



Transportation Committee

Annotated Agenda

Friday, April 27, 2018--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— March 30, 2018**
ACTION REQUESTED: Approval
- 4.0 **Coordinating Committee Reports**
The Planning Committee met on April 11. An update of the meeting will be given. Both the Programming and Planning Committees are scheduled to meet next on June 13.
ACTION REQUESTED: Information
- 5.0 **FFY 14-19 Transportation Improvement Program (TIP) Amendments and Administrative Modifications**
TIP Amendment [18-05](#) was published to the [eTIP web site](#) on April 20, 2018 for committee review and public comment. A memo summarizing the formal TIP amendment [18-05](#) and administrative amendments [18-05.1](#) and [18-05.2](#) is included in the meeting materials.
ACTION REQUESTED: Approval
- 6.0 **FFY 19-24 Transportation Improvement Program (TIP) Development**
Staff will provide an overview of the development of the next TIP document. The 2019-24 TIP is scheduled to be released for public comment in conjunction with the draft ON TO 2050 plan in June.
ACTION REQUESTED: Discussion
- 7.0 **FY 2019 Unified Work Program (UWP)**
Staff will present the proposed FY 2019 UWP and seek approval of a recommendation to the MPO Policy Committee at its June 14, 2018 meeting.
ACTION REQUESTED: Approval

8.0 Intergovernmental Agreement between IDOT and CMAP Concerning Federal Performance Measures and an Agreement between IDOT, CMAP, RTA, and the Transit Service Boards Concerning Planning and Federal Performance Measures

These agreements are necessary to comply with federal rules requiring that the MPO, the state, and transit providers jointly agree upon written provisions for cooperatively developing and sharing information related to the collection of performance data. At their March 8, 2018 meeting, the MPO Policy Committee delegated approval authority for this matter to the Transportation Committee. All entities have met and determined that there will be an agreement between IDOT and CMAP regarding highway data and a separate agreement between IDOT/CMAP/RTA/CTA/Metra and Pace for the transit data.

ACTION REQUESTED: Approval

9.0 US DOT Certification

In December 2017, US DOT conducted its on-site visit for the certification review. US DOT staff will provide an update on the status of the review.

ACTION REQUESTED: Information

10.0 Subcommittee on Transportation Revenue Recommendations

The CMAP Board and MPO Policy Committee appointed a subcommittee to discuss ON TO 2050 revenue forecasts and recommendations for the ON TO 2050 Financial Plan for Transportation, as well as prioritization for near-term implementation of those recommendations.

Recommendations to the CMAP Board and MPO Policy Committee have been drafted based on subcommittee meeting discussions. The Subcommittee has requested feedback from CMAP's Transportation Committee on these recommendations, which are outlined in the attached memorandum.

ACTION REQUESTED: Discussion

11.0 ON TO 2050

11.1 Draft Mobility Recommendations and Regionally Significant Projects

Staff will present the draft recommendations of the ON TO 2050 **Mobility chapter**, including the financial plan and regionally significant projects.

ACTION REQUESTED: Discussion

11.2 Local Strategy Maps (Layers Approach) Update

In developing ON TO 2050, CMAP aims to provide actionable guidance for local implementers of policy recommendations. CMAP developed the place-based layers approach to deliver contextual data on how strategies relate to local communities. CMAP staff will update the committee on the layers approach and give more

information on the data layers that most directly relate to transportation.

ACTION REQUESTED: Discussion

12.0 Status of the Local Technical Assistance (LTA) Program

The LTA program status report is available [here](#).

ACTION REQUESTED: Information

13.0 Legislative Update

Staff will update the committee on relevant legislative activities.

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 June 8, 2018.

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



**Chicago Metropolitan Agency for Planning (CMAP)
Transportation Committee
Draft Minutes
March 30, 2018**

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

- Committee Members Present:** Jennifer (Sis) Killen – Cook County, Chair, Rocco Zucchero – Illinois Tollway, Vice Chair, Jennifer Becker – Kane County, Brian Carlson – IDOT, Kevin Carrier – Lake County, Mike Connelly – CTA, Luann Hamilton – CDOT, Jessica Hector-Hsu – RTA, Scott Hennings – McHenry County, Tom Kelso – IDOT OP&P, John Loper – DuPage County, Kevin Muhs – SEWRPC, Jason Osborn – Metra, Leon Rockingham (via phone) – Council of Mayors, Dave Tomzik – Pace, Audrey Wennink – MPC
- Absent:** Gabrielle Biciunas – NIRPC, Darwin Burkhart – IEPA, John Donovan – FHWA, Doug Ferguson – CMAP, Tony Greep – FTA, Jacky Grimshaw – CNT, Adrian Guerrero – Class One Railroads, Robert Hann – Private Providers, Fran Klass – Kendall County, Christina Kupkowski – Will County, Beth McCluskey – IDOT OIPI, Randy Neufeld – Bicycle & Pedestrian Task Force, Joe Schofer – Academic & Research, P.S. Sriraj – Academic & Research
- Others Present:** Garland Armstrong, Heather Armstrong, Omari Bektemba, Scott Figved, Michael Fricano, Mike Klemens, Carolina Martinez, Molly Monserud, Leah Mooney, Kelsey Mulhausen, Kevin Peralta, David Seglin, Judy Shanley, Cody Sheriff, Mike Vanderhoof
- Staff Present:** Patrick Day, Teri Dixon, Kama Dobbs, Jesse Elam, Jane Grover, Elizabeth Irvin, Erin Kenney, Leroy Kos, Art Nicholas, Melissa Porter, Liz Schuh, Aseal Tineh, Barbara Zubek

1.0 Call to Order/Introductions

Chairman Killen called the meeting to order at 9:31 a.m.

2.0 Agenda Changes and Announcements

There were no agenda changes or announcements.

3.0 Approval of Minutes – February 23, 2018

A motion to approve the minutes of the February 23, 2018 meeting, with the correction of one spelling error, made by Mr. Connelly and seconded by Mr. Loper, carried.

4.0 Coordinating Committee Reports

Vice Chairman Zucchero reported the Planning Committee met on March 14 to discuss the draft ON TO 2050 Environment, Economy, and Governance recommendations. The committee's next meeting is on April 11. Chairman Killen reported the Programming Committee also met on March 14 and received an overview of the ON TO 2050 draft process and discussed proposed Land Use recommendations. Staff updated the committee on the new pavement management pilot program. Staff also presented a plan to shift the LTA call for project to coincide with the release of ON TO 2050 in October 2018. The committee's next meeting is on June 13.

5.0 ON TO 2050

5.1 Draft Land Use Recommendations

Ms. Schuh presented the proposed ON TO 2050 Land Use recommendations, underlying strategies, and selected action steps to achieve the recommendations. She explained the chapter has a series of recommendations to help promote reinvestment in the region and careful expansion. The recommendations are sorted into three broad goals: directed investments to encourage sustainable development patterns, reinvestment to build vibrant communities, and improving the interaction of development, economic, and fiscal goals.

