00-0001**: IL 31 Front St from S of IL 120 Belvidere Rd to N of IL 176
- TIP ID **13-16-0005**: Barrington Rd between IL 62 to Mundhank Rd

The scope of a project is determined by the **work types** associated with the project.

- Non-exempt work types are expected to affect air quality and must be included in the conformity analysis. Examples of non-exempt work types are adding lanes to a road, interchange expansion, signal timing and the major expansion of bus route service.
- Exempt tested work types do not require an air quality conformity analysis, but the region has chosen to include the impacts of these types of projects in the travel demand model. Exempt tested projects include new commuter parking lots, rolling stock replacement, and road reconstruction with lane widening to standard (e.g., 10 feet to 12 feet).
- Exempt work types do not require an air quality conformity analysis. Examples of exempt work types are intersection improvements and rail station modernization.

The following GO TO 2040 Major Capital Project scope was changed to define the new station locations. Although this is not a change to the plan, for conformity purposes the project is included for analysis:

- TIP ID **18-07-0670**: UP NW Line New Start (3870), Metra UP Northwest Improvements and Extensions. New Stations at Johnsburg, Prairie Grove and Ridgefield.

The public website of the **TIP database** is available through the hyperlink for current project information. Newly submitted changes are found in the **Conformity Amendments** report.

The regional travel demand model was run using the updated networks. The resultant vehicle miles traveled (VMT) by vehicle class, speed, time of day, and facility type were entered into the US Environmental Protection Agency's MOVES 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 (NOx), the resulting emissions inventories estimates fell below the applicable budgets for the ozone maintenance State Implementation Plan (SIP).

As of April, 2015 the region was designated as "unclassifiable" with respect to the 2012 fine particulate matter standard. Effective October, 2016, the 1997 fine particulate matter standard was revoked – this is the standard to which the region has been conforming. Thus, for regulatory purposes, the region has no conformity requirement with respect to fine particulate matter. To reflect this, the conformity inventory table shows only the inventories for ozone precursors.

Direct $PM_{2.5}$ and NOx Emissions in Tons per Year for $PM_{2.5}$ Conformity

	Fine Particulate Matter		Nitrogen Oxides	
Year	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2020	**1,636.83**	5,100.00	**43,423.51**	127,951.00
2025	**1,214.10**	2,377.00	**29,793.79**	44,224.00
2030	**1,003.56**	2,377.00	**23,868.14**	44,224.00
2040	**827.79**	2,377.00	**16,171.75**	44,224.00

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

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

	Volatile Organic Compounds		Nitrogen Oxides	
Year	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2020	**76.29**	117.23	**114.21**	373.52
2025	**60.05**	60.13	**77.02**	150.27
2030	**47.74**	60.13	**60.46**	150.27
2040	**33.85**	60.13	**39.66**	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 July 25, 2017

ACTION REQUESTED: Approval

Agenda Item No. 6.0

Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: Transportation Committee

From: CMAP Staff

Date: September 22, 2017

Re: Proposed FFY 2018-2022 CMAQ and FFY 2018-2020 TAP-L Programs

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At its September 14, 2017 meeting, the CMAQ Project Selection Committee considered the comments on the proposed FFY 2018-2022 CMAQ and FFY 2018-2020 TAP-L programs released for public comment from August 4 to September 4, 2017. The Project Selection Committee accepted the staff recommendations regarding the comments and no changes were made to the proposed programs. See the memo to the CMAQ Project Selection Committee that follows for a summary of the comments received on the CMAQ program and the individual comments are available at **http://www.cmap.illinois.gov/mobility/strategic-investment/cmaq/program-development**.

Staff Contact: Doug Ferguson, Senior Planner, **dferguson@cmap.illinois.gov**, 312-386-8824

ACTION REQUESTED: Approval

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Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: **CMAQ Project Selection Committee**

From: CMAP Staff

Date: September 7, 2017

Re: Public Comments on Proposed FFY 2018 – 2022 CMAQ and FFY 2018-2020 TAP-L Programs

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The following is a summary of comments received on the proposed FFY 2018 – 2022 CMAQ and FFY 2018-2020 TAP-L programs and the staff recommendations with regard to those comments. Eight comments on specific proposals were received and one of those comments was received after the deadline but was included with the rest of the comments. Copies of the individual comments are available at http://www.cmap.illinois.gov/cmaq/program-development.

Robyn Gabel, State Representative, 18th District, Illinois House of Representatives
Stephen H. Hagerty, Mayor, City of Evanston
Daniel P. DiMaria, Village President, Village of Morton Grove
Steven C. Vinezeano, Village Manager, Village of Niles

TI17184310 – Pace – Pulse Dempster Line

Representative Gabel, Mayor Hagerty, President DiMaria and Mr. Vinezeano each submitted a letter supporting the inclusion of the subject project in the proposed program.

- The subject project is currently included in the proposed CMAQ program.

Karen Darch, Village President, Village of Barrington

BE03184243 – Barrington – US Route 14 Underpass

President Darch submitted a letter expressing concerns over the rankings and the evaluation criteria used to select projects. In particular, she suggests that if the CMAQ rankings are low, such as is the case with the subject project, that the public and the media might incorrectly interpret that as meaning that the entire project is not worthwhile. Her letter also asks the Committee to reexamine the use of overall project cost in the development of the cost per

kilogram of Volatile Organic Compounds (VOC) eliminated as it disadvantages costly projects such as grade separations.

- The subject project ranked 2nd to last among Bottleneck Elimination projects with a cost per kilogram of VOC eliminated of $78,238 and a transportation impact criteria score of 16 out of 40. For the purpose of comparison, the bottleneck elimination with the highest cost per kg of VOC eliminated that received funding in this round was $6,526.

- The evaluation criteria used to develop the project rankings is detailed in the Program Application Booklet, which was published at the beginning of the call for projects.

- The calculation of the cost per kilogram of VOC eliminated is based upon the overall project cost and the estimation of VOC emissions that would be reduced by the implementation of the project. For traffic flow improvement projects, which includes bottleneck eliminations, staff estimates the overall speed improvement for the traffic affected by a project. This speed improvement is combined with the VOC emissions rates from the Environmental Protection Agency's MOVES model to calculate the estimated emission reductions. In the case of the subject project, the speed improvement is estimated based upon the observed delay as reported by the Village of Barrington in the subject project application.

Tim Grzesiakowski, Executive Director, Transportation Management Association of Lake Cook

OT10184227 – Lake Co DOT – TMA of Lake Cook Last Mile Market Shuttle Demonstration Project

Mr. Grzesiakowski submitted an email requesting the Committee revisit the benefits of the subject project and consider funding the project.

- The subject ranked 3rd among Other projects with a cost per kilogram of VOC eliminated of $5,889. The 2nd ranked Other project did receive funding in the proposed program with a cost per kilogram of VOC eliminate of $2,907.

- While the subject project did show potential merit, the project does not specifically identify the transit services that will be provided. The subject project proposes to identify and develop transit markets, which leaves the actual benefits in question.

Brian Urbaszewski, Director, Respiratory Health Association
Susan Mudd, Senior Policy Advocate, Environmental Law & Policy Center

DR18184319 – Metra – Locomotive Acquisition and Rehabilitation

Mr. Urbaszewski and Ms. Mudd each submitted an email to express disappointment with the current form of the subject project, which is included in the proposed program, and to request that additional stipulations be placed on the project that will ensure the highest air quality and health benefits. Specifically, they would like the locomotives obtained with CMAQ funding to be refurbished to meet US EPA Tier 4 standards.

- The subject project is included in the proposed program for $44,800,000 in CMAQ funds that will purchase and re-manufacture 16 locomotives. The application states that "Metra would aim to get at least Tier 2+/Tier 3 engines." By requiring a Tier 4 standard, Metra would be required to purchase new locomotives versus rehabbing older models which would carry a higher cost per locomotive and thereby reduce the overall number of locomotives.

Agenda Item No. 7.0

Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: Transportation Committee

From: Jason Navota, Director for Planning

Date: September 22, 2017

Re: Local Technical Assistance (LTA) Project Selection

Attached to this memo is a document that describes staff recommendations for selection of Local Technical Assistance (LTA) projects. This document describes the rationale for the staff recommendations, lists the recommended projects, and provides basic information about project distribution across communities.

The recommended program of LTA projects will be brought to the CMAP Board for approval at its meeting on October 11. Immediately before that meeting, the Programming Committee will meet and will be asked to recommend approval of the program.

Please contact Jason Navota at 312-386-8750 or **jnavota@cmap.illinois.gov** if you have any general questions about the recommendations or the treatment of any specific projects.

ACTION REQUESTED: Approval

Chicago Metropolitan Agency for Planning

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Local Technical Assistance (LTA) Program: 2017 Recommendations for Project Selection DRAFT – September 8, 2017

Following the adoption of GO TO 2040, CMAP established the Local Technical Assistance (LTA) program to direct resources to communities pursuing planning work that helps implement GO TO 2040. During the most recent call for projects, which ended on June 29, CMAP received 80 applications for assistance from 69 different applicants. Further information on applications received is available at: **http://www.cmap.illinois.gov/programs-and-resources/lta/call-for-projects**.

The CMAP Board and MPO Policy Committee will be asked to approve the staff recommendations for the LTA program at their joint meeting on October 11. Prior to the Board and MPO Policy Committee meeting, the Programming Coordinating Committee will be asked to recommend approval. The Transportation Committee will be asked to recommend approval at their meeting on September 29.

The purpose of this memo is to present CMAP staff recommendations for the treatment of each application received. It is divided into four sections:

- Staff recommendations for projects to be undertaken through the LTA program.
- Basic statistics concerning the projects recommended for selection.
- Evaluation process.
- Full lists of projects that are recommended and not recommended.

LTA recommendations

In total, 34 new projects are recommended to be pursued through the LTA program. These projects were selected by applying CMAP's selection criteria: alignment of the project with the recommendations of GO TO 2040; local need for assistance; local support, feasibility, and ability to implement; collaboration with other groups, including neighboring governments and nongovernmental groups (with multi-jurisdictional projects a particular priority); input from relevant Counties and Councils of Government (COGs); and geographic balance. Among these factors, local need for assistance was given particular priority this year, due to the focus of ON TO 2050 on inclusive growth.

Additionally, as CMAP has completed LTA projects, the implementation of completed projects is a priority. Several of the applications requested help to implement projects that had been previously undertaken through the LTA program; many of these projects are recommended for selection. For organizational purposes, recommended projects are presented below in groups.

Multi-jurisdictional projects

Numerous applications this year crossed jurisdictional boundaries, and many of these are recommended for approval. Several focused on transportation, and specifically bicycle and pedestrian improvements. ***Beach Park*** requested assistance with trail connections and lakefront access, in partnership with North Chicago, Waukegan, Winthrop Harbor, Zion, and Lake County. The ***Cook County Forest Preserves*** requested a feasibility study for a southern extension of the Des Plaines River Trail through Brookfield and Riverside. Slightly further south, ***Justice*** worked in partnership with Bedford Park and Summit to request a study of improvements to the I&M State Trail. ***Aurora*** and several neighboring communities submitted a multi-part project, of which the best fit for CMAP's expertise is a feasibility study for expansion of their bikeshare system. Finally, the ***Northwest Municipal Conference*** requested an update to their subregional bicycle plan.

Three recommended applications addressed land use in a multi-jurisdictional way. These include corridor studies or subarea plans submitted by ***Algonquin and Cary***, the ***North Avenue District***, which represents a stretch of North Avenue on the border between Chicago and Oak Park, and ***DuPage County***, which submitted a corridor study along Route 83 in partnership with municipalities in that corridor. CMAP expects to work with the Urban Land Institute (ULI) closely on the first two of these applications.

Several other multi-jurisdictional projects covered other topics. ***Oswego, Montgomery, and Yorkville*** requested assistance with studying a governance structure for a shared water treatment plant to reduce their reliance on groundwater; CMAP intends to conduct this project in partnership with the Metropolitan Planning Council (MPC), and is pursuing funding from the Illinois Department of Natural Resources (IDNR) to support it. The ***McHenry County Council of Governments***, in collaboration with the County and several of its major municipalities, requested assistance with a shared services plan to streamline intergovernmental cooperation, including increasing efficiency of transportation service provision. Finally, ***Kane County*** proposed a regional study of Transfer of Development Rights (TDR), a planning technique that can advance both land preservation and reinvestment goals, and similar topics. Two additional multi-jurisdictional projects in south Cook County are described later in this report.

Planning priorities reports

Planning priorities reports are lighter-touch planning studies that are suited for communities with limited staff. They can be useful in both identifying planning priorities for a community and confirming local commitment to a future full-scale planning process. These reports involve interviews with numerous local stakeholders, review of past planning work, and examination of current demographic, economic, transportation, and other conditions. Based on this information, planning priorities reports then recommend what sort of assistance a community needs. This may be a comprehensive plan, zoning ordinance update, corridor plan, or similar planning product; or it may be a training series for elected officials, a shift in departmental responsibilities, a new business development program, or many other options.

Four planning priorities reports are recommended this year, in ***Sandwich, Thornton***, the ***Bridgeport-Canaryville*** neighborhood of Chicago, and the ***Illinois International Port District***.

Many of these applicants requested a full comprehensive or neighborhood plan, but CMAP instead recommends a planning priorities report so that the needs and priorities of the community can be better understood before significant resources are devoted to a full-scale plan. These may lead to follow-up applications next year.

High-need communities

In line with CMAP's focus on inclusive growth in ON TO 2050, a particular focus this year was directing resources to high-need communities. As shown later in this document, most projects are in communities with high or very high need.

Several projects in high-need communities have been listed already in other sections. Most of the rest can be found in south Cook County. These include comprehensive plans in ***Calumet Park, Sauk Village,*** and in eastern Will County, a comprehensive plan in ***Beecher***. Several more specialized plans are also recommended, including a stormwater and transit-oriented development plan in ***Robbins***, a capital improvement plan for stormwater infrastructure in ***Midlothian***, and a transportation plan in ***Matteson*** (which is in the south suburbs but not considered a high-need community). Two multi-jurisdictional projects in south Cook are also recommended: an economic growth plan sponsored by the ***Cook County Bureau of Economic Development***, and a municipal assistance program proposed by the ***South Suburban Mayors and Managers Association***. Many of these south Cook projects are funded in part through a specific stormwater and economic development grant from Cook County through the Community Development Block Grant - Disaster Recovery (CDBG-DR) program.

Several projects in Chicago are also in high-need communities. These include a parking study for the ***Coalition for a Better Chinese American Community***, building on a successful LTA neighborhood plan there; transit-oriented and economic development planning for the ***Northwest Side Housing Center***, again building on a recently-completed plan; an examination of the feasibility of a cluster of medical uses in the area served by the ***Far South Community Development Corporation***; and a new neighborhood plan submitted by the ***McKinley Park Development Council***.

Zoning improvements

Updates to zoning ordinances, subdivision regulations, and development review processes are important methods to implement past plans. Four of these are recommended this year. Full ordinance revisions are proposed in ***Carol Stream, Montgomery,*** and ***Summit***, all of which have recent comprehensive plans. A smaller set of deliverables will be produced for ***Maywood*** to add illustrations to their existing code.

