



# Chicago Metropolitan Agency for Planning

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606

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

## **Chicago Metropolitan Agency for Planning Annotated Agenda Wednesday, March 12, 2014 9:30 a.m.**

**Cook County Conference Room  
233 S. Wacker Drive, Suite 800  
Chicago, Illinois**

- 1.0 Call to Order** 9:30 a.m.  
Mayor Gerald R. Bennett, Board Chair
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes—February 12, 2014**  
ACTION REQUESTED: Approval
- 4.0 Executive Director's Report**
- 4.1 Local Technical Assistance (LTA) Program update
  - 4.2 Washington D.C. update
  - 4.3 Energy Impact Illinois (EI2) Final Report
  - 4.4 Governor's Transit Task Force update
  - 4.5 Other Announcements
- 5.0 Procurements and Contract Approvals**  
Authorization for CMAP Life Safety Equipment Installation  
ACTION REQUESTED: Approval
- 6.0 Committee Reports**  
The chair of the Regional Coordinating Committee will provide an update from the meeting held prior to the Board meeting. Written summaries of the working committees and the Council of Mayors Executive Committee will also be provided.  
ACTION REQUESTED: Information
- 7.0 CMAP & MPO Memorandum of Understanding (annual review)**  
The Memorandum of Understanding (MOU) between the MPO Policy Committee and the CMAP Board that was originally adopted

in March 2007 calls for an annual review. No changes to the current MOU are being recommended.

ACTION REQUESTED: Approval

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

The public comment period ended February 17, 2014. No comments on the Conformity analysis or TIP amendment were received. Changes to six projects make up the proposed amendment. There are changes in the scope of work for two projects; two projects were brought into the TIP; one project was moved out of the TIP; and one project changed its completion year, crossing an analysis year. A memo detailing the proposed amendment and the results of the conformity analysis is attached.

ACTION REQUESTED: Approval

#### **9.0 State Legislative Update**

Staff will update the Board on relevant legislative activities and the bills that we will be monitoring based on our [State Legislative Framework and Agenda](#).

ACTION REQUESTED: Approval

#### **10.0 GO TO 2040 Plan Update**

Federal regulations mandate the update of GO TO 2040 by October of 2014. Staff are updating the financial plan, major capital projects, indicators, and implementation actions to inform the plan update. These components are expected to be complete in the early spring so that the plan can be drafted for public comment release at the June, 2014 meetings of the CMAP Board and MPO Policy Committee. Staff have completed revisions of the implementation action tables at the end of each of the twelve chapters of GO TO 2040. Final draft text of all of the implementation actions is available for download through links in the memo.

ACTION REQUESTED: Information

##### **10.1 Financial Plan**

Staff will provide an update and an overview on the Financial Plan for Transportation. The overview was presented to the Regional Coordinating Committee at the January meeting. The overall plan will be briefly presented, and the Board will be asked to discuss the policy changes necessary for generating the assumed reasonably expected revenues during the planning period.

ACTION REQUESTED: Discussion

10.2 Major Capital Projects and Congestion Pricing Policy  
CMAP is evaluating the benefits and costs of proposed capital projects to help prioritize them for inclusion within the plan's fiscal constraint. The **year-of-expenditure costs and the results of CMAP's evaluation of the performance of the projects** for proposed major capital projects was discussed with the Transportation Committee at their March 7 meeting and the Regional Coordinating Committee, prior to the Board meeting. At the March meeting, staff will present a draft policy to adopt the implementation of congestion pricing on the new capacity associated with GO TO 2040 major capital projects, with the exception of short or isolated add-lanes projects. Later in the spring, staff will present a recommended list of major capital projects to fit within the plan update's fiscal constraint.  
ACTION REQUESTED: Discussion

**11.0 Follow-up on Visioning & Strategic Planning Session**

At the Board's February meeting, a strategic planning and visioning discussion was held to help guide the staff in developing next year's annual budget and work plan, and to guide future strategic planning. Staff will present a summary that includes an overall recap of the discussion as well as intended next steps for the Board to discuss.  
ACTION REQUESTED: Discussion

**12.0 Other Business**

**13.0 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.

**14.0 Next Meeting**

The Board is scheduled to meet next on April 9, 2014.