Chairman Killen requested discussion on the recommendation to develop a program to identify Target Reinvestment Areas. She opened the discussion by asking how broad the definition of economic centers would be. Ms. Schuh stated that the goal of the plan it is to define a program for the region to develop. Ms. Hamilton stated that in addition to counties, municipalities should be listed as partners for targeted reinvestment areas. Mr. Connelly stated that one thing that is missing is transit reinvestment and said that more density requires more transit. He added that transit should be included in the development of walkable communities. Ms. Hamilton stated the chapter should include multi-modal transportation and the need for having choices. Mr. Zucchero commented that compatible reinvestment areas beyond mixed use transit areas, such as along interstates, should be considered and included in the chapter. Chairman Killen noted that as we widen interstates, we're not just adding lanes for cars, we're accommodating buses as well. Ms. Hamilton commented that the recommendation that infrastructure investment through CMAQ, TAP, and STP should be directed toward designated TRAs sounds like CMAP is proposing limiting those programs. Ms. Schuh stated that the intent was direct more points in project selection to TRAs, not to change the eligibility of these programs. Mr. Tomzik stated that a stronger correlation between transit and land use should be encouraged earlier in development processes, so that transit is incorporated into developments, rather than being an afterthought. Ms. Wennink commented that when business development occurs it should be transit supportive and that asking for service after development occurs can be a struggle. Ms. Schuh noted that several of the concepts

being discussed are recognized in the Mobility chapter. In response to comments from Mr. Tomzik, Ms. Hamilton, and Mr. Connelly, Ms. Schuh explained that staff is working on the navigation scheme to refer readers to related recommendations in the web-based plan.

Regarding the recommendation to target key conservation and agricultural areas for preservation and stewardship, Chairman Killen stated that the strategy could be stronger if it focused on stopping sprawl rather than reacting when it happens.

Regarding the recommendation to support development of compact, walkable communities, Ms. Hamilton stated that the funding agencies, such as IDOT, have outdated standards and regulations about accommodating all users on the roadway that don't reflect current views and practices and suggest that the plan address this disconnect between regulations and normal practice.

Chairman Killen stated that the recommendation that municipalities should recoup the public costs of supporting new development may work against the recommendations for disinvested and low capacity areas.

Several committee members commented on the tone of the chapter and the use of "will" verses "should" in the recommendations. Ms. Schuh stated that review is ongoing and that CMAP generally tries to be careful about directing the actions of others.

5.2 Draft Governance Recommendations

Mr. Day presented the draft ON TO 2050 Governance recommendations, underlying strategies, and selected action steps to achieve those recommendations. He explained the governance chapter recommendations are framed by three goals: collaboration at all levels of government, greater capacity to achieve local and regional goals, and data driven and transparent investment decisions.

Chairman Killen stated the order in which the strategies appear should be changed to create a better flow of information. Mr. Zucchero stated looking through the eyes of an implementer, the overall content is good but noted there should be a focus on training or workshops for permitting and plan reviews, specifically the timelines for reviews, which can be lengthy. Mr. Loper agreed that permitting and fees should be coordinated between agencies. He stated fee differences can lead to competition that drives development locations. He also added that interagency coordination is needed for getting things through IDOT efficiently. Chairman Killen said there should be a recommendation for collaboration in the processing of permits to reduce the potential for conflicting requirements and comments from multiple agencies. Mayor Rockingham stated that standardizing helps get things done quicker. Mr. Tomzik noted that regional agencies often get treated as a business rather than a partner with trying new things and better agency to agency coordination is needed.

Mr. Carrier said there should be training for the local municipalities on how to deliver projects. Mr. Day noted that staff is exploring all of these through the supplemental staffing recommendation. Ms. Hamilton noted that more education of local officials about the opportunities available and the processes is a good role for CMAP.

Mr. Zucchero stated shared maintenance yards should be considered for shared services because these are large facilities that take significant property off of the tax rolls. Mr. Tomzik added that bus garages are another opportunity for co-location of shared services. Mr. Day stated that CMAP is currently conducting a shared services study with McHenry County and the McHenry Council of Governments looking at asset mapping and locations of facilities. The LTA project for Oswego, Yorkville, and Montgomery includes a post plan implementation item to study shared fleet maintenance.

Mr. Carrier asked if the intention of the recommendation to provide funding for sharing or consolidating services and consolidating local governments was to identify areas where consolidation is feasible. Mr. Day acknowledged that consolidation won't make sense in some areas and the recommendation is for funding to study feasibility.

Chairman Killen commented that the statement "CMAP and partners should develop a process to develop, coordinate, and prioritize responses to federal freight opportunities such as INFRA" is too narrow.

Mr. Loper commented that the recommendation to pursue annexation of developed unincorporated areas is a difficult path and more discussion on the implications of the recommendation on township and municipal services is needed. Chairman Killen noted that Cook County has tried to incentivize annexations. Ms. Hector-Hsu stated that there is a lot of regional variation in the services provided in unincorporated areas, for example township bus services, and suggested CMAP should work on how to be consistent and equitable across the region.

5.3 Inclusive Growth Indicators

Ms. Tineh presented the proposed ON TO 2050 inclusive growth indicators, highlighting the transportation related kindred indicators. She reviewed the average journey to work by race and ethnicity and percent of income spent on housing and transportation by moderate- and low-income households by race and ethnicity.

Chairman Killen asked if it would make sense to have an indicator that measures the access to transit, for health care, for example. Ms. Tineh explained that access to transit does not necessarily facilitate connections for people and looking at access on its own would not help evaluate progress in inclusive growth. In response to a question from Ms. Becker, Ms. Tineh stated that the memo presented was also sent to the Human and Community Development Committee. Mr. Carrier suggested that a "heat map" of the indicator results would be helpful for implementers.

5.4 Mobility Draft Update

Ms. Irvin gave an update on the draft mobility chapter. She stated that the portion of the chapter discussing two of the three goals, “a modern multimodal system that adapts to changing travel demands” and “a system that works for everyone”, has been posted for review and comment. The text addressing the third goal, “making transformative investments”, will be added on April 9. This section of the chapter will include the Regionally Significant Project (RSP) recommendations. The full chapter will be discussed at the next committee meeting on April 27 and the deadline for committee comments for this draft is April 30. In particular, staff is seeking feedback on the tone, should versus will, of the recommended actions, and any additional current work that should be highlighted.

Mr. Elam stated that the financial plan, and a discussion of user fees, including tolling existing lanes, will be part of the mobility chapter. He explained that the regionally significant project evaluation relied on estimating toll revenues, and removing those projected revenues from project costs, in order to develop a fiscally constrained list of projects. He explained the recommendation in ON TO 2050 is more precise than GO TO 2040 because it recommends that tolls are applied on the full cross section, including existing lanes, at the time of rebuilding. He stated that the recent work on the Elgin-O’Hare Expressway is an example of this strategy. In response to a question from Ms. Hamilton, Mr. Elam confirmed that FHWA has indicated this is a reasonable assumption.