Other projects

Finally, a number of recommended projects do not fit neatly into the classifications above. ***Frankfort*** requested training for their plan commission, which aligns well with CMAP's priorities and also helps build local capacity. On the southern edge of the region, ***Channahon***, a community with significant freight traffic and growth potential, requested assistance with a comprehensive plan. Last but not least, the ***Chicago Office of Budget and Management*** requested assistance with data and analysis elements of their upcoming Consolidated Plan.

Projects that are not recommended

Projects that were considered lower priority for LTA assistance for a number of reasons are described in general terms below.

- Priority for assistance was given to communities that had lower incomes or were smaller in size, meaning that more prosperous or larger communities were less likely to receive assistance. Lower-need communities generally had to present an innovative project or one that aligned especially well with a specific CMAP priority in order to be recommended.
- CMAP continued its efforts to assess local commitment, including more detailed phone interviews with sponsors of projects that showed initial promise. In some cases, sponsors did not show sufficient local commitment to give CMAP a good expectation of success.
- Some projects were good concepts but would benefit from further development by the project sponsor. In some cases, additional multijurisdictional partners would give a project a greater chance of success.
- Applicants that already have active LTA projects were not recommended (although some that are expected to wrap up in the next few months did have recommended follow-up projects).
- Some projects were simply not a good fit for the LTA program, as they did not demonstrate the full support of affected local governments, or did not demonstrate alignment with the recommendations of GO TO 2040.
- Finally, a number of projects beyond the list of 34 recommended in this memo are positive and viable projects, but were beyond available resources this year. CMAP will encourage communities who submitted projects that were just outside resource constraints to resubmit in future years, in some cases with modifications that will improve their chances of selection.

A full list of applicants that are not recommended to receive assistance is included at the end of this document.

Statistics of recommended projects

In the following section, basic statistics are provided for the distribution of projects by geography and community need.

Geographic distribution

In the design of the LTA program, an effort was made to identify projects to be pursued in many different parts of the region. In the following table, the distribution of recommended projects by geography is summarized. Projects may be reported in multiple geographies, and these are noted below the table.

	Chicago	Cook total	N and NW Cook	W Cook	SW Cook	S Cook	Collar total	DuPage	Kane	Kendall	Lake	McHenry	Will	Total
Selected applicants	8	14	1	4	1	8	14	4	5	3	2	4	3	34
Total applicants	14	27	6	7	2	11	31	7	7	4	6	8	9	69

Recommended projects included in multiple geographies are:

- Aurora regional mobility plan (Kane, DuPage, and McHenry)
- Montgomery zoning (Kane and Kendall)
- Northwest Municipal Conference multimodal transportation plan (northwest Cook, DuPage, Kane, Lake, McHenry)
- North Avenue corridor plan (Chicago and west Cook)
- Oswego, Montgomery, and Yorkville shared water treatment plant study (Kane and Kendall)

As the above table shows, recommended projects cover all parts of the metropolitan area. The most projects are recommended in Chicago and south Cook, which also had the highest number of individual applicants (and in general, the highest need for assistance). Kendall County had the highest rate of success, with three projects recommended. Only one project in northwest Cook is recommended this year, but it is a large multijurisdictional study.

Community need

An important factor in the review process was the need of the community for assistance. The LTA program is meant to prioritize projects in communities that have limited resources and would not have the ability to undertake the project without CMAP's assistance. Communities were divided into four categories based on median income, local tax base, and size, ranging from "very high" to "low" need. As a new element of the program in 2015, a match was required of project sponsors. The match varied by community need, ranging from 5% in "very high" need communities to 20% in "low" need communities. The following table and chart summarize the distribution of recommended projects by community need.

	Very high need (5% match)	High need (10% match)	Moderate need (15% match)	Low need (20% match)	Total
Selected applicants	8	11	4	11	34
Total applicants	13	15	11	30	69

Regionwide, slightly under half of the region's municipalities (and Chicago Community Areas) are calculated to have very high, high, or moderate need, resulting in a reduced match requirement. In comparison, nearly 75% of the resources in this year's program are devoted to these higher-need communities. The structure of the match requirement was designed to continue to permit the participation of higher-need communities. Based on the applications received and distribution of resources, the LTA program is shown to remain a viable option for higher-need communities.

Evaluation process

To evaluate each project, staff reviewed the applications and other background materials and also scheduled phone calls with each applicant to discuss their ideas. Questions were meant to gauge consistency with GO TO 2040, local commitment, internal and external support, and the project's overall feasibility. Additional follow-up phone calls were also conducted in a number of cases.

Applications were also reviewed with a variety of groups in July and August. Working committees were asked to provide comments on the LTA applications. Special meetings were also held with transit agencies, county planning directors, the City of Chicago, and technical assistance providers. Councils of Government (COGs) and Councils of Mayors (COMs) were encouraged to submit comments via email, and several of them did. Comments and expressions of support from these groups were used in part to determine the recommendations for selection.

Project listing

Recommended:

Sponsor	Project
Algonquin and Cary	Subarea Plan
Aurora	Regional Mobility Plan
Beach Park	Regional Bike Plan
Beecher	Comprehensive Plan
Bridgeport and Canaryville	Planning Priorities Report
Calumet Park	Comprehensive Plan
Carol Stream	Zoning Code Update
Channahon	Comprehensive Plan
Chicago Office of Management and Budget	Consolidated Plan Assistance
Coalition for a Better Chinese American Community	Parking Study
Cook County Bureau of Economic Development	South Suburban Economic Growth Initiative
DuPage County	Corridor Study
Far South Community Development Corporation	Existing Conditions and Market Analysis
Forest Preserves of Cook County	River Trail Feasibility Study
Frankfort	Plan Commissioner Training
Illinois International Port District	Planning Priorities Report
Justice	I&M Canal Trail Extension Feasibility Study
Kane County	Transfer of Development Rights Research
Matteson	Transportation and Streetscape Plan
Maywood	Zoning Sketchup Diagrams
McHenry County Council of Governments	Shared Services Plan
McKinley Park Development Council	Neighborhood Plan
Midlothian	Stormwater Management Plan
Montgomery	Zoning Ordinance Update
North Avenue District	North Avenue Corridor Plan
Northwest Municipal Conference	Multimodal Transportation Plan

Sponsor	Project
Northwest Side Housing Center	Transit-Oriented Economic Development Plan
Oswego, Montgomery, and Yorkville	Shared Water Treatment Plant Study
Robbins	Stormwater, TOD and Industrial Area Plan
Sandwich	Planning Priorities Report
Sauk Village	Comprehensive Plan
South Suburban Mayors and Managers Association	Capacity Building and Training
Summit	Zoning Code Update
Thornton	Planning Priorities Report

Please note that two additional local projects will be tracked through the LTA program, but were not submitted as LTA applications. Both of these were specified within state grants that CMAP has recently received or are pending approval. The first of these, a watershed plan for Mill Creek in Kane County, was identified by the IEPA as a priority, and will be fully funded by the IEPA. The second involves convening water suppliers in Joliet and the surrounding areas to discuss future groundwater availability and limitations, and will be fully funded by IDNR.

Not recommended:

Sponsor	Project
Algonquin**	Health Assessment
Aurora**	Neighborhood Plan
Aurora**	Comprehensive Plan
Aurora and Naperville	Homes for a Changing Region
Berkeley	Zoning Code Update
Berkeley	St. Charles Rd Corridor Study
Cook County Department of Planning and Zoning**	Comprehensive Plan Update
Crystal Lake	Active Transportation Plan
Des Plaines	Parking Study
Evanston	Corridor Study
Forest Park	Sub Area / Cultural Park Plan
Frankfort**	Bicycle Trail Master Plan
Frankfort**	Sub Area Plan
Frankfort**	Residential Tear Down Management Study
Frankfort**	Historic District Revitalization Plan
Geneva	Corridor Redevelopment Plan
Glen Ellyn	Comprehensive Plan
Greater Chatham Initiative	Downtown Development Plan
Greater Ravenswood Chamber of Commerce	Corridor Plan for Lawrence Ave
Hanover Park	Comp Plan Update
Homer Glen	Comprehensive Plan Amendment
Indian Head Park	Zoning Code Update
Joliet	Downtown Bicycle Plan
Justice**	I&M Corridor Study
Justice **	Zoning Code Update

Sponsor	Project
Lake in the Hills	Comprehensive Plan
Lake Zurich	Corridor Redevelopment Plan
Lake Zurich	Zoning Code Update
Lakemoor	Town Center Master Plan
Lakemoor	Zoning Code Subdivision Ordinance
Lakeview Citizens Council	Sub Area Plan
Lincolnshire	Corridor Study
Lynwood	Downtown Development Plan
McHenry County**	Fox River Corridor Study
Mokena	Comp Plan / Station Area Plan update
Mount Prospect	Sub Area Plan
Naperville	Building Design Guidelines
Ninth Ward Greater Roseland Community Coalition	Corridor and Pedestrian Improvement Plan
Oak Lawn	Corridor / Interchange Plan
Richton Park	Economic Development Plan
Skokie	Site Specific Development Plan
Steger	Downtown Development Plan
University of Illinois at Chicago	Industrial Corridor Growth Plan
Wilmington	Bikeway Study

** Also submitted a project recommended for inclusion in the LTA program.

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FY2016-FY2017 SECTION 5310 –PROGRAM OF PROJECTS

Applicant	Project Title	Description and Justification	Total Estimated Budget	Federal Share
AID	Ride in Kane Phase 15 & 16	The Ride in Kane project coordinates paratransit services in Kane County into a centralized system that optimizes transportation resources for older adults and persons with disabilities. The sponsors of this project include multiple private non-profit organizations and local units of government. Currently there are 20 private, non-profit organizations and local units of government participating in the program. This is an existing Section 5310 funded project.	$1,964,883	$1,572,907
City of Naperville	Ride DuPage to Work	This project continues to operate as part of the Ride DuPage program. Older adults are afforded increased employment opportunities by providing them with transportation to jobs outside of their own town and at times that may extend beyond traditional work hours. Seven local governments sponsor the service. This is an existing Section 5310 funded project.	$1,671,384	$835,692
DuPage County	Transportation to Work	The Transportation to Work Program is a demand responsive service under the existing Ride DuPage system designed to provide persons with disabilities with greater opportunities to obtain and maintain employment through affordable transportation. This is an existing Section 5310 funded project.	$1,021,724	$510,862
Lake County Central	Ride Lake County Central Dial-a-Ride	The service provides expanded dial-a-ride transportation in Lake County to persons with disabilities and older adults residing in central Lake County. Five municipalities and Lake County sponsor the project. This is an existing Section 5310 funded project.	$239,626	$119,813
Lake County West	Ride Lake County West	The service provides expanded dial-a-ride transportation in six townships primarily for persons with disabilities and older adults in the western portion of Lake County. The townships, in cooperation with the Lake County Coordinated Transportation Services Committee, and Lake County sponsor the project. This is an existing 5310 funded project.	$642,500	$321,250
Little City Foundation	Transportation Program	This project provides transportation for seniors and individuals with intellectual and developmental disabilities, who are enrolled with Little City, to places of employment, community activities, Special Olympics regional competitions, and medical appointments. This is an existing Section 5310 funded project.	$920,000	$460,000
Kendall Area Transit	Kendall Area Transit	This is a general public, demand responsive paratransit service that provides service predominately for senior citizens and persons with disabilities in the urban portions of Kendall County. This is an existing Section 5310 funded project.	$600,000	$300,000

McHenry County	McRide	McRide program provides coordinated dial-a-ride service to individuals with disabilities and individuals 60 years or older. Funding is recommended to fund this existing Section 5310 project.	$1,680,000	$840,000
Ray Graham Association	Ensuring Access to the Community	Individuals with disabilities are transported from their homes to Community Learning Centers and to a variety of other activities including grocery shopping, medical appointments, volunteer opportunities and recreational activities.	$2,717340	$1,358,670
Will County	Will-Ride	This program provides transportation and mobility management services for persons with disabilities and older adults residing in eastern Will County townships. The program is an outgrowth of the county's coordinated paratransit plan funded through the RTA's former sub-regional Planning program.	$566,000	$283,000
CTA	Tactile Signage at CTA Bus Stops	This proposed project would install 10,712 tactile signs at all bus stop poles where CTA public information signs are currently posted to provide information about the exact bus stop location to customers who are blind or have visual or cognitive disabilities. CTA has a total 10,727 bus stops of which 10,712 have public information signs posted.	$475,437	$380,350
Pace	Phase VI Regional Call Center	Phase VI of Pace's Regional Call Center takes reservations for dial a ride and demand response services to seniors and individuals with disabilities. The Call Center provides comprehensive mobility management services that improve the coordination and operation of transportation services.	$2,216,885	$1,773,508

Agenda Item No. 10.0

Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: Transportation Committee

From: CMAP Staff

Date: September 22, 2017

Re: Options for setting 2018 regional safety performance targets

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Established under MAP-21 and continued in the FAST Act, state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) are given separate responsibility for establishing performance targets and using a set of performance measures to track progress toward meeting those targets for a variety of transportation areas including safety, bridge and pavement condition, air quality, freight movement, and system reliability. A memo outlining these requirements was provided to the Transportation Committee at the March 3, 2017 meeting. The safety performance measure (Safety PM) requirements are set out in the Federal Highway Administration's National Performance Management Measures: Highway Safety Improvement Program final rule.

This memo provides an overview of the Safety PM rule, provides background on the Illinois Department of Transportation's (IDOT) statewide Safety PM targets, and describes several options CMAP has to fulfill the requirements of the Safety PM rule. The memo concludes with a discussion of possible steps to achieving the safety goals.

Safety Performance Management Rule (Safety PM)

The Safety PM requires state DOTs and MPOs to establish safety targets as five-year rolling averages on all public roads for: (1) the number of fatalities, (2) the rate of fatalities per 100 million vehicle miles traveled (VMT), (3) the number of serious injuries, (4) the rate of serious injuries per 100 million VMT, and (5) the number of non-motorized fatalities and non-motorized serious injuries. Thus, the form of the 2018 target is the desired value of the 2014-2018 average for each of the measures. Injuries and fatalities from traffic crashes vary considerably from year to year due to numerous factors, and the five-year average is meant to smooth large changes.

State DOTs and MPOs must adopt annual targets for each safety measure, with state DOTs required to establish quantitative targets. The actual target should be set to what the state

believes it can achieve;[1] the rule does not specify or provide guidance for how ambitious the targets are to be. Each year the FHWA is to evaluate whether states have met, or made significant progress toward meeting, their targets. FHWA will consider states to be in compliance if they have met or improved from the baseline at least four of the five required performance targets.

By contrast, MPOs can either choose to set quantitative targets or commit to help implement the state's target by planning for and programming safety projects. The MPO has the option to support any or all of the state's safety targets or develop its own safety targets for any or all individual measures. State DOTs are to establish their targets by the time the annual Highway Safety Improvement Program report is due to FHWA at the end of August 2017. MPOs have until the end of February 2018 to establish their targets. After that, MPOs are to update their safety targets each year in a report to the state DOT. The MPO will also need to integrate the Safety PM into its planning process by including it in the Metropolitan Transportation Plan (MTP), that is, ON TO 2050. In addition, the MPO is required to show how investments in the Transportation Improvement Program (TIP) help achieve the Safety PM targets.