**15.0 Adjournment**

**Chicago Metropolitan Agency for Planning Board Members:**

___ Gerald Bennett, Chair	___ Andrew Madigan	___ Thomas Weisner
___ Rita Athas	___ Raul Raymundo	
___ Frank Beal	___ Rick Reinbold	___ André Ashmore
___ Roger Claar	___ William Rodeghier	___ Sean O'Shea
___ Elliott Hartstein	___ Carolyn Schofield	___ Leanne Redden
___ Al Larson	___ Peter Silvestri	
___ Lisa Laws	___ Rae Rupp Srch	





# Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

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## Chicago Metropolitan Agency for Planning (CMAP) DRAFT Board Meeting Minutes February 12, 2014

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

### **Board Members Present:**

Gerald Bennett, CMAP Board Chair-representing southwest Cook County, Rita Athas-representing the City of Chicago, Frank Beal-representing the City of Chicago, Roger Claar-representing Will County, Elliott Hartstein-representing Lake County, Al Larson-representing northwest Cook County, Lisa Laws-representing the City of Chicago, Andrew Madigan-representing the City of Chicago, Raul Raymundo-representing the City of Chicago, Rick Reinbold-representing South Cook County (via tele-conference), William Rodeghier-representing Suburban Cook County, Carolyn Schofield-representing McHenry County (via tele-conference), Peter Silvestri-representing Cook County, Tom Weisner-representing Kane and Kendall Counties and non-voting members Leanne Redden-representing the MPO Policy Committee, Sean O'Shea (via tele-conference)-representing the Governor's Office.

### **Staff Present:**

Randy Blankenhorn, Jill Leary, Dolores Dowdle, Don Kopec, Bob Dean, Matt Maloney, Tom Garritano, Gordon Smith, and Sherry Kane

### **Others Present:**

Mike Albin-DMMC, Simone Alexander-Enlace, Bruce Carmitchel-IDOT, Chalen Daigle-McHenry County Council of Mayors, David Kralik-Metra, Tom Rickert-Kane County, Chris Staron-NWMC, Mike Sullivan-Kane/Kendall Council of Mayors, and Mike Walczak-NWMC.

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

CMAP Board Chair, Mayor Gerald Bennett, called the meeting to order at 9:34 a.m., and asked Board members to introduce themselves.

### **2.0 Agenda Changes and Announcements**

There were no agenda changes.

### **3.0 Approval of Minutes**

A motion to approve the minutes of the January 8, 2014, meeting of the CMAP Board as presented was made by Commissioner Peter Silvestri and seconded by President William Rodeghier. All in favor, the motion carried.

### **4.0 Executive Director's Report**

An update of the Local Technical Assistance (LTA) program had been included in the board packet Blankenhorn reported. Blankenhorn further reported that he had only yesterday returned from Washington to accept the Environmental Protection Agency's National Award for Smart Growth, had met with Senate staff, committee staff from Transportation & Infrastructure Committee, staff in the U.S. DOT Secretary's office and FHWA's Freight office, attended the NARC conference and will return in March to meet with House staff. Blankenhorn concluded his report announcing that copies of the state agenda and framework documents that had been approved at the Board's last meeting were now available in published form.

### **5.0 Procurements and Contract Approvals**

A motion to approve the procurement of Information Technology Hardware and Software, as had been outlined in a Board memo included in the packet, was made by Mayor Al Larson and seconded by Rae Rupp Srch. All in favor, the motion carried.

### **6.0 Committee Reports**

Local Coordinating Committee Chair Rita Athas reported that the committee had met earlier in the morning that two new members, President William Rodeghier and Rae Rupp Srch, who had joined the committee, introduced themselves and described their experience. Athas also reported that the next call for Local Technical Assistance (LTA) projects will begin in May with applications due over the summer and selection made in October. Staff from CMAP and the City of Berwyn, Athas continued, described the planning assistance CMAP had provided to the City first with a comprehensive plan in 2012 and more recently with an update to the zoning ordinance, capital improvement plan and parking study. Finally the committee discussed the most valuable type of projects for CMAP to pursue through the LTA program—those that fill local needs and make good use of CMAP's expertise—a discussion that will continue in the Board's vision and strategic planning session scheduled for later in the morning.

### **7.0 Federal Agenda**

Seeking approval for CMAP's Federal Agenda, Executive Director Randy Blankenhorn reported that the document had not seen a major change from last year and will help communicate CMAP's positions on national policy issues to federal legislators and other national policy makers. A motion by Rae Rupp Srch was seconded by Mayor Al Larson to approve the Federal Agenda as presented. All in favor, the motion carried.

### **8.0 Other Business**

Both Cook County Commissioner Peter Silvestri and Village of Western Springs President William Rodeghier, and on behalf of the West Central Municipal Conference, reported that the Conference had recently met and have taken a position against a proposed merger of CMAP and the Regional Transportation Authority (RTA).

## **9.0 Public Comment**

There were no comments from the public.

## **10.0 Next Meeting**

The CMAP Board is scheduled to meet next on March 12, 2014.

## **11.0 Executive Session**

At 9:50 a.m., a motion by Elliott Hartstein was seconded by Mayor Al Larson to adjourn the regular board meeting to an executive session to review prior closed session minutes. All in favor, the motion carried.

At the conclusion of the executive session, Board Chair Mayor Bennett announced that the Board had approved draft closed session meeting minutes from February and March 13, 2013, and January 8, 2014 as had been presented; that minutes of March 13, 2013 be released; that continued confidentiality related to previous close session minutes be exercised; and that CMAP is authorized to destroy the recordings of previous closed sessions after 18 months.