6.0 Intergovernmental Agreements – Performance Measures

Ms. Dixon informed the committee that staff is in the process of negotiating the details of an agreement which ensures that IDOT, CMAP, and providers of public transportation will jointly agree upon and develop written provisions for cooperatively developing and sharing information related to the collection of performance data, as required by 23 CRF 450.314(h). She explained that the MPO Policy Committee was asked to consider the agreement in March, but due to limited review time and the requirement for the agreement to be in place prior to May 27, delegated approval authority to the Transportation Committee. The agreement will be presented for approval at the committee’s April 27 meeting.

7.0 Status of the Local Technical Assistance (LTA) Program

The status of the LTA program was included in the meeting materials.

8.0 Other Business

Mr. Kelso announced that IDOT is planning to release a solicitation for projects to be funded through the federal State Planning and Research (SPR) program on April 13. The amount of funding available is significant and will be awarded at an 80/20 match ratio. Eligible projects are similar to those eligible for funding through the Unified Work Program (UWP). An informational webinar is planned for April 16. Selected projects will be announced by July 1, 2018.

9.0 Public Comment

Mr. Armstrong commented that he is concerned about railroad safety and said the public needs to be better educated about the danger of trying to beat trains at crossings with the gates down. He suggested materials in multiple languages are needed. Mr. Osborn stated Metra has several programs addressing safety, but will continue to work with communities on these programs. He stated he appreciates Mr. Armstrong's comments.

Mr. Figved commented that the recent death on the Metra tracks in Barrington has brought awareness to the public and Metra should use this heightened awareness due to the tragedy as an opportunity to educate people on safety and the resources available, such as the suicide prevention hotline. He also commented that, although he notified his conductor prior to his stop, he was left on a Metra train recently. Being left on trains can be hazardous to people with disabilities, as they may not be able to successfully navigate back to their intended stop, where they may have a ride or other assistance waiting, when it is missed. Plans should be in place to help disabled people get off trains at the proper stop, and to ensure someone is to assist or wait with a person for a return train when their stop is missed. He also noted that road and sidewalk conditions become hazardous after winter and communities need to get out and survey and fix any damages.

Mr. Bektemba asked if CMAP has considered working with rideshare companies to fill transit service gaps. He stated the most interesting thing about working with rideshare companies would be the access to data. Mr. Elam responded there has been a lot discussion about this and the mobility chapter delves into it. He also noted that Metra has partnered with rideshares on marketing. Ms. Irvin added that the Transportation Technology strategy paper discusses how rideshare companies can complement transit and provide service where it is hard to reach. The RTA Strategic Plan also addresses rideshares.

10.0 Next meeting

The next Transportation Committee meeting is scheduled for April 27, 2018.

11.0 Adjournment

On a motion by Mr. Connelly, seconded by Mr. Loper, the meeting adjourned at 11:19 a.m.

Respectfully submitted,



MEMORANDUM

To: CMAP Transportation Committee
From: CMAP Staff
Date: April 20, 2018
Re: Transportation Improvement Program (TIP) Amendments

Since the November committee meeting, project programmers submitted 58 Formal Amendments for Transportation Committee consideration. Additionally, 175 Administrative Amendments were submitted, reviewed, and accepted by staff. Summary information is presented below. A list of projects and a report containing the full change details for each amendment are available on the Amendments tab of the [eTIP public web page](#).

Formal Amendment 18-05

A total of 102 **Formal Amendments** were submitted for Transportation Committee approval. A total of 32 new projects added over \$80 million in total cost to the TIP. Another \$90 million was added due to additional project phases being added to the TIP. Thirty (30) cost changes and two (2) project deletions removed \$40 million from the TIP. Schedule and other changes added \$1 million. The overall change in total project cost within all prior, current, and future years due to this amendment is the addition of just under \$132 million to the TIP, as summarized below.

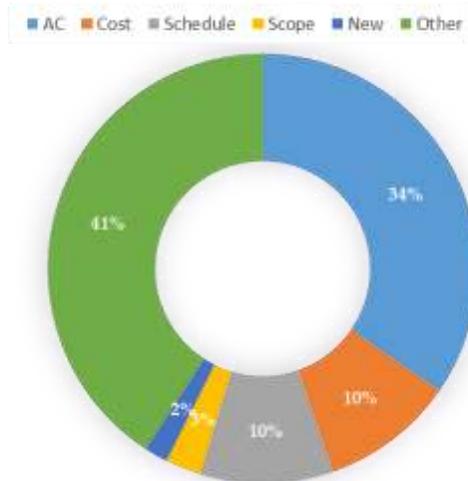
Type of Change	# of Projects	Change in Total Cost	Total Cost Before	Total Cost After
New Project	32	\$80,620,505	\$0	\$80,620,505
Cost change	30	-\$38,969,976	\$3,335,823,275	\$3,296,853,299
Schedule change	17	\$1,435,000	\$118,424,696	\$119,859,696
Phase(s) added or removed	10	\$90,128,876	\$112,545,057	\$202,673,933
Delete project	2	-\$430,000	\$430,000	\$0
Other changes	11	-\$432,622	\$45,344,662	\$44,912,040
Grand Total	102	\$132,351,783	\$3,612,567,690	\$3,744,919,473

Administrative Amendments 18-05.1 and 18-05.2

A total of 338 Administrative Amendments were submitted, reviewed, and accepted by staff on amendment **18-05.1** and **18-05.2**. Administrative amendments include new projects that are not federally funded or have all federal funds in future years, conversion of project phases to or

from Advance Construction (AC), cost changes that are below CMAP's amendment thresholds, changes to project schedules within the years of the TIP, changes to fund sources, and other miscellaneous changes that do not affect the scope, schedule, or funding of projects in a way that requires committee approval.

18-05.1 & 18-05.2 Administrative Amendments
Type of Changes



Ninety-five (95) projects were placed in Advance Construction (AC) and twenty-two (22) were converted from Advance Construction. Cost adjustments made with the AC-related changes added a little over \$2.3 million to the TIP. Cost changes to 34 projects added over \$18 million in total cost, and six (6) new projects added \$12 million. The remaining 181 changes added just over \$100 thousand to the TIP when making schedule changes, minor scope changes, and other changes, including updating project ID numbers and changing the implementation group identifier for reporting. In total, the administrative changes resulted in just over \$33 million being added to the TIP. The type of change, number of projects affected, and total project cost information is shown below. Total cost includes all fund sources and all project phases in prior, current, and future years.