IDOT Statewide Safety Targets

IDOT set its statewide targets in August (Table 1). IDOT considered two methods to set targets and chose the method with the greatest decrease for each measure. The first is to extrapolate values for the years 2017 and 2018 from a least-squares trend line based on five data points – the five-year rolling average for each year 2012-2016[2] -- and set those values as the targets. The second method is a two-percent annual reduction from the 2012-2016 average (the baseline). IDOT established the targets for fatalities, fatality rates, and the number of non-motorized serious injuries and fatalities as a two-percent annual reduction. By contrast, the least squares method projected an increase in these categories. IDOT used the least squares method for setting the targets for the serious injuries and the rate of serious injuries. The serious injury and rate of serious injuries targets result in a decrease greater than the two percent annual reduction.[3]

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[1] According to FHWA guidance, state DOTs and MPOs are strongly discouraged from using aspirational goals, such as Towards Zero Deaths (TZD), when setting safety targets. While the FHWA agrees with a zero-fatality goal, and even supports the Towards Zero Deaths initiative, the annual safety targets are to be reasonable so agencies can tract progress towards their long-term goals. Setting reasonable targets is expected to allow agencies to see how changes in policy or funding have an effect on traffic safety, and if agencies are not meeting goals, allow them to alter how they approach safety. The annual safety targets are designed to be interim targets that agencies should use to track their performance toward meeting long-term goals.

[2] In IDOT's analysis for fatalities, the data covering the years 2012-2016 was used for the baseline. Because serious injury data from 2016 is not available, IDOT used data covering the years 2011-2015 to estimate the value for 2016 and then made a five-year average based on 2012-2016 information.

[3] It is worth noting that the IDOT targets result in fairly aggressive year-to-year fatality and serious injury reductions. In order to achieve a specific value for the new five-year rolling average, the oldest years are removed from the calculation and the newest years are added on to it. Considering the fatalities from

Table 1. 2018 safety performance measure targets for the state of Illinois

Measure	Baseline (2012-16 average)	2018 Target (2014-18 average)
Total fatalities	990.2	951.0
Fatality rate	0.94	0.90
Total serious injuries	11,774.4	11,231.1
Total serious injury rate	11.29	10.83
Non-motorized fatalities and serious injuries	1,570.8	1,508.6

Note also that state DOTs can maintain compliance with the safety PM rule by preventing safety from worsening relative to the baseline. If the target will be met by matching the 2012-2016 base average of 990 fatalities, there will need to be an average of 973 fatalities for 2017 and 2018.

Regional Safety Performance Target Alternatives

As described above, MPOs have the option to establish targets specific to the MPO planning area or commit to supporting the state DOTs targets. Below CMAP staff has listed a number of potential options the MPO can pursue for setting the Safety PM targets for the CMAP region. Charts comparing options for the five safety performance measures are included at the end of the memo.

1. **Agree to support IDOT's targets.** Although committing to the state targets does not require that CMAP commit to any specific share of reductions, it is helpful nonetheless to compute CMAP's share based on the fraction of crashes occurring in the CMAP area.

2. **Set targets based on regional annual trends.** Similar in concept to IDOT's trends-based targets, this option would set the Safety PM targets as straight-line trends using annual regional crash and VMT data from the previous five years (2012-2016 for fatalities and 2011-2015 for serious injuries).[4]

3. **Achieve a 5-percent annual reduction.** This option assumes an annual five percent reduction for all five safety performance measures as a year-over-year reduction starting from the most recent data (2015 or 2016), rather than a reduction in the five-year rolling average.

2012-2016, in order to achieve the IDOT goal of a 5-year average of 951 fatalities (2014-2018) there will need to be an average of 876 fatalities for 2017 and 2018, which is actually 11.5 percent lower than the baseline and a 19 percent reduction from fatalities in 2016. In the discussion of targets for five-year averages, it is important to understand that the decreases in averages are made through real reductions in annual crashes. These annual reductions may be much larger than the nominal change in rolling 5-year averages.

[4] IDOT's approach for estimating future fatalities and serious injuries was based on extrapolating the five-year rolling averages, not the annual values.

4. **Seek to achieve Vision Zero targets in City of Chicago, and base remainder of region's targets on IDOT reduction.** The Chicago Department of Transportation (CDOT) recently released a 2017 – 2019 action plan that aims to reduce fatalities and serious injuries from traffic crashes by 20 percent and 35 percent, respectively, by 2020 and eliminate both by 2026. This option supports the City's Vision Zero Initiative by setting the targets based on the City achieving its stated goals and basing the remainder of the region's targets on IDOT's goals.

Discussion

The Safety PM represents a major change in the way priorities are set and how progress is tracked in the federal transportation program. For CMAP and the state, the key value of the safety target-setting process is in demonstrating the appropriate commitment to improved safety for all road users. The region has made significant progress in decreasing the number of traffic related fatalities in the region from 687 in 2000 to 470 in 2016. Yet the upward trend of both fatalities and serious injuries is worrisome.

Options 1 and 4 involve the MPO modeling its goals after two major stakeholders, IDOT and the City of Chicago. While it is not completely straightforward to compare the two approaches arithmetically, analysis suggest that regional targets based on either approach would be similar. The exception is that the target for non-motorized serious injuries and fatalities would be less aggressive if CMAP committed to the statewide target. Note that the MPO does not have to agree to all statewide targets. For instance, CMAP could support IDOT's targets for the motorized performance measures and set a more aggressive target for the non-motorized serious injuries and fatalities on the logic that the CMAP region has experienced growth in the number of cyclists and there are large numbers of pedestrians in downtown Chicago.

Overall, options 1 and 4 are both aggressive in the face of trends. By contrast, option 2, the trend-based target, would have the five-year average for both fatalities and serious injuries increase significantly. Moreover, the annual number of serious injuries increases and the number of fatalities stays at the current (2016) level. Given the importance of improving safety, it is not recommended that the region simply seek to maintain trends. There is some question about how achievable the reductions in options 1 and 4 are region-wide. As a result, the 5-percent annual reduction option charts a middle path. It is worth noting that reducing annual fatalities and serious injuries by 5 percent per year would eliminate them by the year 2036.

In summary, Table 2 shows the five-year average targets for 2014-2018 that result from each of the options discussed above. Again, the performance targets are required to be in the form of five-year rolling averages. The estimated number of serious injuries or fatalities that would need to be achieved during 2018 are included in the table to indicate the annual values that would have to occur to attain the five-year targets.

Table 2. 2018 safety performance measure target options for the CMAP region

	Baseline		CMAP share of IDOT target		CMAP annual trend target		CMAP 5% annual reduction		Vision Zero with CMAP share of IDOT target	
Measure	Base 5-year average	Most recent year data	Target average (2014-18)	Single year 2018	Target average (2014-18)	Single year 2018	Target average (2014-18)	Single year 2018	Target average (2014-18)	Single year 2018
Total fatalities	426	470	409	343	445	462	424	394	410	346
Fatality rate	0.71	0.79	0.68	0.57	0.74	0.77	0.71	0.66	0.68	0.58
Total serious injuries	6643	7158	6134	4384	7017	7327	6755	6454	6079	4201
Total serious injury rate	11.10	11.96	10.25	7.33	11.72	12.24	11.29	10.78	10.16	7.02
Non-motorized fatalities and serious injuries	1159	1377	1152	1001	1251	1331	1224	1242	1038	622

In order for the region to reverse the upward trend in fatalities and serious injuries, it will need to take a holistic approach to traffic safety. CMAP is preparing a safety strategy paper that makes recommendations for reducing fatalities and serious injuries through policy, infrastructure improvements, enforcement, and technology. The safety strategy paper explores many infrastructure improvements that would improve the safety of our roads as well as policy recommendations such as increasing the importance of traffic safety in programming decisions. In general, however, the paper concludes that behavioral change is by far the most important factor in safety improvement.

Next steps

Following discussion by the committee in September, CMAP staff will return with a recommendation for the 2018 safety targets and request approval from the committee in November. The recommended safety targets will be brought to the MPO Policy Committee and CMAP Board in January.

Whichever option the MPO selects, the region will need to demonstrate how it is achieving targets through the TIP and long-range plan. This requirement of the Safety PM rule will allow CMAP to track roadway safety improvements to estimate their effects on fatalities and serious injuries. Preliminary analysis of TIP projects reveals that the region is spending $188 million on projects that will be completed during 2017-2018 which include safety enhancements. However, given the information in the TIP, assessing how much the region spends on transportation projects that improve safety and their individual effects on crashes is challenging. In the future, more information on project characteristics will probably be needed to meet the requirements of the Safety PM rule.

Discussion questions

- Which additional options should be considered for setting the region's safety targets?
- Is there a preferred option from the list you would like CMAP to pursue?
- Would it be acceptable to have increasing targets for a few years?