Type of change	# of projects	Change in total cost	Total cost before	Total cost after
Phase(s) placed in Advance Construction	95	\$2,759,863	\$2,509,156,048	\$2,511,915,911
Phase(s) converted from Advance Construction	22	-\$456,332	\$102,726,649	\$102,270,317
Cost change	34	\$18,606,685	\$1,573,830,618	\$1,592,437,303
Schedule change	34	\$0	\$634,174,750	\$634,174,750
Minor scope change	9	\$74,495	\$33,169,492	\$33,243,987
New Project	6	\$12,327,087	\$0	\$12,327,087
Other	138	\$32,000	\$2,286,845,552	\$2,286,877,552
Grand Total	338	\$33,343,798	\$7,139,903,109	\$7,173,246,907

ACTION REQUESTED: Approval

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MEMORANDUM

To: Transportation Committee

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

Date: April 20, 2018

Re: FY 2019 UWP Budget

On January 2, 2018, CMAP issued a Call for Projects for the FY 2019 UWP proposals. Nineteen total proposals were received with 9 for core projects and 10 for the competitive projects.

The FY 2019 Budget reflects efforts to ensure that CMAP remains operational and provides for the core transportation planning dollars for the City of Chicago, the Council of Mayors, Cook County and the transit agencies. The FY 2019 Budget also reflects efforts to ensure that funding for competitive proposals, as indicated by the UWP committee as an important component of the UWP program in terms of advancing and implementing regional priorities, remain available for committee-selected projects. Federal funding is estimated to be \$17,947,242 for FY 2019, an increase of \$724,416 over the FY 2018 federal funding level. With the required match, the total UWP program for FY 2019 is estimated to be \$22,434,053.

CORE PROPOSALS

The core proposals submitted totaled \$22,504,895, of which \$18,003,916 are for federal funds. A brief synopsis of each core program was presented and discussed at the UWP committee meeting on February 14. To meet the operational demands of the UWP committee agencies within a fiscally constrained budget and while maintaining the viability of the competitive program, a 5% increase over the FY 2018 Budget was allocated to each agency. There were two exceptions to this allocation, CMAP received an increase of less than 1% and the COM received a 6% increase due to additional scope required under the STP reform program. The recommendation on funding levels for the core proposals is as follows.

- CMAP request for \$17,499,631 be approved at \$16,874,837, a reduction of \$624,794 (reflects federal funds and state match)

- CDOT request for \$938,548 be approved at \$866,250, a reduction of \$72,298 (\$57,838 federal funds)
- County request for \$562,500 be approved at \$250,000, a reduction of \$312,500 (\$200,000 federal funds)
- Council of Mayors request for \$2,035,466 be approved at \$1,834,158 a reduction of \$201,308 (\$161,047 federal funds; no longer providing overmatch)
- CTA request for \$593,750 be reduced to \$525,000, a reduction of \$68,750 (\$55,000 federal funds)
- Metra request for \$450,000 be reduced to \$420,000, a reduction of \$30,000 (\$24,000 federal funds)
- Pace (TIP Development and Monitoring) request be approved at \$75,000, unchanged from FY 2018, and Pace (Rideshare Service Program) be approved at \$82,500, a reduction of \$67,500 (\$54,000 federal funds).
- RTA request for \$200,000 be reduced to \$105,000, a reduction of \$95,000 (\$76,000 federal funds).

On February 16, CMAP staff met with Cook County to discuss the submission of the Cook County Transit Study in response to UWP committee members’ understanding that this project maybe a duplication of previous transit studies. Cook County advised that this project was not a duplication of previous transit studies, and would assist Cook County to better define its role in transit similar to how the Cook County Freight Plan refined the County’s role. Cook County advised that this project was scalable and previous years’ Counties funding could aid in funding this project. Therefore, the Cook County Transit Study was included in the Core program as the Counties’ annual submission as agreed by the UWP Committee in 2016.

COMPETITIVE PROPOSALS

At the February 14, meeting all competitive proposals were presented and the committee had an opportunity to ask further questions regarding the projects. On February 20, CMAP staff met with Chicago Heights to discuss their Sidewalk Neighborhood Improvement project. Based on that conversation it was determined that STP funding was a more appropriate funding option than UWP funding. As a result, Chicago Heights withdrew its submission from consideration. CMAP staff will work with Chicago Heights to further explore the STP and other capital project funding options. Committee members ranked the proposals as reflected in Table 1.

TABLE 1

FY 2019 COMPETITIVE PROPOSALS RANKING

Agency	Project Title	Total Score
CTA	Next Phases - Red / Purple Modernization (RPM) Core Capacity Expansion	18

Agency	Project Title	Total Score
CMAP - suballocation to RTA	Local Planning Assistance - Community Planning Program	16
Metra	Origin-Destination Survey	16
CDOT	Vision Zero South Side	15
Metra	Train Asset Mgmt. (TAM) Support Tool Development	14
Pace	I-294 Transit Market Assessment	14
CDOT	Complex Intersections Framework Plan	11
CDOT	New Mobility Impacts Study and Synthesis	10
City of Chicago Heights	Sidewalk Neighborhood Improvement	10
Pace	Dynamic Pricing Strategies Planning Model	8

Based on scoring by the UWP Committee and funding of \$1,401,308 available for competitive proposals, it is recommended that the following proposals and amounts be approved:

CTA - Next Phases - Red / Purple Modernization (RPM) Core Capacity Expansion for \$356,000 (reflects federal funds and local match)

CMAP/RTA – Local Planning Assistance – Community Planning Program for \$590,308 (reflects federal funds and state match)

Metra - Origin-Destination Survey for \$325,000 (reflects federal funds and local match)

CDOT – Vision Zero South Side for \$130,000 (reflects federal funds and local match)

Based on funding of \$1,401,308, the top four projects were awarded with the goal of providing at least more than 50% of its federal funding request. Each agency advised during its February 14 presentation that these projects were scalable and/or alternative funding could be identified. Selecting additional projects would have reduced the amount available per project, thereby reducing the feasibility of proceeding with the selected projects.

Table 2 reflects the FY2019 UWP recommended program.

TABLE 2

RECOMMENDED FY2019 UWP

Agency	Project Title	CMAP Recommendations - federal funds	CMAP Recommendations - total funds
Core			
CMAP	MPO Activities	\$13,499,870	\$16,874,837
City of Chicago (CDOT)	City of Chicago Transportation and Programming	\$693,000	\$866,250
Council of Mayors	Subregional Transportation Planning, Programming, and Management	\$1,467,326	\$1,834,158

Agency	Project Title	CMAP Recommendations - federal funds	CMAP Recommendations - total funds
CTA	Program Development	\$420,000	\$525,000
County	Cook County Transit Study	\$200,000	\$250,000
Metra	Program Development	\$336,000	\$420,000
Pace	Rideshare Services Program	\$66,000	\$82,500
Pace	TIP Development and Modeling	\$60,000	\$75,000
RTA	2018 Regional Transit Strategic Plan Support	\$84,000	\$105,000
Total Core		\$16,826,196	\$21,032,745
Competitive			
CMAP/suballocation to RTA	Local Planning Assistance - Community Planning Program	\$472,246	\$590,308
CDOT	Vision Zero South Side	\$104,000	\$130,000
CTA	Next Phases - Red / Purple Modernization (RPM) Core Capacity Expansion	\$284,800	\$356,000
Metra	Origin-Destination Survey	\$260,000	\$325,000
Total Competitive		\$ 1,121,046	\$ 1,401,308
Total Programs		\$ 17,947,242	\$ 22,434,053

APPROVED FY2019 UWP BUDGET

On March 14, the UWP Committee met to approve the FY 2019 UWP budget. During that meeting, Cook County requested an opportunity to present a business case for increased funding consideration. It was agreed by the UWP Committee that Cook County be awarded an additional \$50,000 in federal funds towards their project. To maintain the balanced budget, CMAP agreed to reduce its core program federal request by \$50,000 citing that potential savings may be achieved by the Agency through its hiring cycle.

During this meeting, RTA also requested that its core program federal funds of \$84,000 be reallocated to CTA and Metra competitive projects. Both agencies would receive an additional \$42,000 in federal funds. RTA cited that they would be able to support their core activities through other funding sources. RTA supported CTA's Red/Purple Modernization program and Metra's Origin-Destination Survey projects noting them as important initiatives that required additional funding.

Overall changes resulted in a decrease in the core federal funding of \$84,000 and an increase of \$84,000 in the competitive federal funding.

The table below reflects the changes and the final FY 2019 budget as approved by the UWP Committee.

TABLE 3

APPROVED FY2019 UWP

Agency	Project Title	UWP Committee Final Recommendations - federal funds	UWP Committee Final Recommendations - total funds
Core			
CMAP	MPO Activities	\$13,449,870	\$16,812,337
City of Chicago (CDOT)	City of Chicago Transportation and Programming	\$693,000	\$866,250
Council of Mayors	Subregional Transportation Planning, Programming, and Management	\$1,467,326	\$1,834,158
CTA	Program Development	\$420,000	\$525,000
County	Cook County Transit Study	\$250,000	\$312,500
Metra	Program Development	\$336,000	\$420,000
Pace	Rideshare Services Program	\$66,000	\$82,500
Pace	TIP Development and Modeling	\$60,000	\$75,000
RTA	2018 Regional Transit Strategic Plan Support	\$0	\$0
Total Core		\$16,742,196	\$20,927,745
Competitive			
CMAP/suballocation to RTA	Local Planning Assistance - Community Planning Program	\$472,246	\$590,308
CDOT	Vision Zero South Side	\$104,000	\$130,000
CTA	Next Phases - Red / Purple Modernization (RPM) Core Capacity Expansion	\$326,800	\$408,500
Metra	Origin-Destination Survey	\$302,000	\$377,500
Total Competitive		\$ 1,205,046	\$ 1,506,308
Total Programs		\$ 17,947,242	\$ 22,434,053

ACTION REQUESTED: Approval

###

**Intergovernmental Agreement Between
Illinois Department of Transportation and
Chicago Metropolitan Agency for Planning 4-27-18**

This Intergovernmental Agreement (the "Agreement") is entered into this ____ day of _____, 2018 (the "Effective Date"), by and between Illinois Department of Transportation ("IDOT") and the Chicago Metropolitan Agency for Planning.

RECITALS

WHEREAS, IDOT is the State transportation agency responsible for carrying out Federal-aid transportation planning process pursuant to 23 CFR 450 Subpart B and is authorized to take such actions on behalf of the State as necessary to comply with Federal law;

WHEREAS, the Chicago Metropolitan Agency for Planning ("CMAP" or "MPO") is the policy organization responsible for carrying out the metropolitan transportation planning process pursuant to 23 CFR 450 Subpart C and is authorized to take such actions on behalf of the State as necessary to comply with Federal law for this program;

WHEREAS, Article VII, Section 10 of the 1970 Constitution of the State of Illinois authorizes units of government to contract among themselves to obtain or share services and to exercise, combine or transfer any power or function, in any manner not prohibited by law or by ordinance;

WHEREAS, the Illinois Intergovernmental Cooperation Act, 5 ILCS 220/1, *et seq.*, provides additional powers to units of government that work together;

WHEREAS, on May 27, 2016, the Federal Transit Administration ("FTA") and the Federal Highway Administration ("FHWA") published a final rule on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning based on the Fixing America's Surface Transportation (FAST Act);

WHEREAS, the final rule of May 27, 2016 was codified in 23 CFR 450 and established new requirements for State DOTs, MPOs to coordinate and develop a performance-based approach to planning;

WHEREAS, in order to fulfill each Party's responsibilities, the Parties wish to enter into this Intergovernmental Agreement to document the responsibilities of each entity and agree to implement all applicable performance management rules, measures, targets, tracking and reporting requirements, and compliance deadlines;

WHEREAS, the Parties recognize that additional procedures and processes may need to be developed to fulfill each Party's responsibilities. Therefore, the Parties agree to pledge their continued communication, cooperation, and support and agree to amend this IGA, or enter into additional IGAs, as necessary to address new issues as they arise; and

NOW, THEREFORE, in consideration of the mutual covenants, terms and conditions contained herein, the Parties understand and agree to the following:

ARTICLE I
RIGHTS AND OBLIGATIONS OF THE PARTIES: COOPERATIVELY DEVELOPING AND SHARING INFORMATION RELATED TO TRANSPORTATION PERFORMANCE MANAGEMENT DATA – SAFETY DATA

1.01 Pursuant to 23 CFR 490, subparts A and B, IDOT will track and collect data relating to (a) the number of fatalities, (b) the number of serious injuries, (c) the rate of fatalities per 100 million vehicles miles traveled, (d) the rate of serious injuries per 100 million vehicle miles traveled, and (f) number of non-motorized fatalities and non-motorized serious injuries.

1.02 Pursuant to 23 CRF 490, subparts A and B, IDOT will share the safety data as referenced in paragraph 1.01 with the MPO on or before July 1 (18 months after end of subject calendar year) by way of the IDOT safety data portal, http://www.idot.illinois.gov/assets/uploads/files/transportation-system/manuals-guides-&-handbooks/safety/idot_safety_portal_getting_started_overview_guide.pdf. As a public resource, the MPO will have ongoing access to the <https://webapps.dot.illinois.gov/SafetyPortal/>.

1.03 IDOT shall also provide a statewide summary and a summary of the data set referenced in paragraph 1.01 to the MPO as particularized for the subject Metropolitan Planning Area (MPA) on or before July 1 (18 months after end of subject calendar year).

1.04 IDOT will also provide to the MPO the tabular data that was used for calculations related to segments in the Cities and Counties that are included in the MPA boundary on or before July 1 (18 months after end of subject calendar year).