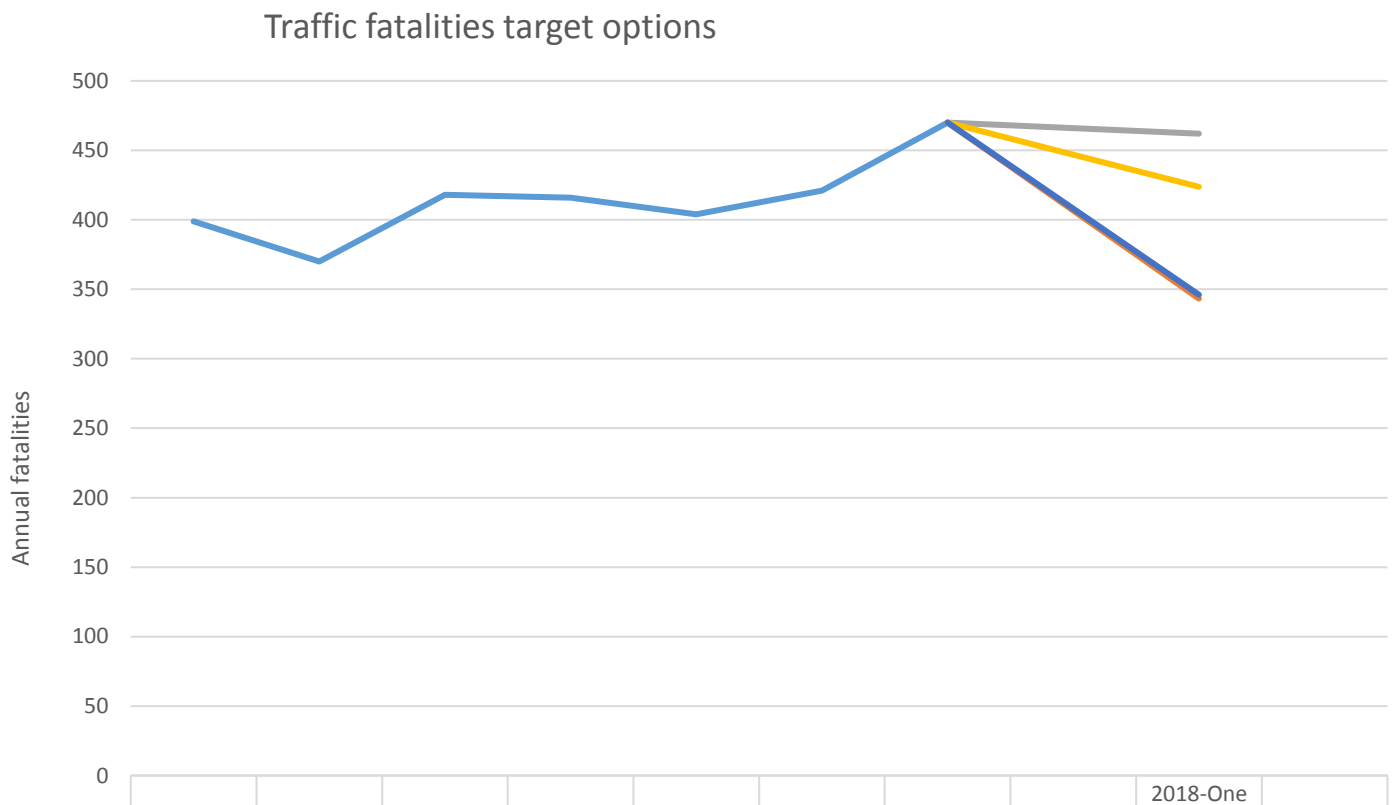
Staff contact

Todd Schmidt, Senior Planner, tschmidt@cmap.illinois.gov, 312-386-8711

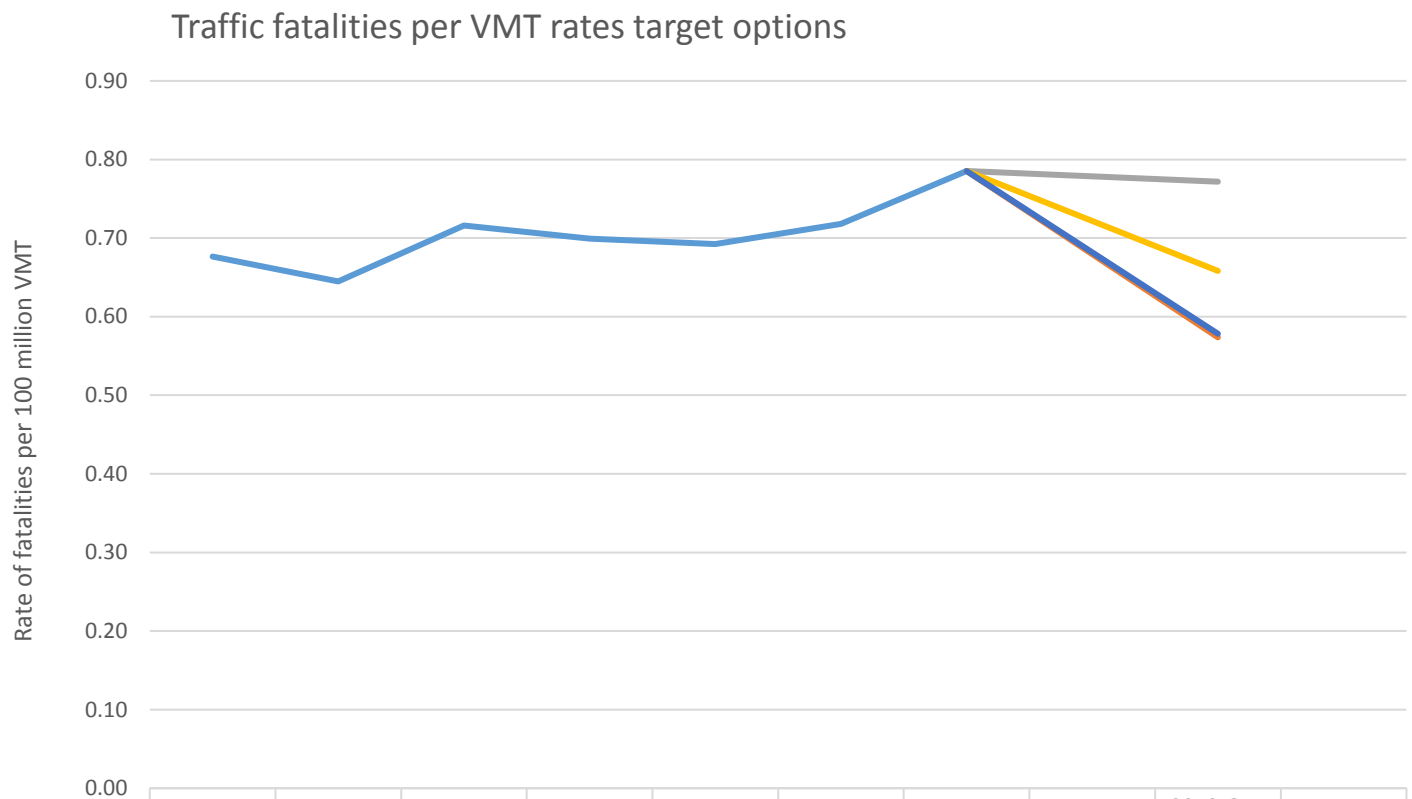
ACTION REQUESTED: Discussion

Target options charts

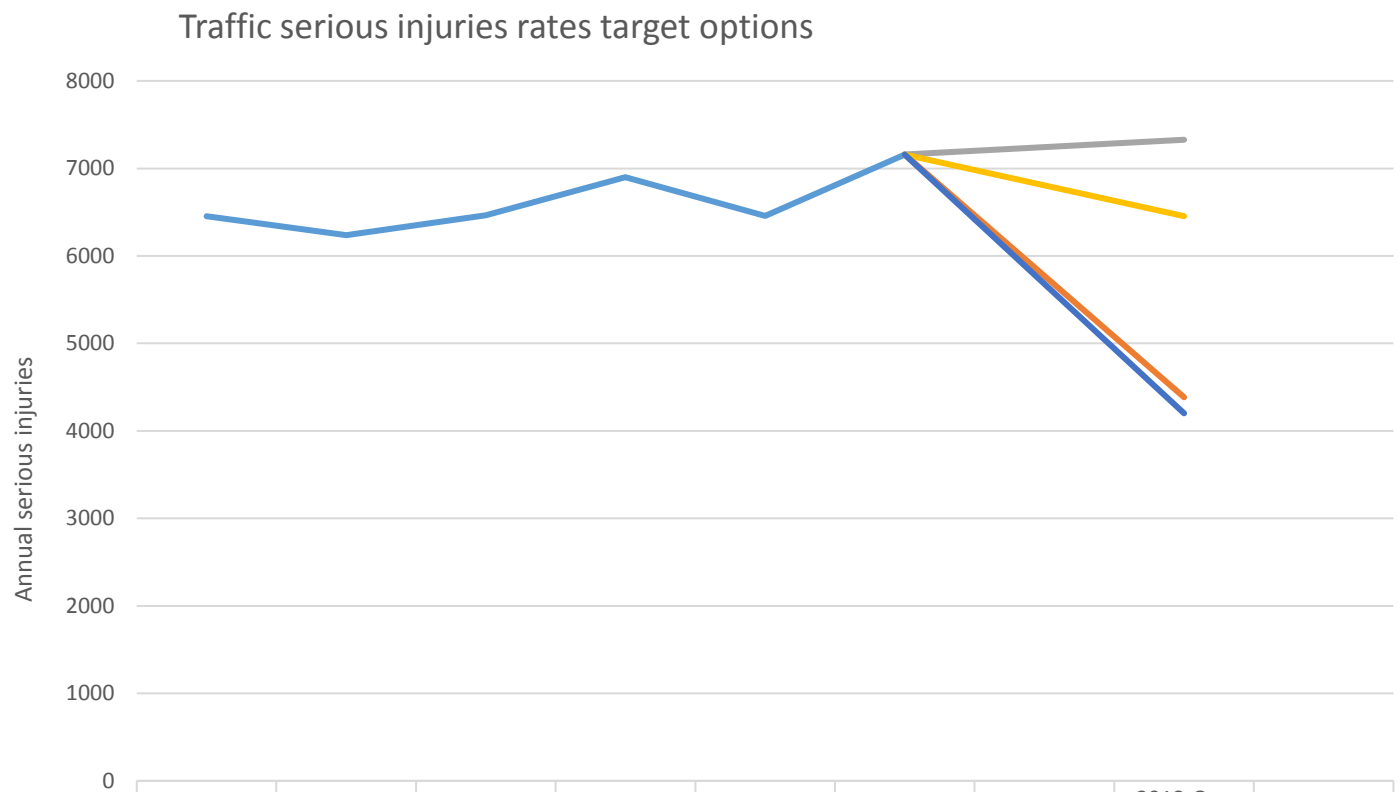
The following charts show the annual trend along with the projected number of fatalities and serious injuries that would have to occur during 2018 to achieve any of the target options expressed as five-year rolling averages. The estimated fatalities and serious injuries are based on the same percentage of annual reduction for both 2017 and 2018 (e.g., a 5 percent reduction from 2016 to 2017 and a 5 reduction from 2017 to 2018). The reductions are subtracted from the single most recent year of fatalities (2016) and serious injuries (2015), as opposed to the value of the 5-year average (2012-2016 or 2011-2015).



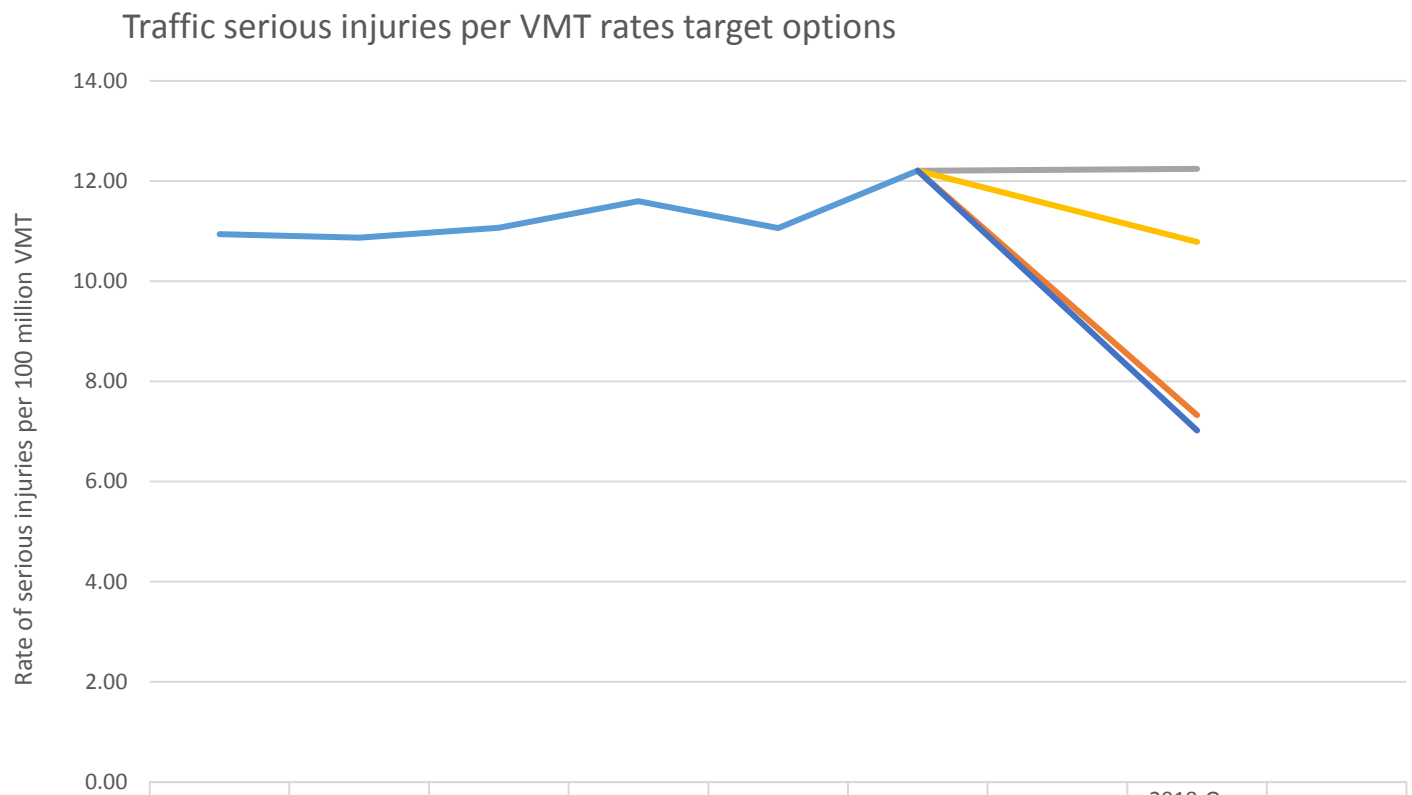
	2010	2011	2012	2013	2014	2015	2016		2018-One year value to meet 5 year avarage target	2018 Target (2014-18 average)
Annual fatalities	399	370	418	416	404	421	470			
1. CMAP share of IDOT target							470		343	409.0
2. CMAP annual trend target							470		462	444.6
3. CMAP 5% annual reduction							470		424	433.1
4. Vision Zero with CMAP share of IDOT target							470		346	409.8



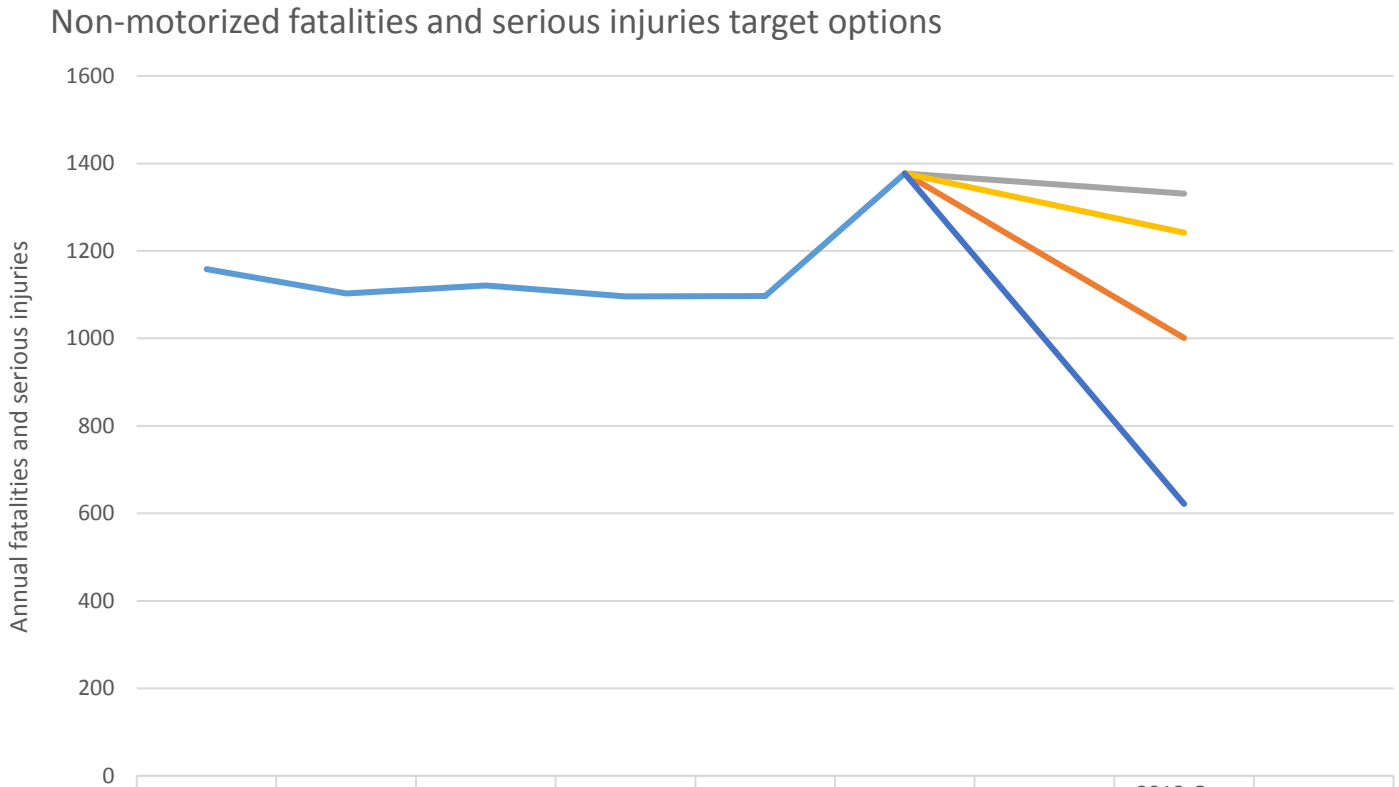
	2010	2011	2012	2013	2014	2015	2016		2018-One year value to meet 5 year avarage target	2018 Target (2014-18 average)
Annual fatalities per VMT rate	0.68	0.64	0.72	0.70	0.69	0.72	0.79			
1. CMAP share of IDOT target							0.79		0.57	0.68
2. CMAP annual trend target							0.79		0.77	0.74
3. CMAP 5% annual reduction							0.79		0.66	0.72
4. Vision Zero with CMAP share of IDOT target							0.79		0.58	0.68



	2010	2011	2012	2013	2014	2015		2018-One year value to meet 5 year avarage target	2018 Target (2014-18 average)
Annual serious injuries	6455	6237	6,463	6,900	6,456	7,158			
1. CMAP share of IDOT target						7,158		4384	6133.8
2. CMAP annual trend target						7,158		7327	7016.8
3. CMAP 5% annual reduction						7,158		6454	6754.8
4. Vision Zero with CMAP share of IDOT target						7,158		4201	6078.9



	2010	2011	2012	2013	2014	2015		2018-One year value to meet 5 year avarage target	2018 Target (2014-18 average)
Annual serious injuries per VMT rate	10.94	10.87	11.07	11.60	11.06	12.21			
1. CMAP share of IDOT target						12.21		7.33	10.25
2. CMAP annual trend target						12.21		12.24	11.72
3. CMAP 5% annual reduction						12.21		10.78	11.29
4. Vision Zero with CMAP share of IDOT target						12.21		7.02	10.16



	2010	2011	2012	2013	2014	2015		2018-One year value to meet 5 year avarage target	2018 Target (2014-18 average)
Annual fatalities and serious injuries	1158	1103	1121	1096	1097	1377			
1. CMAP share of IDOT target						1377		1001	1152
2. CMAP annual trend target						1377		1331	1251
3. CMAP 5% annual reduction						1377		1242	1224
4. Vision Zero with CMAP share of IDOT target						1377		622	1038

Agenda Item No. 11.4

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: CMAP Transportation Committee

From: CMAP staff

Date: September 22, 2017

Re: ON TO 2050 Financial Plan for Transportation Allocations

Previously developed **forecasts** for the ON TO 2050 Financial Plan for Transportation indicate that revenues from existing sources will not be sufficient to operate and maintain the transportation system over the planning period, let alone enhance or expand the system. Adding reasonably expected revenues to the forecast will make a total of $516.7 billion available over the planning period (2019-50), of which 94 percent is necessary to maintain, operate, and administer the system in its current condition. This leaves 6 percent, or $30.9 billion to allocate toward reaching a state of good repair, enhancing, or expanding the system.

The development of the financial plan included feedback generated over the past two years from CMAP committees as well as individual meetings and conversations with transportation implementing agencies and other stakeholders. Steps involved in this process included:

- Transportation System Funding Concepts paper development during 2015 and 2016
- Forums on pavement and bridge condition forecasting in 2015 and 2016
- Forum on cost efficiencies in project delivery in January 2016
- Presentation of revenue trends in September 2016
- Meetings with transportation implementing agencies to develop forecasting assumptions during fall 2016
- Presentation of revenue forecast and allocation category definitions in January 2017
- Presentation of expenditure forecasts in March 2017
- Presentation of reasonably expected revenue options in April and May 2017
- Briefings with transportation implementing agencies on forecasting revisions in July 2017

The next step in the development of the financial plan is to prioritize how to invest the $30.9 billion by allocating planned expenditures into different categories. These categories, as **presented in January 2017**, including achieving performance targets, other strategic enhancements, and regionally significant projects. Each is discussed in turn, followed by potential allocation scenarios.

Achieving performance targets

GO TO 2040 included aspirational targets for several transportation indicators, but these were not linked to accompanying funding in the financial plan. In contrast, ON TO 2050 could constrain investments to help achieve targets for various performance measures. While there may be interest in linking targets to funding allocations for many transportation-related performance measures, CMAP staff believes it is practical to do so in only a few instances.

Pavement, bridge, and transit asset condition measures were directly used in developing the capital maintenance forecast. With available data and methodologies, these indicators could also be linked to funding allocations. For example, increasing the percent of transit assets in a state of good repair to 75 percent in 2050 from 68 percent currently would cost approximately $7.8 billion. For major roadways (those on the National Highway System), bringing pavements to a 90 percent acceptable condition in 2050 from 76 percent currently would cost approximately $3.8 billion, mostly through resurfacing on the arterial NHS.

Other indicators cannot be directly linked to funding allocations in the financial plan, in part because they are outcomes of the selected RSPs and other factors, in part because of the many factors influencing transportation system outcomes, and in part because of timing. For example, new highway congestion and travel time reliability data that CMAP will be using for performance measures only became available in July 2017; linking these measures to capital expenditures may be reviewed for the first update to ON TO 2050. Safety performance is more a function of human and vehicle performance (subject to enforcement and regulation) than capital expenditures. Another indicator of traditional interest to CMAP is transit ridership, for which real growth is largely a function of factors beyond direct investment.

Other strategic enhancements

This category includes capital and operational enhancements or improvements not already constrained under other categories. Examples include bicycle, pedestrian, and ADA improvements; highway management and operations, including intelligent transportation systems; expansions that do not meet the RSP definition; and intersection improvements. The amount constrained in this category needs to be large enough to reasonably provide for smaller improvements to the system.

Regionally significant projects

This category will constrain specific projects as defined by **new criteria**. These criteria are the following: (1) highway capacity projects on the National Highway System and transit capacity projects with separate right-of-way or priority over other traffic that are greater than $100 million or (2) state of good repair projects on particular transit lines or roadways that are at least $250 million (as opposed to system-wide programs of projects). This new threshold for projects to include in the plan followed extensive discussion with the Transportation Committee, MPO Policy Committee, and individual implementers in 2015 and 2016.

Similar to the approach taken in GO TO 2040, the portion of project costs attributable to capacity expansion will be accounted for in this category, while other project costs, such as maintenance and enhancements, will be accounted for in the other respective categories. Further, project-

specific revenue sources, such as tolling revenues or value capture, would reduce the amount of public costs to be constrained in the RSP category. For comparison, the allocation toward new capacity in major capital projects in the GO TO 2040 update was $12.3 billion for 2015-40, but in ON TO 2050 other project types, including premium bus service and arterial improvements, must also be considered in the allocation for regionally significant projects.

Funding allocation scenarios

In comparison to GO TO 2040, proportionately less funds will be available for expansion and enhancement, which requires difficult tradeoffs in establishing funding allocations. The following options are presented for discussion purposes.

1. Very few new capacity RSPs beyond what is already under construction, some enhancements, some improvement in asset condition.
2. Few new capacity RSPs, some enhancements, marginal increase in asset condition.
3. Some new capacity RSPs, some enhancements, no improvement in asset condition.

CMAP staff recommends proceeding with the second allocation scenario. The ON TO 2050 maintenance forecast assumes that pavement, bridge, and transit asset condition will remain constant throughout the planning period. Given the constraints of the forecast, allocations toward improving asset condition may result in limited progress toward meeting performance targets, particularly for the transit system. Also, while ON TO 2050 will continue to prioritize the maintenance of the system, it is sensible to make enhancements and expansions to the system in tandem with needed reconstruction.

ACTION REQUESTED: Discussion

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Agenda Item No. 11.3

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: Transportation Committee

From: CMAP Staff

Date: September 22, 2017

Re: Draft ON TO 2050 Regionally Significant Project (RSP) Benefits Report

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One role of ON TO 2050 is to establish a list of regionally significant projects (RSPs) that fit within the region's expected future financial resources. The **Draft ON TO 2050 Regionally Significant Project (RSP) Benefits Report** describes the projects under consideration for the plan along with information about their performance on a number of measures.

Project information describing potential RSPs was collected from implementers and the public in late 2016. Forty-two highway and sixty transit projects met the criteria for consideration as RSPs and entered the project evaluation process.

After assembling the list of projects, projects were evaluated in three categories:

- *Addressing today's needs* describe current conditions at the project location in terms of asset condition, reliability, congestion, safety, etc. This data does not address the extent to which the proposed project will impact the measures.

- *2050 performance* includes the traditional travel model evaluation results describing project use and impacts on system performance. A draft 2050 household and employment forecast was created for project evaluation. The 2050 performance measures are supplemented with a cost-effectiveness measure that calculates the cost per benefit unit for each project. Note that arterial projects were not modeled and do not have associated 2050 performance measures.

- *Planning factors* encompass other project impacts important to the region. These include impacts on residents of economically disconnected areas, economic impacts, greenhouse gas emissions, support for infill development, impacts on environmentally sensitive areas and water resources.

The selected measures were developed to identify projects that help the region meet its transportation, economic, land use, environmental, and quality of life goals. As expected, no individual project performs well for every measure, and in some cases there are distinct tradeoffs between goals.

Next steps

The *Draft ON TO 2050 Regionally Significant Project (RSP) Benefits Report* simply describes project performance and evaluation methods. Aside from describing some highlights, the report does not compare or rank projects. For the final document, staff suggests developing a simple, informational approach to ranking projects in different categories so that the data are more intuitive.

Agencies are also being asked to review the evaluations in the report. CMAP staff requests agency comments by October 13.

Lastly, the information in the benefits report will be used to support recommendations for which projects to constrain in ON TO 2050. Discussions with implementers and other stakeholders about which projects to include will take place over fall and winter.

Questions

1. Can the committee suggest ways to compare relative project performance in a way that is easy to understand?
2. Do committee members have initial reactions to the draft evaluation approach?

Staff contacts:

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Martin Menninger	**MMenninger@cmap.illinois.gov**
Claire Bozic	**Cbozic@cmap.illinois.gov**

ACTION REQUESTED: Discussion

###

Agenda Item No. 11.4

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: CMAP Board and Committees

From: CMAP staff

Date: September 22, 2017

Re: ON TO 2050 Financial Plan for Transportation Forecast Update

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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 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" (CFR § 450.322 (f) (10)).

During committee presentations in spring 2017, CMAP staff presented draft forecasts for core revenues and expenditures necessary to operate, administer, and maintain the transportation system, as well as recommendations for reasonably expected revenues. CMAP staff continued to refine the forecast further, primarily revising assumptions that had the effect of lowering the operations expenditure forecast for both transit and local roadways.

This memo provides an update to the ON TO 2050 forecasts for core revenues and expenditures to operate and administer the current system and maintain its current state of repair. The memo also includes the recommendations and forecasts for the proposed five reasonably expected revenues presented in April 2017.

Forecast summary

The forecast indicates that revenues from existing sources will not be sufficient to operate and maintain the transportation system over the planning period, let alone enhance or expand the system. Adding reasonably expected revenues to the forecast will make a total of $516.7 billion available over the planning period (2019-50), of which 94 percent is necessary to maintain, operate, and administer the system in its current condition. This leaves 6 percent, or $30.9 billion to allocate toward reaching a state of good repair, enhancing, or expanding the system.

As required by federal regulations, revenues and expenditures were forecast in year of expenditure dollars rather than real or constant dollars, meaning that inflationary increases are included in the forecasts. The following table summarizes the updated forecast over the 32-year ON TO 2050 planning period (2019-2050).

Summary of draft financial plan forecast, 2019-50, in billions (year of expenditure)

Federal revenues	$61.9
State revenues	$166.8
Local revenues	$233.0
Subtotal core revenues	$461.7
Increase state MFT and replace with VMT	$30.0
Expand the sales tax base to additional services	$11.0
Federal cost of freight services fee	$7.0
Regional revenue source	$5.0
Local parking pricing expansion	$2.0
Subtotal reasonably expected revenues	$55.0
Total revenues	**$516.7**
Roadway operating/administering expenditures	$114.9
Transit operating/administering expenditures	$162.9
Roadway capital maintenance	$126.8
Transit capital maintenance	$81.1
Total operating and maintenance expenditures	**$485.8**
Amount available for other allocation categories	**$30.9**

CMAP staff estimates that the expenditures for operating and maintaining the transportation system to its current state of repair will exceed the core revenues forecasted to be available over the planning horizon 2019 to 2050 by $24 billion. Moreover, the expected funding will not allow for additional improvements, enhancements, or expansions to the system. To keep the region's transportation system in the condition it is in today, as well as fiscally constrain a limited number of enhancements and expansions within the long-range planning context, the region will need to prioritize the advancement of new and innovative revenue sources as major policy priorities in ON TO 2050.

Core revenues

The core revenue forecast totals $461.7 billion over the 32-year planning period. Forecasts of core revenues include funding sources the region currently receives for transportation purposes and do not include any new sources. The forecasts assume that northeastern Illinois will continue to receive revenues from federal, state, and local sources for constructing, operating, administering, and maintaining the current roadway and transit system. This includes periodic transit fare and toll rate increases, which will be necessary to ensure sufficient revenues to pay for these systems over the 32-year planning period. In addition, this assumes that three state capital programs will be enacted during the planning period, which will ensure the region's ability to make capital investments in the transportation system. Until there is more clarity on its implementation, CMAP does not believe the provisions contained in the recent "lockbox" amendment to the state constitution regarding transportation funds (Article IX, Section 11) to have an effect on the forecast.

As with GO TO 2040, revenue sources will be aggregated prior to the process of allocation to expenditure categories. This approach is suited to a long-range planning process focused on determining regional investment priorities, rather than budgeting for a program. In addition, the approach fits with CMAP recommendations emphasizing the need to use state motor fuel tax (MFT) revenue for all transportation modes and congestion pricing revenues to support enhanced transit service or arterial improvements in priced corridors.

Expenditures to operate and administer the existing system

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

Forecasts for the operation and administration of IDOT District 1, Illinois Tollway, county transportation departments, the RTA, and transit service boards were estimated from historical expenditures. Municipal and township operating and administration forecasts were derived from U.S. Census of Governments data on highway operating expenses from 2012, the most recent year available.

Expenditures to maintain the system

The forecast includes the cost of capital maintenance on the region's roadway and transit system based on maintaining current conditions. The most recent data available indicate that 76.5 percent of National Highway System roadways are of acceptable ride quality, 9.3 percent of bridges are structurally deficient, and 68.4 percent of transit assets are in a state of good repair. The expenditure forecast is based on the investment needed to keep these conditions constant and not increase the backlog of facilities in fair or poor condition. ON TO 2050 may include targets for pavement, bridge, and transit asset condition that may represent an improvement over current conditions, as well as allocations in the fiscal constraint to meet these targets, to the extent that doing so is identified as a regional priority and feasible within funding constraints.

Staff used the Highway Economic Requirements System-State (HERS-ST) model to forecast pavement condition and expenditures on National Highway System roadways. Similarly, the RTA's Capital Optimization Support Tool (COST) was used to forecast transit asset condition and investment needs. CMAP used an in-house model based on National Bridge Inventory data to forecast bridge maintenance needs. Staff forecasted maintenance on other roadway assets, such as local roads, based on assumptions of the typical cycles with which roadway maintenance projects are performed today. These capital assets make up a large portion of the forecast, in part because local roadways make up the majority of the region's roadway network. These expenditure forecasts include capital maintenance expenditures completed in tandem with Regionally Significant Projects. This forecast does not include any costs that would address a need for increased capacity on the transportation system.

Note that continuing current levels of investment will lead to worsening asset condition; maintaining current condition actually represents a significant increase in investment over current regional investment practices. For instance, with only current levels of funding available for transit maintenance, the system would significantly deteriorate, with just 41.9 percent of assets in a state of good repair at the end of the planning period.

Maintenance costs were inflated for year-of-expenditure using a 2.5 percent rate, a reduction from the 3 percent annual increases assumed in GO TO 2040. By most measures, cost increases have been lower in recent years. Over the past 32 years, the average annual percent change in the U.S. Consumer Price Index was 2.6 percent, down from nearly 3 percent in the 26 years prior to the GO TO 2040 2014 update. FHWA's National Highway Construction Cost Index has been essentially flat since 2009, while Engineering News Record's national construction cost index has experienced average annual increases of just 2.7 percent of the past several years.

Reasonably expected revenues

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." 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.

Summary of reasonably expected revenues for ON TO 2050

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 total revenues.
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
Total	**$55 billion**	

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 as reasonably expected revenue.

Increase state MFT and replace with a vehicle miles traveled fee

As vehicle travel levels off and fuel economy rises, the state 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 motor fuel 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. 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. 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 introduce in the House of Representative 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. 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, 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 available 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.

Next steps

The next step in the development of the financial plan is to prioritize how to invest the $30.9 billion by allocating planned expenditures into different categories. These categories, as presented in January 2017, including achieving performance targets, other strategic enhancements, and regionally significant projects.

Forecast methodology

This section will discuss the specific methodologies used for projecting revenues for ON TO 2050 over the 2019-2050 planning period.

Core revenues

Locally-programmed federal revenue

Draft forecast: $12.2 billion	Draft assumptions for ON TO 2050
Portion of annual federal apportionment that is sub-allocated to the Chicago region for programming. This includes the federal fund sources of CMAQ, Transportation Alternatives Program-Local, Surface Transportation Program-Local, and Surface Transportation Program-Counties.	Revenues were assumed to grow 2.25% annually. This is based on the assumption that federal funds will come to the region at a rate commensurate with growth in the economy. Congressional Budget Office projects that non-farm business sector Gross Domestic Product will grow 2.25% annually between 2019 and 2026.

Other federal transit revenue

Draft forecast: $26.2 billion	Draft assumptions for ON TO 2050
Projection includes New Starts, bus and bus facilities, State of Good Repair, and Urban Formula programs, as well as other federal transit grants.	Revenues through 2021 are based on the FFY2017-21 State/Regional Resources Table. After 2021, revenues are forecast to grow at a rate of 2.25% annually. This is based on the assumption that federal funds will come to the region at a rate commensurate with growth in the economy. Congressional Budget Office projects that non-farm business sector Gross Domestic Product will grow 2.25% annually between 2019 and 2026.

State-programmed federal highway revenue

Draft forecast: $23.5 billion	Draft assumptions for ON TO 2050
Portion of annual federal apportionment that is allocated to the State of Illinois for programming. This includes the federal fund sources of National Highway Performance Program, Surface Transportation Program-Urban, Highway Safety Improvement Program, Transportation Alternatives Program, and Recreational Trails.	Revenues were assumed to grow 2.25% annually. This is based on the assumption that federal funds will come to the region at a rate commensurate with growth in the economy. Congressional Budget Office projects that non-farm business sector Gross Domestic Product will grow 2.25% annually between 2019 and 2026. Forty-five percent of the statewide total annual apportionment was assumed to go to northeastern Illinois.