1.05 IDOT will provide, to MPO, its targets 30 days prior to the State target setting deadline for initial input.

1.06 IDOT will set targets annually on August 31 in its Highway Safety Improvement Program Annual Report.

1.07 MPO will provide notice to IDOT as to whether it accepts the State's targets or set its own targets annually not less than 180 days after August 31 by official action of the Policy Committee, unless authority has been delegated to a lesser committee.

1.08 The relevant IDOT county engineers may sponsor MPO access to the data on IDOT's safety portal subsequent to approval of such access by IDOT's Office of Chief Counsel.

1.09 If the MPO determines that it will develop its own targets, it will provide IDOT with those targets and the supplemental data that it will use to develop its own targets. This supplemental data will be provided when target is communicated to IDOT.

ARTICLE II
RIGHTS AND OBLIGATIONS OF THE PARTIES: COOPERATIVELY DEVELOPING AND SHARING INFORMATION RELATED TO TRANSPORTATION PERFORMANCE MANAGEMENT DATA – PAVEMENT AND BRIDGES

2.01 Pursuant to 23 CFR Part 490, subparts A, C, and D, IDOT will track and collect data related to (a) the percentage of Interstate pavement in good condition, (b) the percentage of Interstate pavement in poor condition, (c) the percentage of non-Interstate National Highway System (NHS) pavement in good condition, (d) the percentage of non-interstate NHS pavement

in poor condition, (e) the percentage of NHS bridge deck (sq. ft.) in good condition, and (f) the percentage of NHS bridge deck (sq. ft.) in poor condition. The pavement measures and the calculation of the performance management measures will be in accordance with 23 CFR Parts 490.307 and 490.313.

2.02 Pursuant to 23 CFR Part 490, subparts A, C, and D, IDOT will share the Interstate pavement and bridges data referenced in paragraph 2.01 with the MPO on or before May 1st of each year through <http://www.idot.illinois.gov/transportation-system/Network-Overview/highway-system/index>, the GIS download site. The data will include a shapefile depicting the physical location and condition of Interstate, NHS roadways and NHS bridges.

2.03 If the MPO determines that it will develop its own targets, it will provide IDOT with the supplemental data that it will use.

2.04 IDOT will provide, to MPO, its targets 30 days prior to the State target setting deadline for initial input.

2.05 IDOT will set targets for two years (initial year is 2020 and every two years after) and four years (initial year is 2024 and every two years after) by May 20, 2018.

2.06 The MPO, by its official Policy Committee action, will provide notice to IDOT as to whether it accepts IDOT's target or will set its own target not less than 180 days after IDOT sets its targets, unless the Policy Committee has delegated authority to a lesser committee.

ARTICLE III
RIGHTS AND OBLIGATIONS OF THE PARTIES: COOPERATIVELY DEVELOPING AND SHARING INFORMATION RELATED TO TRANSPORTATION PERFORMANCE MANAGEMENT DATA – SYSTEM PERFORMANCE

3.01 Pursuant to 23 CFR Part 490, subparts A, E, F, G, and H, IDOT will obtain data related to (a) the percentage of person-miles traveled on the Interstate that are reliable, (b) the percentage of person-miles traveled on the non-Interstate NHS that are reliable, (c) Truck Travel Time Reliability Index, (d) annual hours of peak hour excessive delay per capita, (e) the percentage of non-single occupancy vehicle travel, and (f) the total emission reductions. Data related to (d), (e) and (f) of this section applies only to non-attainment areas. Data is being used to allow the MPO to conduct analyses to support transportation investments.

3.02 IDOT will provide regular access to a technological tool that will provide MPO the ability to obtain and analyze data set forth in Section 3.01(a) – (c) to confirm the DOT's target or set their own target.

3.03 If the MPO determines that it will develop its own targets, it will provide IDOT with the supplemental data that it will use.

3.04 IDOT will provide, to MPO, its targets two weeks prior to the State target setting deadline for initial input.

3.05 IDOT will set targets for two years (initial year is 2020 and every two years after) and four years (initial year is 2024 and every two years after) by May 20, 2018.

3.06 The MPO will either indicate if it accepts IDOT's target or set its own target not less than 180 days after IDOT sets their targets by official Policy Committee action, unless the Policy Committee has delegated authority to a lesser committee.

ARTICLE IV PERFORMANCE TARGET SETTING

4.01 After receipt of the draft statewide performance targets from IDOT, the MPO will have thirty days to review the draft statewide performance targets and will provide comments on statewide targets.

4.02 The MPO will collaborate with IDOT for purposes of agreeing upon the draft statewide performance targets and will either adopt IDOT's targets or set its own targets within 180 days subsequent to IDOT's issuance of the draft statewide performance targets.

ARTICLE V REPORTING OF PERFORMANCE TARGETS

5.01 IDOT will report final statewide targets for transportation systems performance data related to safety by August 31 of each year in the HSIP Annual Report.

5.02 IDOT will report final statewide targets for transportation performance management data related to pavement and bridges by October 1 every two years in the State Performance Report, 23 CFR 450.216(f).

5.03 IDOT will report final statewide targets for transportation performance management data related to system performance by October 1 every two years in the State Performance Report, 23 CFR 450.216(f).

5.04 Should MPO set a quantifiable target for the MPO planning area, MPO will provide to IDOT any supplemental data used in determining said target.

5.05 MPO will also provide documentation related either to its own target or to its support of the statewide target. Such documentation shall be provided in the form of a resolution or meeting minutes and must have been approved by the MPO Policy Committee unless delegation of authority to accept or set different targets to a lower committee or staff is documented.

5.06 IDOT will submit statewide targets and the MPO targets to the FHWA portal, <https://www.fhwa.dot.gov/tpm/>.

ARTICLE VI REPORTING PERFORMANCE TARGETS USED IN TRACKING PROGRESS TOWARD ATTAINMENT OF CRITICAL OUTCOMES FOR THE MPO REGION

6.01 The Parties will work collaboratively to report on the efficacy of the performance targets within the State's Statewide Transportation Improvement Program (STIP) and Long-Range Transportation Plan (LRTP) as well as MPO's Transportation Improvement Program (TIP) and Metropolitan Transportation Plan (MTP).

6.02 IDOT will develop, with input from MPO, a system performance report (with subsequent updates) evaluating the condition and functioning of the transportation system, including the progress achieved by the MPO in meeting the performance targets adopted after May 27, 2018, pursuant to 23 CFR 450.216(f).

6.03 The MPO will also provide a report on performance (with subsequent updates) that will include an evaluation of the condition and performance of the transportation system and the progress achieved by the MPO in meeting the performance targets.

6.04 The MPO will provide, in its metropolitan transportation plan, a comparison to baseline data of any previous metropolitan transportation plan. If MPO developed multiple scenarios, it will provide a discussion on whether the preferred scenario improved the conditions and performance of the transportation system and how changes in local policies and investments may have impacted the costs necessary to achieve the identified performance targets in any metropolitan transportation plan, amended or adopted no later than two years after the effective date of each performance management final rule (23 CFR 450.324 (g)(4)).