State Public Transportation Fund

Draft forecast: $22.2 billion	Draft assumptions for ON TO 2050
State funds equal to 30 percent of RTA sales tax and real estate transfer tax revenues.	Revenues from this matching fund equals 30% of forecasted Regional Transportation Authority (RTA) sales tax and real estate transfer tax estimates.

State Motor Fuel Tax

Draft forecast: $6.8 billion	Draft assumptions for ON TO 2050
Portion of state motor fuel tax retained by IDOT for the Road Fund and State Construction Account. The current rate is 19 cents per gallon (21.5 cents per gallon of diesel).	Using a methodology to account for increasing vehicle fuel economy, revenues generally decreased throughout the planning period. CMAP forecasted annual vehicle miles traveled (AVMT) and average miles per gallon (MPG) to estimate revenue. To forecast AVMT, CMAP used actual statewide AVMT data for passenger vehicles (1996 – 2015) and for all other vehicles (2009-2015) to calculate linear trendlines for AVMT. Average annual percent change in AVMT between 2019 and 2050 was 0.3% for passenger vehicles and 0.9% for other vehicles. For MPG estimates for passenger vehicles over the planning horizon, CMAP created estimates based on National Highway Traffic Safety Administration (NHTSA) rules for Corporate Average Fuel Economy (CAFE) standards, estimated standards for 1978 through 2025 model years for cars and light trucks, and information about vehicle fleet from the Federal Highway Administration's) 2009 National Household Travel Survey. For non-passenger vehicles, MPG was assumed to improve with NHTSA fuel efficiency standards for medium- and heavy-duty vehicles. After accounting for various statutory deductions, the region is assumed to receive 45% of these revenues for the purposes of funding state road construction and maintenance projects.

State motor vehicle registration fees and other state fees

Draft forecast: $27.1 billion	Draft assumptions for ON TO 2050
Annual vehicle registration fees, certificate of title fees, overweight fines, permit fees, and operator's license fees collected by the State that are deposited into the Road Fund and State Construction Account.	Motor vehicle registration fee revenues to the Road Fund and State Construction Account, were assumed to grow at a rate of approximately 1.3 percent annually. Other types of fees in this category were forecast to grow approximately 1.8 percent annually. The region is assumed to receive 45 percent of these revenues for the purposes of funding state road construction and maintenance projects. Fee rate increases were not assumed here, as they would likely be accounted for in future state capital programs.

Tollway revenue

Draft forecast: $84.8 billion	Draft assumptions for ON TO 2050
Toll revenues forecasted to be collected on the 286-mile system, as well as other operating revenues. The current toll rate structure went into effect in 2012. Following 2017, the commercial rate will be adjusted annually for inflation.	Toll revenue projections were derived from estimates prepared for the Illinois Tollway by CDM Smith in May 2016. The projection assumed that the annual adjustment in commercial toll rates beginning in 2017 would be 2 percent annually. CMAP also included an assumption of two passenger toll rate adjustments throughout the planning period. Other operational revenues, such as concessions and miscellaneous income, were forecast to grow at a compound rate of 2.0% annually.

State capital program

Draft forecast: $24.6 billion	Draft assumptions for ON TO 2050
State capital programs are typically funded with a variety of revenue increases, including fee increases on sources like vehicle registration and certificate of title.	It is assumed that the state will enact a capital program three times during the planning period, in ten year intervals. Funding levels were assumed to grow 2.5% annually, with Illinois Jobs Now! as a base.

Other state transit

Draft forecast: $1.4 billion	Draft assumptions for ON TO 2050
The State has provided $8.5 million annually to support Pace Americans with Disabilities Act (ADA) Paratransit service since 2010. The State also provides reduced fare reimbursements to the service boards.	Both reduced fare reimbursements and ADA support are forecast to remain flat for the duration of the planning period.

RTA sales tax

Draft forecast: $70.5 billion	Draft assumptions for ON TO 2050
The RTA sales tax is equivalent to 1.25% of sales in Cook County and 0.75% of sales in DuPage, Kane, Lake, McHenry, and Will counties. The RTA receives 2/3 of the collar county revenues.	Forecast was provided by the RTA. RTA sales tax revenues are assumed to grow 3% annually throughout the planning period.

Collar County Transportation Empowerment Program

Draft forecast: $7.9 billion	Draft assumptions for ON TO 2050
1/3 of collar county revenues generated from the RTA sales tax are returned to DuPage, Kane, Lake, McHenry, and Will counties to be used for roads, transit, and public safety.	Growth in revenues generated for the collar counties are based on projected population growth combined with inflationary assumptions. During the planning period, annual growth averages 3.0%.

Local allotment of state MFT

Draft forecast: $8.8 billion	Draft assumptions for ON TO 2050
Counties, townships, and municipalities receive a disbursement of state MFT	State MFT revenue was forecasted using the methods explained above.

revenue. Cook County receives a 16.74% share. The remaining county share is based on motor vehicle registration fees received, township share is based on share of mileage of township roads, and municipal share is based on population.	

Other local revenues

Draft forecast: $81.5 billion	Draft assumptions for ON TO 2050
These are local revenues, such as property tax revenue, sales tax revenue, local motor fuel taxes and impact fees used for transportation, excluding the RTA sales tax, state funds, and federal funds. Local governments with jurisdiction over transportation include counties, townships, and municipalities.	Revenues were calculated for municipalities and townships using 2012 U.S. Census of Governments data, which includes all local governments in the region. County revenues were obtained from recent county budget documents. Revenues were adjusted to the current year using the change in the Consumer Price Index and population growth. To forecast to 2050, growth rates for CMAP population forecasts were added to an annual 2.5% inflationary adjustment. Average annual growth regionwide was 3.1%. County MFTs for DuPage, Kane, and McHenry were forecast separately using the same methodology for the state MFT, although baseline fuel economy was derived separately for each county and AVMT growth was calculated using growth rates in AVMT for each county for each air quality conformity analysis year.

Chicago Real Estate Transfer Tax (RETT) (portion for CTA)

Draft forecast: $3.4 billion	Draft assumptions for ON TO 2050
The $1.50 per $500 of value of the City of Chicago's RETT transferred to the CTA.	Revenues were forecast to grow at an average annual rate of 2.1% annually.

Transit passenger fares

Draft forecast: $53.0 billion	Draft assumptions for ON TO 2050
This includes passenger fares for the CTA, Metra, Pace, and Pace ADA.	Forecast was provided by the RTA. Revenues were forecast to grow at an average rate of 2.9% annually. This assumes average annual ridership growth of 1.1% and the remaining growth is assumed to come from periodic fare increases.

Other transit operating revenue

Draft forecast: $7.8 billion	Draft assumptions for ON TO 2050
This included other revenues for the RTA, CTA, Metra, Pace, and Pace ADA such as advertising revenue, investment income, and Medicaid reimbursements.	These revenues are assumed grow at a rate of 2.7% annually, based on assumed rates of growth in system revenue and ridership.

Expenditures for administering, operating, and capital maintenance

Roadway operations expenditures

Draft forecast: $114.9 billion	Draft assumptions for ON TO 2050
Includes highway operations and administrative costs for IDOT District 1, Illinois Tollway, counties, townships, and municipalities. Also includes Tollway debt service and state debt service for Series A bonds.	Illinois Tollway and IDOT District 1 operating and administrative expenditures were forecasted using a linear trendline based on the most recent 15 years of available data. During the planning period, annual growth averaged 2.0% for IDOT District 1 and 2.2% for the Illinois Tollway. Tollway interest payments were forecast on a linear trendline using 2011-2015 data, and growth averaged 2.9% annually during the planning period. Series A bond payments were forecast to grow 2.0% annually during the planning period, and it was assumed that 45% of these costs were attributable to the region. Municipal and township highway operations and administrative expenditures were estimated from the local highway operations expenditures reported to the 2012 Census of Governments, and adjusted to the current year based on inflation and population growth. County expenditures were obtained from 2017 county budget documents. County, township, and municipal expenditures were assumed to grow at an average rate of 2.4 percent annually during the planning period due to growth in inflation.

Transit operations expenditures

Draft forecast: $162.9 billion	Draft assumptions for ON TO 2050
Includes operating, administration, and debt service costs for the RTA, CTA, Metra, Pace, and Pace ADA.	Operating and administrative expenditures were forecast to grow an average of 2.7 percent annually during the planning period. The interest portion of debt service payments were forecast for to grow an average of 2.4% annually during the planning period.

Roadway capital expenditures

Draft forecast:	Draft assumptions for ON TO 2050
Capital maintenance costs for the interstate system, state highways, Illinois Tollway highways, and local roads.	Capital maintenance expenditures for NHS roadways were estimated using the HERS-ST model, an optimization model that identifies projects based on deficiencies in the roadway network and selects the projects with the highest benefit given different constraints and objectives defined by the user. The model forecasts pavement condition using the current condition of roadways as well as factors such as truck volume. If the

	current or forecasted conditions meet a deficiency threshold of IRI ≥ 170, HERS-ST will identify potential improvements and calculate their benefit-cost ratios. The scenario used assumed that current pavement conditions would be maintained during the planning period. Upcoming IDOT and Illinois Tollway pavement improvement projects were included as user-specified improvements. Capital maintenance expenditures for bridges were developed using a model created by CMAP staff. The CMAP bridge model is based on deterioration curves for Illinois from National Bridge Inventory (NBI) data. The model considers the condition of the deck, substructure, and superstructure and if one or more components of the bridge is in fair or poor condition, it will trigger an improvement to the bridge. The scenario used assumed that current pavement conditions would be maintained during the planning period. Capital maintenance expenditures for non-NHS roadways and traffic signals are based on assumptions for unit costs and maintenance cycles. These assumptions are then applied to the inventory of highway assets in the region. Various state, county, municipal, and township transportation departments provided feedback on modeling assumptions, unit costs, and lifecycle assumptions. Expenditures were inflated 2.5% annually.

Transit capital expenditures

Draft forecast: $81.4 billion	Draft assumptions for ON TO 2050
Capital maintenance costs for the CTA, Metra, Pace, and Pace ADA.	Results from the RTA's COST model were used to forecast maintenance for a period of 2019-48. The final two years of the planning period were extrapolated. The scenario assumed that the current condition of assets would be maintained across the planning period. Expenditures were inflated 2.5% annually.

Reasonably expected revenues

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.	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. 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.

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 in the first year, as was estimated in Eno's 2016 Delivering the Goods 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.

ACTION REQUESTED: Information

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Chicago Metropolitan Agency for Planning

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MEMORANDUM

To: Transportation Committee

From: Health Equity Working Group

Date: September 22, 2017

Re: Draft Strategies for Health Equity

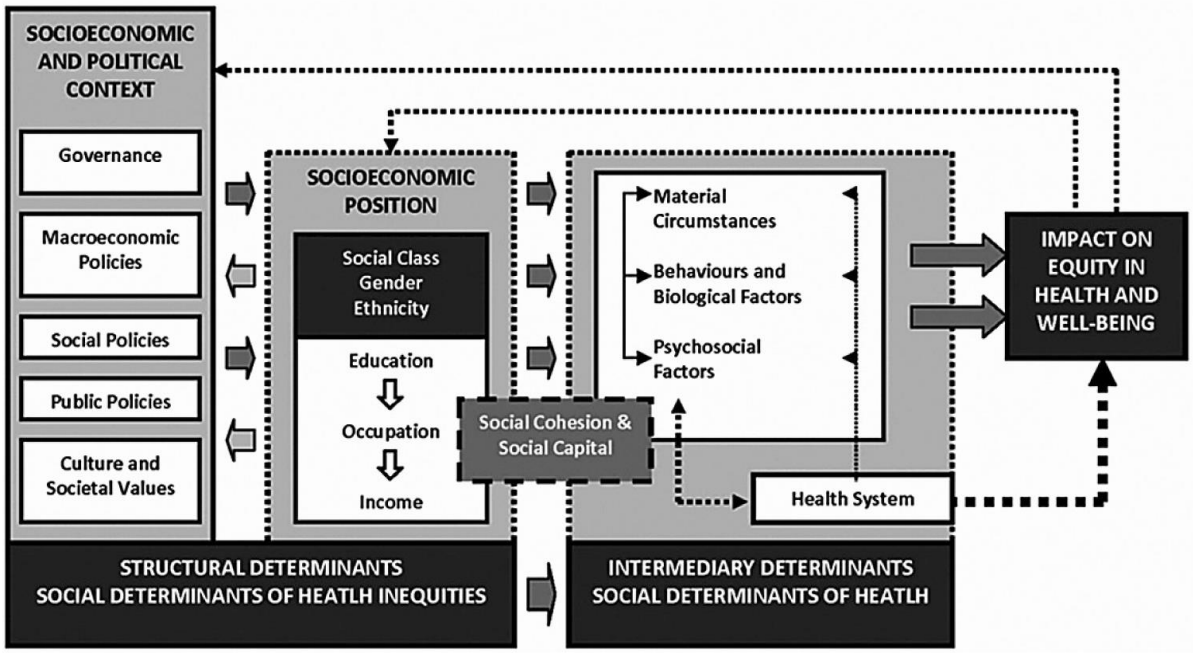
The health equity strategy paper will identify strategies for ON TO 2050 to advance health equity in the region. Jobs, transportation, taxation, land use, housing, and environmental justice all impact health outcomes. The interconnected nature of these topics and their relationship to health inequity is essential in understanding and intervening at the structural level for advancing health equity. ON TO 2050 will help achieve CMAP's vision for health where all of the region's residents will reside in livable communities with equitable access to the resources and opportunities necessary for optimal health and well-being. Building on the work of the resource group over the past 5 months, this memo summarizes potential strategies for the health equity strategy paper.

Framework

As a field, public health has increasingly used the *Social Determinants of Health (SDOH)* framework to describe how broader factors influence the health of populations. In order to plan for the health and well-being of the entire Chicago metropolitan region, the Health Equity Strategy Paper will incorporate SDOH as a leading conceptual framework. SDOH describes the conditions in which people live, work, grow, play, worship, age, and die. All of these conditions impact health, and all are shaped by public policy and planning. CMAP has recognized the importance of SDOH in its GO TO 2040 comprehensive regional plan, and the goal of this strategy paper is to further the organization's commitment to incorporating a health equity lens into its strategies across different areas.

To have the greatest possible impact on reducing health inequities, strategies must address social determinants of health inequities. The goal is for the ON TO 2050 plan to incorporate strategies for changing the norms, values, policies, practices, and processes that determine the distribution of determinants. The Health Equity Resource Group has been working to provide background research and analysis on how strategies in the ON TO 2050 comprehensive regional plan can address the broadest possible social determinants of health and health inequities.

Model Illustrating the Social Determinants of Health



Source: CSDH (2007)

Preliminary strategies for achieving greater regional health and health equity

This strategy paper aims to articulate how a health equity lens can be incorporated into strategies across ON TO 2050 topic areas. Thus, it builds on many of the strategies already outlined in other strategy papers and incorporates processes for measuring health and health equity impacts. We have divided recommendations into five key areas that relate to other areas of ON TO 2050, and we lay out some preliminary strategies for each key area, the details for which will be fleshed out much further in the strategy paper.

Strategy area 1: Ensure environmental justice and climate resilience

The effects of climate change have significant implications for the built environment, economies, and ecosystems—all of which impact the living conditions upon which people's health depends. As the Climate Resilience strategy paper describes, climate change impacts in northeastern Illinois will include more frequent and severe weather, extreme heat, and drought, which will heighten risks of illnesses and mortality as well as emotional distress and property damage. Building resiliency into public policy, planning, and infrastructure will help communities withstand and recover from many overlapping challenges posed by climate change and other related environmental issues. As an integral component of Inclusive Growth, a focus on equity and environmental justice is necessary in this process to help the most vulnerable communities build resilience against environmental challenges and advance the goal of improving quality of life for all residents in the region.

Apply an environmental justice approach in development decisions/projects.

As the Chicago region's Metropolitan Planning Organization, CMAP must comply with provisions of the Environmental Justice executive order and FTA Circular 4702.1B implementing Title VI of the 1964 Civil Rights Act. These rules require CMAP to evaluate and

address the impact of its plans and programs on minority and low-income communities. Environmental justice has already been incorporated in several CMAP transportation planning and investment efforts. In programming Congestion Mitigation and Air Quality Improvement (CMAQ) funds for transportation projects, which facilitate direct emissions elimination, CMAP calculates a metric to evaluate areas with high concentrations of particulate matter emissions (particle pollution) and large minority and low-income populations. Following a recommendation in the Inclusive Growth strategy paper, CMAP is also developing a Regional Strategic Freight Direction to address freight impacts in Economically Disconnected Areas (EDAs), which disproportionately bear the negative externalities of goods movement.[1]

However, to broaden the reach of environmental justice in investment and development decisions in local communities region-wide, many strategies will also require partner agencies and municipalities to take the lead.

- Municipal and county public health departments should enact ordinances to protect residents from exposure to environmental pollutants. These regulations could include restrictions on industrial chemical shipping and storage (e.g. Petcoke and manganese); enforcement of existing lead paint removal requirements; and new minimum targets for municipal lead pipe removal in conjunction with existing water service modernization efforts. Municipalities should also partner with organizations such as the Metropolitan Tenants Organization and the Civitas ChildLaw Center at Loyola University to develop programs and secure funding to incentivize proactive inspection and abatement of lead and other harmful substances from homes.

- To advance environmental justice, CMAP will research and implement best practices for environmental justice integration into local planning and transportation funding. CMAP's Local Planning Program offers resources that help municipalities to develop policies that support the goals of GO TO 2040, both through the Local Technical Assistance program and through more general model ordinances and toolkits. CMAP will continue to develop and disseminate resources to provide municipalities, transportation departments, and transportation providers with tools and practices to implement environmental justice into their local processes.

Build resilience for climate change, particularly in under-resourced communities.
CMAP's Climate Resilience strategy paper covers a wide range of recommendations to build climate resilience through land use planning, infrastructure planning, natural resource management, economic development, and capacity building.[2] Recognizing that certain populations have greater vulnerability from climate impacts and associated health risks, the strategy paper emphasizes equitable reduction of vulnerability by ensuring that the most vulnerable communities have infrastructure and service capacities to withstand and recover from climate impacts.

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[1] Economically Disconnected Areas are census tracts with high concentrations of either: 1) Low-income households and minority population; OR 2) Low-income households and limited English proficiency (LEP) population. See Inclusive Growth strategy paper.
[2] Chicago Metropolitan Agency for Planning, *Climate Resilience*, December 2016.

Strategy area 2: Integrate healthy community design approaches to support the health of residents

GO TO 2040 recommended achieving greater livability through land use planning and multimodal infrastructure improvements. Community design and planning to create a livable built environment can have significant impacts on public health by various mechanisms, including opportunities for physical activity, economic vibrancy, mental health, and mitigating community violence. As investments are made in infrastructure, housing, and other aspects of the built environment, integrating health equity can ensure that the greatest potential benefits are realized for all residents.

Continue to promote active transportation in local planning and create walkable communities.

With increasing linkages between our travel choices and health outcomes, many health professionals are turning to non-motorized transportation to reduce air pollution, prevent traffic injuries and deaths, and lower obesity, cardiovascular disease, diabetes, and cancer rates. The Centers for Disease Control has created a Transportation Health Impact Assessment Toolkit for planning and health professionals.[3] Strategies proposed for promoting positive health outcomes include: reducing VMT, expanding public transportation, promoting active transportation, incorporating health community design features, improving safety for all users, and ensuring equitable access to transportation networks. AARP has also shown a commitment to livable communities and complete streets, to help senior populations "age in place."

Through the LTA program, CMAP has assisted several communities in the region develop transportation plans that promote non-motorized transportation and integrate Complete Streets policies. These include several Bicycle and Pedestrian Plans (e.g. Arlington Heights, Evanston, Downers Grove), Transportation Master Plans and Access Studies that make recommendations for pedestrian and bicycle infrastructure improvements (e.g. Crystal Lake), as well as the South Council of Mayors/SSMMA Complete Streets and Trails Plan. In collaboration with the Active Transportation Alliance and the National Complete Streets Coalition, CMAP developed a Complete Streets Toolkit to help communities incorporate a Complete Streets approach into local planning, design, and construction processes and documents.[4] CMAP and its partners should continue these and other efforts to help localities enable safe, convenient, and comfortable travel and access for all users, regardless of their age, abilities, or mode of travel.

Expand housing choice to improve housing affordability.

Housing affordability is an important determinant of health. It allows for better savings and wealth accumulation, which offers residents more resources to access services such as health care and healthy food, as well as reduced stress, a key factor in many chronic health issues. Quality housing mitigates health risks from living in unsanitary housing conditions. As such, expanding housing choice so that all households in the region can find a quality affordable home that fits each household's preferences is key to achieving health equity. The strategy paper on Expanding Housing Choice outlines strategies that CMAP and its partners can undertake to comprehensively address the barriers to housing choice.[5] As the strategy paper indicates, while CMAP is already working to expand housing choice in the region through

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[3] U.S. Department of Transportation, *Transportation and Health Tool*, October 2015.

[4] Chicago Metropolitan Agency for Planning, *Complete Streets Toolkit*, March 2015.

[5] Chicago Metropolitan Agency for Planning, *Expanding Housing Choice*, May 2017.

Homes for a Changing Region and other LTA projects, the broad nature of the challenges require actions from private sector developers, financiers, multiple levels of government, individuals, and many others. Undertaking the range of planning, assistance, research, and convening strategies outlined in the paper will lessen those barriers and thereby improve housing affordability, and by extension public health, in the region.

Update development regulations to guide healthy land use planning and environmental design
Adapting current zoning policies to allow for consideration of public health and health equity will allow municipalities to simultaneously address multiple determinants of health in a cost-effective and sustainable way. Local governments can use health data to create development regulations and siting requirements that promote health in the long-term. For example, restrictions could be applied on industrial development in proximity to residential areas, or requirements can be set for locating schools in safe, walkable places. By incorporating environmental design standards, such as appropriate lighting, quality open spaces, and guidelines for securing vacant and abandoned buildings, zoning can also be utilized to prevent crime and increase public safety. CMAP should support local initiatives for healthy zoning and continue to provide guidance and technical assistance through LTA to help municipalities adopt zoning ordinances that advance health equity goals.

Develop a quality of open space standard for all areas
Ensuring that access to quality open spaces is equitable across geography, race, and income is essential to health equity in the region. Parks and green spaces not only contribute to better air quality, reduced urban heat island effect, and more recreational opportunities, they can also enhance placemaking and improve climate resilience, ultimately benefiting both physical and mental well-being of communities. GO TO 2040 recommended increasing park accessibility and CMAP has since developed several indicators to evaluate access to open space in the region. CMAP should continue to refine these metrics, expanding evaluation to not only access but also quality, and incorporate the analysis when determining areas for priority conservation or investment. CMAP should also pursue opportunities to increase access to quality open space through LTA projects, especially in underserved areas, and by encouraging municipalities to adopt regulations such as minimum open space requirements in new developments.

Strategy area 3: Ensure that all communities have equitable access to economic opportunity and resources
In the Inclusive Growth strategy paper, CMAP analysis shows that high levels of economic inequality are limiting our region's ability to grow. Inequality unfolds across a number of dimensions, limiting some residents' opportunities to succeed due to the community they live in, their inherent personal traits like 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, or transportation choices, all of which have significant repercussions on public health. Strategies that promote overall access and opportunity will focus on ensuring positive health outcomes across socioeconomic factors.

Expand high-quality transportation options in excluded communities
Providing transit service that runs frequently, has longer hours of service over night, and connects to major job centers is a key strategy for connecting excluded residents to opportunity. CMAP should evaluate the existing level and quality of transit service -- and how well it supports access to the region's employment centers from EDAs and provide guidance on changes or additions to available transportation resources that would improve mobility options in EDAs, including possible roles for ride sharing companies. Additionally, CMAP should evaluate the job opportunities that are accessible using the existing transit options available during various time periods (i.e., using peak hour service vs. off-peak service).

Develop Variable Transportation System Funding Concepts
Innovations such as variable transit fees, non-user fee revenues, and congestion pricing are important transportation management tools designed to decrease automobile dependency and make public transit more accessible and efficient. In doing so, these strategies promote public and non-motorized transportation while reducing emissions, ultimately leading to positive health outcomes stemming from healthier, more active lifestyles and improved air quality. CMAP should encourage regional transit agencies to investigate various funding concepts in an effort to increase public transit use and promote active transportation.

Strategy Area 4: Standardize best practices that promote health equity
Health equity can be understood as an inclusive process of assurance of the conditions for optimal health across diverse groups. Developing standardized equitable practices and processes with a focus on advancing health and health equity will help ensure that public projects and planning promote health equity.

Continue to foster inclusive public outreach processes
Disadvantaged or underrepresented population groups often lack representation in the development and political process. Without giving all population groups an equal voice, health equity is difficult to achieve. A primary goal of all CMAP's LTA projects is to elevate community engagement in planning –particularly focusing on engaging populations and issues that are typically underrepresented in previous planning processes. The health strategy paper will investigate strategies to help communities address public health concerns through broader-based stakeholder engagement, collaborative processes, and other forms technical assistance. The health strategy paper will identify model practices and existing resources that municipalities and public health departments could use to increase community engagement with local residents in an effort to advance health equity.

Support health impact assessments for substantial transportation and development projects
Health Impact Assessments (HIAs) are powerful tools designed to empower communities to make informed decisions that improve public health through community design. Where Environmental Impact Statements have become standard procedure for making sound development decisions while protecting environmental interests, HIAs are still underutilized in project selection and development. Effective use of HIAs highlights how specific developments affect health in certain populations, helping to address health inequities by prioritizing key transportation and infrastructure projects in disadvantaged communities. CMAP should

recommend conducting HIAs in the planning and development processes of major transportation and infrastructure projects.

Develop and implement displacement prevention strategies
Displacement can have significant implications on public health. Among other concerns, employment, income, mental health, and overall well-being related to increased levels of stress are all adversely affected when residents are displaced. CMAP should seek to further understand how community displacement relates to development and transportation projects, along with policy remedies that limit impacts, such as the use of Community Benefits Agreements.

Strategy Area 5: Improve data collection, analysis, and availability to inform decision-making and policies
Dependable and timely data can track progress in improvements in social determinants of health, structural determinants of health inequities, and health status and outcomes. When properly collected and analyzed, quality health data and metrics greatly contribute to reductions in health inequities. The proposed strategies will seek to standardize health data across municipalities and allow for long-term monitoring of health impacts.

Explore funding options for oversampling of BRFSS
One of the most regularly collected sources of primary health information across counties is the Behavioral Risk Factor Surveillance System (BRFSS) survey. It is collected every two years and available at county level geographies. For a fee, local health departments can contract with the Illinois Department of Public Health to oversample at the community level to allow for more refined data by race and geography. Additionally, oversampling allows for expanded information on mental health at the community level. Oversampling this data will allow more specific health data tracking in an effort to highlight and address health inequity among population groups. County, municipal public health departments, and hospitals, with philanthropic support, should contract for such oversampling.

Expand evaluation metrics to highlight benefits to economically disconnected areas
In programming Congestion Mitigation and Air Quality (CMAQ) funds, CMAP calculates a metric to evaluate the potential benefits of air quality improvements to large minority and lo-income populations. Along with age, these are significant predictors of sensitivity to air pollution and therefore indicate where health might improve most by making emissions reductions. In the next selection cycle, CMAP is including existing air pollution in the CMAQ analysis and is seeking the most comprehensive air quality data available. This will enable further targeting of investments in a way that benefits sensitive populations as well as regional air quality.

Develop a racial health indicator that is common to the region
Similar to the concept of County Health Rankings, the region should be held accountable to key health measures that are disaggregated by race. This will entail collecting common data sources/metrics that can be disaggregated by race and geography, enabling the monitoring of progress on reducing concentrated disadvantage and health inequity. Currently, most health indicators rely on secondary sources that are available at the county level. A common racial

health indicator, whether a single indicator or index of indicators, will allow for better monitoring within municipalities or counties (Example: Oversampling of BRFSS may yield a key racial health indicator that can be disaggregated by race/geography, with a broader regional goal being to reduce disparities across and within municipalities). County and municipal health departments should collaborate to develop such an indicator.

Monitor Integration of Health and Health Equity in Municipal Policies
Comprehensive policy reviews are needed to ensure health inequities are properly being addressed in municipal decisions. Regular policy assessments by municipalities, local health departments, and local planning departments will track progress of integration and implementation of health and health equity in municipal policies. CMAP should assist municipalities in creating an assessment tool that monitors the degree to which policies and practices integrate health and health equity.

ACTION REQUESTED: Discussion

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Agenda Item No. 12.0

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
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Chicago, Illinois 60606

312 454 0400
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MEMORANDUM

To: CMAP Transportation Committee

From: CMAP Staff

Date: September 22, 2017

Re: State Legislative Update

On July 6, 2017, after more than two years without a state budget, the Illinois General Assembly passed a year-long budget bill during the summertime special session. Though Public Act 100-0021—the fiscal year (FY) 2018 appropriation—addresses the backlog of unpaid bills, the backlog remains at $14.8 billion because the state does not have cash on hand to pay for all of its debts along with ongoing operations. The legislation assumes nearly $1.5 billion in savings on pensions contained in PA 100-0023, as well as a 10 percent reduction in state spending across the board—though IDOT remains funded at its current level. The budget included appropriations for metropolitan planning and research, funding CMAP and Illinois' 15 other metropolitan planning organizations.

As a part of the budget negotiations, the state individual income tax rate rose from 3.75 to 4.95 percent, while the corporate income tax rate rose from 5.25 to 7 percent via Public Act 100-0022. The Local Government Distributive Fund (LGDF) will be reduced by 10 percent for FY18 only. In addition to state agency cuts, the budget affects funds that are vital to implementing GO TO 2040, such as the Public Transportation Fund. Though the budget impasse has ended, the FY18 budget does not address long-term transportation investment needs nor does it provide necessary reforms to modernize or improve equity in the state tax system. Its very implementation rested on education funding reform—a bill that began as SB1 before receiving an amendatory veto, and ultimately passed in late August as a separate bill entirely, SB1947, now PA 100-0465.