6.05 The MPO will include, in its transportation improvement program, an analysis of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets for any TIP amended or adopted no later than two years after the effective date of each performance management final rule (23 CFR 450.326(d)).

6.06 IDOT and MPO will report on the targets and performance of those targets as consistent with the requirements established by the FHWA and FTA on National Performance Management Measures (23 CFR 490) and Transit Asset Management (49 CFR 625; 49 CFR 673).

ARTICLE VII NOTICES

7.01 Any notice required by this Agreement shall be deemed properly given to the party to be notified at the time it is personally delivered or mailed by certified mail, return receipt requested, to the party's address or via email. The mailing and email addresses of each party are below, and either party may change its address for receiving notices pursuant to this Agreement.

**ILLINOIS DEPARTMENT
OF TRANSPORTATION**
Bureau Chief, Planning
Office of Planning and Programming
2300 S. Dirksen Parkway
Springfield, Illinois 62764
Holly.Ostdick@illinois.gov

**Chicago Metropolitan Agency for
Planning**
Deputy Executive Director Policy &
Programming
233 S. Wacker Drive, Suite 800
Chicago, Illinois 60606
DPP@cmap.illinois.gov

**ARTICLE VIII
WAIVER**

8.01 Neither the failure of either party to exercise any power given to it hereunder or to insist upon strict compliance by the other party with its obligations hereunder, and no custom or practice of the Parties at variance with the terms hereof, shall constitute a waiver of either party's right to demand exact compliance with the terms hereof.

**ARTICLE IX
MODIFICATIONS**

9.01 No modification to this Agreement shall be effective until approved by the Parties in writing.

**ARTICLE X
COUNTERPARTS**

10.01 This Agreement may be signed in two or more counterparts, each of which shall be treated as an original but which, when taken together, shall constitute one and the same instrument.

IN WITNESS THEREOF, the Parties have passed and approved this Agreement on the day and date appearing before their respective signatures.

Dated: _____ Dated: _____

Chicago Metropolitan Agency for Planning

**ILLINOIS DEPARTMENT OF
TRANSPORTATION**

By: _____
CMAP MPO Policy Committee Secretary

By: _____
Erin Aleman, Director
Office of Planning and Programming

Attest: _____
Name:
Title:

Attest: _____
Name:
Title:

Dated: _____

Dated: _____

CMAP/IDOT/RTA and Service Boards Agreement 4-27-18

Federal rules require agreement among the Metropolitan Planning Organization (MPO), the State and the public transportation operators concerning mutual responsibilities in carrying out the metropolitan transportation planning process.

The MPO Policy Committee and the Chicago Metropolitan Agency for Planning (CMAP) Board are the policy bodies of the Chicago Metropolitan Agency for Planning for northeastern Illinois. The Illinois Department of Transportation (IDOT), representing the state of Illinois; the Regional Transportation Authority (RTA) as the financial oversight agency for the transit operators; and the Chicago Transit Authority (CTA), the Commuter Rail Board (Metra), and the Suburban Bus Board (Pace), as operators of publicly owned transit services, each have a voting representative on the MPO Policy Committee.

The specific responsibilities and procedures for carrying out a cooperative process for each fiscal year are delineated by the project and study descriptions in the region's Unified Work Program document per 23 CFR 450.314(a). Each party agrees that the responsibilities for cooperatively carrying out transportation planning and programming are as described in the project and study descriptions in the Unified Work Program for Northeastern Illinois. Furthermore, each party agrees that it will participate cooperatively in carrying out transportation planning and programming following the guidance as described in 23 CFR 450.

The parties agree to coordinate and develop a performance based approach to planning per 23 CFR 450.314(h) and jointly agree to cooperatively develop and share information related to Transit Asset Management (49 CFR 625), including the selection of performance targets, reporting performance targets, and the reporting of performance to be used in tracking progress toward attainment of critical outcomes for northeastern Illinois through the MPO transportation improvement program. After Transit Asset Management plans are finalized, the parties agree to work in good faith and cooperatively to develop mutually agreeable written procedures for data collection and reporting that comply with 23 CFR 450.314(h) and updated as agreed to by the parties.

Chicago Metropolitan Agency for Planning Date

Illinois Department of Transportation Date

Regional Transportation Authority Date

Chicago Transit Authority Date

Metra Date

Pace Date



MEMORANDUM

To: CMAP Transportation Committee

From: CMAP staff

Date: April 20, 2018

Re: Subcommittee on Transportation Revenues

In 2017, the CMAP Board and MPO Policy Committee appointed a subcommittee to discuss ON TO 2050 revenue forecasts and recommendations for the ON TO 2050 Financial Plan for Transportation, as well as prioritization for near-term implementation of those recommendations. The CMAP Board and MPO Policy Committee chairs requested that the Subcommittee report back on its final funding recommendations and near-term implementation priorities and principles. As a result of discussions over the course of three meetings, recommendations to the CMAP Board and MPO Policy Committee have been drafted. The Subcommittee has requested feedback from CMAP's Transportation Committee on these recommendations, which are outlined in the attached memorandum.

ACTION REQUESTED: Discussion

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MEMORANDUM

To: CMAP Board and MPO Policy Committee

From: Subcommittee on Transportation Revenue

Date: April 4, 2018

Re: Recommendations on transportation system revenues

Since December 2017, the CMAP Board and MPO Policy Committee Subcommittee on Transportation Revenue has met to discuss both revenue forecasts and recommendations for the ON TO 2050 Financial Plan for Transportation, as well as prioritization for near-term implementation of those recommendations. The Subcommittee's discussions informed the ON TO 2050 Financial Plan for Transportation funding recommendations, and those recommendations have already been presented to the MPO Policy Committee and the CMAP Board.

At their March meetings, the CMAP Board and MPO Policy Committee chairs requested that the Subcommittee report back on its final funding recommendations and near-term implementation priorities and principles. This memorandum outlines recommended language for a report based on the Subcommittee's discussions.

Purpose of increasing transportation system funding

The region's transportation system supports mobility of people and goods, but a long-term lack of investment will lead to deteriorating conditions on both the transit and road networks. The most recent data available indicate that about one quarter of the region's National Highway System roadways are of unacceptable ride quality. Currently, only 68 percent of transit assets are in a state of good repair, and the RTA estimates that an additional \$19 billion would be required to move the remaining assets to a state of good repair. Condition clearly is a function of the availability of funding; for example, the average age of IDOT expressway pavements is more than three times that of Tollway pavements. Just keeping the state and local bridge system in its current condition will cost an additional \$100 million annually compared to what is currently being spent, and will not improve the 5 million square feet of bridges in the region that are in poor condition.

New investment is also required to adapt the transportation system to quickly changing mobility patterns, such as increased freight deliveries or increased multimodal trips. Continued



lack of funding will affect the region's ability to move goods, offer reasonable and affordable commutes to residents, and remain economically competitive.

ON TO 2050 funding recommendations

Available funding is insufficient to meet projected needs. CMAP staff estimates that the expenditures for operating and maintaining the transportation system to its current state of repair will exceed revenue from existing sources between 2019 and 2050 by \$24 billion. Moreover, the expected funding will not allow for enhancements or expansions, nor for improving the condition of the system. To improve the region's transportation system, as well as fiscally constrain a limited number of enhancements and expansions within the long-range planning context, the region must emphasize new revenue sources as major policy priorities in ON TO 2050 and subsequent implementation. Similar to proposals for reasonably expected revenues in GO TO 2040, five reasonably expected revenues were identified during the ON TO 2050 process to allow the region to meet its transportation needs. The Subcommittee on Transportation Revenues has arrived at consensus over these sources to be recommended in ON TO 2050:

- Increase the state MFT and replace with a vehicle miles traveled fee
- Expand the sales tax base to additional services
- Implement a regional revenue source
- Adopt a federal cost of freight services fee
- Expand parking pricing at the local level

Funding implementation priorities and principles

Implementing these revenue sources requires advocacy from many public, civic, and private sector partners to encourage policy and statutory changes at the federal, state, and local level. In the near term, it is important to develop clear priorities for the region in its pursuit of additional transportation revenues. The following describes the subcommittee's consensus on implementing new revenues, focusing on the funding structure that should be prioritized for near term action.

Transportation funding principles

Any potential transportation revenue package must be suitable to address the state and region's transportation infrastructure needs. While CMAP has proposed revenues, partner campaigns or legislative initiatives may call for different amounts or combinations of revenue options. Coming to consensus on essential components for any transportation revenue proposal will broadly help efforts to generate new funds for the region's transportation network. The focus of this effort should be creating additional, ongoing support for the State and region's transportation needs, however, these principles could easily apply to a state capital program.

Revenues must also help implement emerging ON TO 2050 recommendations to make transit more competitive, take advantage of emerging technology to improve travel and guide changing mobility, maximize the use of existing assets, promote transportation and job access for the region's low income residents, modernize the region's approach to transportation programming through asset management, share services, improve air quality, and other initiatives.

Revenue structure

Able to sustain the transportation system

Any package of new transportation revenues must provide sufficient near term and long term funding to the region to improve condition of the system and allow for advancement of transformative projects. Revenue sources must also be stable year-to-year in order to bond or fund multi-year transportation programs. Focusing on implementing more than one revenue source would raise sufficient funds and diversify reliance across sources. A new revenue package must also implement strategies that require revenue sources to grow sustainably, at the same pace as growth in the cost of maintaining and improving the system. Strategies to promote sustainability should include indexing rates to inflation and implementation of modern user fees. Similarly, the state and transportation agencies should ensure that existing rates of fees, fares, and tolls also keep pace with inflation and increasing costs of operating and maintaining the transportation system.

Benefit based

Any revenue package must modernize the revenue structure to generate revenues from those who use the system the most or derive the most benefit. This may include direct transportation user fees, such as vehicle miles traveled fees, potentially with varying rates based on users' impacts on the system. Other revenue sources that capture user or private benefits reaped from improvements to the system should also be considered. For example, the region's retailers, commercial tenants, and distribution facilities draw substantial benefit from the road system.

Considers ability to pay

Promoting equity and inclusive growth is of increasing concern in the region. In some cases, new transportation revenues have the potential to disproportionately impact low income residents. Revenues should be implemented in a manner that integrates measures to reduce the burden on lower-income individuals, or be offset by other tax strategies to reduce the impact of increased transportation costs.

Investment structure

Invested via performance based approaches

Revenues should be invested through performance-based approaches. New funding should be directed to the state and region's most critical capital needs for the transportation system by reworking long-standing formulas to support a multimodal system. Criteria should focus on areas of greatest concern and impact, such as significantly improving the condition of the region's transit infrastructure. While this approach may raise concerns that jurisdictions with varying needs may not be supported, CMAP's approach to performance-based criteria has historically resulted in a distribution that has been geographically equitable over time. At all levels of government, programs should rely on asset management and other approaches to efficiently invest the region's limited transportation dollars.

Supports all modes

New revenues should help the region achieve a well-integrated multimodal system. The region's transit and road networks both face funding challenges. Many revenue options under consideration have the potential to provide significantly more revenue for roads as compared to transit, unless carefully structured. For example, user fees on automobile travel should be allocated flexibly to improve the region's transit, bicycle, and pedestrian infrastructure.

Supporting all modes also requires allowing jurisdictions to contribute funding toward transportation improvements that would benefit their residents and businesses, regardless of mode or which jurisdiction owns the infrastructure.

Proposals for near-term transportation revenue increases

The following represents three near-term priorities for transportation revenue implementation, based on the ON TO 2050 recommendations made above. These revenues each have potential for near term action at the state level and represent a balanced, multimodal set of options. ON TO 2050 will still recommend a federal cost of freight service fee and local parking pricing, and the region should pursue implementation of these sources as well.

Between now and 2050, growth in expenditures will outpace growth in revenues, particularly for the transit system. The State and local governments must enact new and enhanced revenues in order to continue to operate, maintain, enhance, and expand northeastern Illinois' transportation system, as well as expand the use of tolling and value capture to generate revenues for projects. This proposal would provide support for transit, but not enough to completely address the state of good repair backlog. In addition, some funding would be available to make enhancements and expansions in the future.

Revenue source	Estimated transportation revenues 2019-50
15 cent increase in state MFT; transition to VMT* in 2025	\$31 billion
4 cent regional MFT; transition to VMT* in 2025	\$5 billion
Expand sales tax base**	\$11 billion
Total	\$47 billion

*If a transition to a VMT fee does not occur, the state revenue estimate decreases by \$8 billion and the regional revenue estimate decreases by \$1.5 billion.

**Amount generated from the RTA sales tax, which provides revenue for the RTA and collar counties. Sales taxes imposed for other purposes may also generate revenue, but not necessarily for transportation purposes.

The region should consider the following implementation issues:

- Fee rates should be indexed to an inflationary measure
- A VMT fee pilot program should begin as soon as possible
- MFT/VMT increase for both the state and the region to be used flexibly for transit, road, bicycle, and pedestrian infrastructure
- Flexible use of new toll revenues to support corridor transit and other improvements
- Sales tax base should be expanded to include additional consumer services in order to ensure the tax base fits consumption patterns

Future steps

As proposals continue to be formed, CMAP and its stakeholders can continue to address details in future conversations, such as:

- How any revenues would be distributed
- How the revenues would be programmed
- The structure and administration of a VMT fee
- The specific structure of a sales tax base expansion