In between negotiations, the General Assembly passed and the Governor signed a number of bills of interest to CMAP and partners. To highlight:

- PA 100-0107 (SB3): *Eases the consolidation process for townships and expands the DuPage, Lake, and McHenry County government consolidation model.*

- PA 100-0420 (SB1029): *Appropriates a portion of the Open Space Land Acquisition and Development Fund (OSLAD) for stewardship and maintenance of natural areas throughout Illinois.*
- PA 100-0106 (HB607): *Authorizes townships outside of Cook County to eliminate township road districts by ballot referendum.*
- PA 100-0341 (HB791): *Prohibits local governments from issuing restrictions on autonomous vehicles on its roadways.*

In addition, the CMAP live streaming bill—HB2538, now PA 100-0479—was signed into law by the governor on September 8th. The law requires CMAP to stream all board meetings and maintain an archive of the meetings online for public viewing. The effective date is January 1, 2018, and staff has been researching options for implementation.

The General Assembly will reconvene for fall veto session, October 24-26 and November 7-9.

Of note, a number of legislators have announced their plans to retire or to not seek reelection upon completion of their term. From the CMAP region, Leader Christine Radogno (R-Lemont), Representative Steven Andersson (R-Geneva), Representative Patricia Bellock (R-Westmont), Representative Mike Fortner (R-West Chicago), Representative Emily McAsey (D-Romeoville), Representative Elaine Nekritz (D-Buffalo Grove), Representative Robert Pritchard (R-Sycamore), Representative Carol Sente (D-Vernon Hills), and Representative Barbara Wheeler (R-Crystal Lake) will retire or have already retired. Other members will seek different offices, including Senator Daniel Biss (D-Evanston), as well as Representative Scott Drury (D-Highwood), Representative Laura Fine (D-Glenview), Representative Cynthia Soto (D-Chicago), and Representative Juliana Stratton (D-Chicago).

ACTION REQUESTED: Information

September 2017 Legislative Summary

Subject	Bill	Summary	Status	Agency Position
EXPAND AND IMPROVE PARKS AND OPEN SPACE				
Natural area stewardship	SB1029	**Sen. Jason Barickman (R-Bloomington)** SB1029 creates the Illinois Land Conservation and Stewardship Grant Program and authorizes the Illinois Department of Natural Resources (IDNR) to make grants for stewardship of natural areas across Illinois using money in the Natural Areas Acquisition Fund. IDNR can grant these funds to conservation organizations to provide basic maintenance and stewardship to open areas. The grants will be subject to approval by the General Assembly. The legislation fulfills three of GO TO 2040's conservation recommendations by moving the state closer to protecting conservation funds from agency sweeps, building capacity in private conservation organizations, and providing funding for stewardship of vital natural areas.	8/25/2017 ***Public Act 100-0420***	**Support**
PURSUE COORDINATED INVESTMENTS				
Local government consolidation	SB3	**Sen. Thomas Cullerton (D-Villa Park)** The bill would make several changes to existing law that facilitate local government consolidation by expanding the DuPage, Lake, and McHenry pilot program allowing the county board to consolidate/ eliminate certain units of government to all counties in Illinois. The bill would allow counties to cease township organization structure (eliminate townships countywide) and choose whether to restructure into a commission form of government, rather than requiring that form of government in order to cease township organization. The bill would remove restrictions that limit townships to 126 square miles. The bill would provide a process by which any township within a	8/14/2017 ***Public Act 100-0107***	**Neutral**

Subject	Bill	Summary	Status	Agency Position
		coterminous municipality can dissolve and allows township road districts to be abolished when they have less than 15 center lane miles. While the efficient governance proposals articulated in this bill align well with GO TO 2040, staff recommends a neutral position because this bill is inseparable from the Senate's Grand Bargain.		
INCREASE COMMITMENT TO PUBLIC TRANSIT				
RTA working cash	HB3004	**Rep. Al Riley (D-Hazel Crest)** Allows the Regional Transportation Authority (RTA) to sell additional Working Cash Notes before July 1, 2020 (now 2018) that are over and above and in addition to the $100,000,000 authorization. Working Cash Notes are essentially short-term (i.e. less than 24- month) loans to cover operating expenses. As amended, the RTA would also be permitted to establish a line of credit with a bank or other financial institution. To do so, the RTA must pass an ordinance and submit the ordinance to the Governor's Office of Management and Budget and the State Comptroller. Staff recommends supporting this legislation because the RTA's capacity to access short-term capital is a critical tool for mitigating the impact of the state's practice of delaying payments.	8/25/2017 ***Governor Amendatory Veto***	**Support**

Previously reported bills that have missed legislative deadlines

SB520 Continued federal appropriations (CMAP supports)
SB1337 Stormwater management (CMAP supports)
SB1507 County-led stormwater management (CMAP supports)
HB496 Township consolidation (CMAP supports)
HB662 Registration fee increase for electric and alternative fuel vehicles (CMAP supports)

HB2756 Stormwat.er Management (CMAP supports)
HB2802 Transit benefit programs (CMAP supports)
HB3136 Increase the motor fuel tax (CMAP neutral)
SJR7 and **HJR12** I-55 managed lanes (CMAP supports)

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Agenda Item No. 4.4

Chicago Metropolitan Agency for Planning

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312 454 0400
www.cmap.illinois.gov

MEMORANDUM

To: CMAP Board and Committees

From: CMAP Staff

Date: September 6, 2017

Re: Local Technical Assistance Program Update

The CMAP Board and committees receive regular updates on the projects being undertaken through the Local Technical Assistance (LTA) program, including those receiving staff assistance and grants. To date, 188 local projects have been initiated. Of these, 158 projects have been completed, and the remainder are underway.

Further detail on LTA project status can be found in the attached project status table. Projects that appear in this document for the first time, or that were recently completed, are noted and highlighted in italics.

ACTION REQUESTED: Information

Projects Currently Underway

Project	CMAP lead	Timeline	Assistance type	Status and notes
Arlington Heights bicycle-pedestrian plan (see website)	John O'Neal	May 2014-Sept. 2017	Staff assistance	Plan presented at August 14 Committee of the Whole meeting, where it was unanimously commended and recommended for Board approval at upcoming (September 5) meeting. Plan posted on project website.
Aurora downtown plan (see website)	Lindsay Bayley	May 2015-Oct. 2017	Staff assistance	Public comments have been reviewed. A public hearing on the plan will be held on September 20 at City Hall. Formatting the plan structure is underway. The plan is scheduled to go before the City Council on October 10 for approval.
Beach Park planning priorities report (see website)	*Ricardo Lopez*	*Jan. 2016-Aug. 2017*	*Staff assistance*	*Newly completed. Village staff presented the final report at the August 22 Committee of the Whole meeting. Planning Priorities Report complete and posted on project website.*
Bensenville zoning update (see website)	Jake Seid	Oct. 2015-Apr. 2018	Staff assistance	Module one of three of the updated Ordinance was revised with comments from Village staff. Module 1 will be presented to the Steering Committee in late September or early October.
Berwyn stormwater management plan	Kate Evasic	May 2017-Feb. 2018	Consultant assistance	Consultant contract has been finalized; project to begin in September.
Berwyn zoning revisions (see website)	Jake Seid	Jan. 2013-Sept. 2017	Staff and consultant assistance	CMAP presented a revised public draft to the community at a public hearing on August 17. CMAP discussed changes to the Ordinance with City Council on August 22. The Ordinance was updated and is tentatively scheduled for adoption on September 12.
Brookfield comprehensive plan	Heidy Persaud	Oct. 2016-Oct. 2017	Consultant assistance	Draft Plan is being revised by the consultant.
Campton Hills zoning and subdivision regulations	Kristin Ihnchak	July 2014-Oct. 2017	Consultant assistance	No update this month.
Chicago Heights zoning update	Maggie Jarr	Nov. 2016-Nov. 2017	Consultant assistance	The Steering Committee is creating a set of consensus revisions on the downtown district regulations, use categories, and sign regulations. The consultant will address these comments in September, prior to scheduling public open house and adoption meetings.
Chicago North River Communities neighborhood plan (see website)	Brian Daly	Nov. 2015-Nov. 2017	Staff assistance	CMAP staff is currently drafting the plan and conducting outreach to aldermen and key implementation stakeholders. Staff is reviewing ULI's draft report from the housing affordability panel held in late June.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Chicago Pilsen-Little Village neighborhood plan (see website)	Ricardo Lopez	Dec. 2013-Sept. 2017	Staff assistance	Chicago DPD intends to bring the plan for adoption in the near future.
Chicago Riverdale area transportation plan	Tony Manno	Nov. 2016-Dec. 2017	Consultant assistance	Existing Conditions Report draft is underway and expected to be delivered in mid-September.
Cook County (Maine-Northfield) unincorporated area plan (see website)	John Carlisle	July 2016-Mar. 2018	Staff assistance	A public visioning workshop was held on August 30 at Apollo School unincorporated Des Plaines. CMAP and subconsultant Michael Baker/Hey & Associates completed a draft stormwater analysis and is discussing the report with steering committee on September 6. Steering committee and county partners will review draft key recommendations and visioning summary in late September.
Crystal Lake transportation plan (see website)	Nora Beck	Mar. 2014-Oct. 2017	Staff assistance	CMAP updated draft based on steering committee, Pace, and Metra comments. Draft transportation plan is now posted to the CMAP webpage. Public open house scheduled for Monday, September 18 from 5 to 7 pm at City Hall.
Des Plaines comprehensive plan	Heidy Persaud	Nov. 2016-May 2018	Staff assistance	Existing Conditions Report draft is underway and expected to be delivered in September. Outreach continues with business focus groups, student focus groups, and a Public Visioning Workshop scheduled for October 18.
DuPage County / Hanover Park Homes for a Changing Region (see website)	Jonathan Burch	Nov. 2014-Nov. 2017	Consultant assistance	The communities have agreed to a firm plan along with frequent and pre-set coordination meetings to keep in alignment with the final schedule for this project. Teska has started drafting the plans for West Chicago and Glendale Heights. The recommendations memo for Hanover Park will be presented to their board in September.
Franklin Park comprehensive plan (see website)	*John Carlisle*	*Apr. 2015-Aug. 2017*	*Staff assistance*	*Newly completed. The Board of Trustees voted to adopt the comprehensive plan. The LTA implementation team is working with Village staff on an RFQ/RFP for development of a downtown site, which is Village-owned and was identified in the plan for mixed-use development near transit.*
Governors State University green infrastructure plan	Holly Hudson	June 2015-Sept. 2017	Consultant assistance	The landscape restoration portion of the plan was finalized following the steering committee's input and submitted by the consultant. The stormwater management portion of the plan neared completion; some additional input is needed from the consultant's subconsultant.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Hampshire planning priorities report (see website)	Tony Manno	Mar. 2016-Sept. 2017	Staff assistance	CMAP staff presented the recommendations to the Village Board on August 10. The plan is now being finalized.
Harvard zoning update	Jake Seid	Jan. 2017-Nov. 2017	Consultant assistance	Camiros is drafting the Ordinance based on comments received from City staff and the Ordinance Steering Committee. The draft Ordinance should be complete in September.
Huntley zoning update	Patrick Day	May 2015-Sept. 2017	Consultant assistance	CodaMetrics is working with Village to schedule public open house to review the completed draft code.
Joliet Chicago Street plan	Stephen Ostrander	Dec. 2016-May 2018	Consultant assistance	Project team met on August 23, and set up updated comprehensive timeline for remainder of project, including resolving Library parking lot issue once new City Manager is installed (by October) with next full Advisory Committee meeting in November.
Lisle downtown parking plan (see website)	Lindsay Bayley	Mar. 2016-Dec. 2017	Staff assistance	Survey comments are being reviewed and draft recommendations are being formed. We received 433 completed surveys.
Lower Salt Creek Watershed-based Plan	Holly Hudson	Jan. 2016-Dec. 2017	Staff assistance	CMAP staff and project partners DuPage County Stormwater Management (DCSM) and DuPage River Salt Creek Workgroup (DRSCW) continued Plan development. The third public stakeholder meeting was held on August 10 at the Village of Villa Park. Stakeholders continued to utilize an online BMP identification "survey" via a MetroQuest platform and have submitted more than 115 BMP opportunities to date for inclusion in the Plan. Staff will be meeting with the Salt Creek Watershed Network and other stakeholder groups during September to garner additional input. The next public meeting is scheduled for October 5 in Westchester.
McHenry County Fox River corridor study	Kate Evasic	Sept. 2016-Mar. 2018	Staff assistance	CMAP staff held a steering committee meeting on August 16 to review the draft existing conditions report. Staff is revising the report based on feedback and preparing for a public visioning workshop on September 21.
North Lawndale community plan (see website)	Brandon Nolin	Feb. 2016-Feb. 2018	Staff assistance	UIC SISE program was completed August 15 and provided various recommendations for the use of public right-of-way along Ogden Avenue in North Lawndale. CMAP and LISC are working with NLCCC subcommittees to draft plan outline content. The Draft Plan is anticipated in late 2017 with publication/adoption in early 2018.
Palos Park bikeways and trails plan (see website)	John O'Neal	Apr. 2017-Feb. 2018	Consultant assistance	Pop-up outreach took place on July 27, in conjunction with Palos Park's Hot Dog Days festival. Steering Committee bike tour delayed due to

Project	CMAP lead	Timeline	Assistance type	Status and notes
				scheduling issues – it is now being planned for late August or early September. Outreach, promotion of planning effort, and data collection continues.
Park Forest zoning revisions (see website)	Jake Seid	June 2013-Oct. 2017	Staff and consultant assistance	A revised version of the complete UDO with staff comments should be complete by the end of September. Steering Committee review should occur in September. Public outreach on the UDO will occur in October.
South Elgin zoning update (see website)	Patrick Day	Oct. 2014-Dec. 2017	Staff assistance	CMAP Staff will present the completed draft UDO Module One to Steering Committee at a September 20 public meeting.
South Holland comprehensive plan (see website)	Stephen Ostrander	Apr. 2015-Oct. 2017	Staff assistance	CMAP staff wrapped up drafting of full plan document, consulted with Village on Future Land Use Map, and began final layout of document in InDesign.
SSMMA Complete Streets plan (see website)	*John O'Neal*	*July 2014-Aug. 2017*	*Staff assistance*	*Newly completed. Plan (and final InDesign layout) complete and posted on project website. Implementation actions, including South Council member communities' endorsement of plan, will occur after adoption.*
Villa Park zoning ordinance	Patrick Day	July 2015-Sept. 2017	Consultant assistance	Duncan Associates has completed a final draft and are currently scheduling public open house.
Westchester zoning ordinance	Maggie Jarr	Nov. 2014-Dec. 2017	Consultant assistance	The consultant shared an updated draft of the zoning ordinance with the Steering Committee and is working to schedule a joint workshop with the Plan Commission and the Zoning Board of Appeals and public open house(s) in September.
Wilmington downtown plan (see website)	Maggie Jarr	Jan. 2017-May 2018	Staff assistance	CMAP staff held a Steering Committee meeting on August 2 to review the draft Existing Conditions Report and revised the document based on comments. The final version was posted to the project website. A public visioning workshop was held on August 9 where residents, business owners, and other community stakeholders shared their ideas and preferences for the future of the downtown. CMAP staff is currently drafting a memo to provide the Steering Committee with a summary of the visioning workshop and an overview of the key recommendations that will shape the Plan. CMAP staff will begin drafting the Plan in September.

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