## **12.0 Adjournment**

A motion by Commissioner Peter Silvestri was seconded by President William Rodeghier to adjourn the regular meeting at 9:50 a.m.

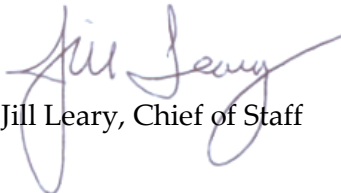
## **13.0 Vision & Strategic Planning Session**

The Board discussed the memo that was distributed to assist in framing the Board's Vision & Strategic Planning Session.

## **14.0 Adjournment**

At 12:34 p.m., a motion to adjourn by Rita Athas was seconded by Elliott Hartstein. All in favor, the motion carried.

Respectfully submitted,



Jill Leary, Chief of Staff

02-20-2014  
/stk







# Chicago Metropolitan Agency for Planning

## Agenda Item No. 4.1

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## MEMORANDUM

**To:** CMAP Board and Committees

**From:** CMAP Staff

**Date:** March 5, 2014

**Re:** Local Technical Assistance Program Update

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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, 129 local projects have been initiated. Of these, 61 projects have been completed, 54 are fully underway, and 14 will get actively underway in the near future. Projects that appear in this document for the first time, or that were recently completed, are noted and highlighted in italics.

Further detail on LTA project status can be found on the attached project status table. Please note, in an effort to streamline updates, starting in 2014 the LTA Program Updates will only include updates to the “Completed Projects with Active Implementation” on a quarterly basis. The January 2014 Program Update had the latest updates on the status of these projects, and the next scheduled update will be in April.

ACTION REQUESTED: Discussion.

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## Projects Currently Underway

Project	CMAP lead	Timeline	Assistance type	Status and notes
Alsip zoning revisions	Jake Seid	Sept. 2013- Apr. 2014	Staff assistance	Met with Steering Committee on February 12 to discuss major recommendations for revising the Ordinance. Steering Committee was very responsive to proposed recommendations. Project team will begin work on annotated Ordinance in March with expected completion of this document and the recommendations memo in April.
Antioch greenway plan (see <a href="#">website</a> )	Jason Navota	Apr. 2012- Mar. 2014	Staff assistance	The final Lifestyle Corridor plan has been reviewed by the Planning and Zoning Board on February 13, and will be reviewed by the Committee of the Whole of the Village Board on March 12, which will prepare the plan for adoption.
<i>Arlington Heights bicycle-pedestrian plan</i>	<i>John O'Neal</i>	<i>Apr. 2014- Jan. 2015</i>	<i>Staff assistance</i>	<i>Newly added to monthly report. Scoping is underway.</i>
Barrington Hills bicycle-pedestrian plan	Jack Pffingston	June 2014- June 2015	Consultant assistance	RFP release expected in early March.
Bensenville comprehensive plan (see <a href="#">website</a> )	Sam Shenbaga	Mar. 2013- June 2014	Staff assistance	Draft Plan underway.
Berwyn capital improvements plan	Bob Dean	Feb.-Aug. 2014	Staff and consultant assistance	Draft scope sent to City for review.
Berwyn parking study	Lindsay Bayley	Nov. 2013- Sept. 2014	Staff assistance	Berwyn representatives and CMAP staff are reaching out to potential Steering Committee members to request participation, and CMAP staff will begin collecting parking data in early March.
Berwyn zoning revisions (see <a href="#">website</a> )	Kristin Ihnchak	Jan. 2013- June 2014	Staff and consultant assistance	CMAP staff is creating a first draft of the zoning ordinance based on the approved recommendations memo.
Big Rock comprehensive plan (see <a href="#">website</a> )	Trevor Dick	Feb. 2013 - Apr. 2014	Staff assistance	A public open house will be held on March 10 to review the Draft Plan at the Big Rock Fire Department.
Calumet City comprehensive plan	Jack Pffingston	June 2013- May 2014	Consultant assistance	Public workshop to consider Town Center concepts was held February 20; input will be incorporated into draft plan.
Campton Hills zoning and subdivision regulations	Kristin Ihnchak	May 2014- Aug. 2015	Consultant assistance	CMAP staff is reviewing consultant responses to the RFP, and will conduct interviews next month.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Carol Stream comprehensive plan	Nicole Woods	Feb. 2014-April 2015	Staff assistance	In February, CMAP staff toured Carol Stream, presented to the Village Board, and conducted the first Steering Committee meeting. In March, CMAP will start to gather data and information for the existing conditions report as well as present to the Village's Planning Commission.
Chicago Pilsen-Little Village neighborhood plan	Evy Zwiebach	Dec. 2013-Mar. 2015	Staff assistance	CMAP staff is currently working with DPD on existing conditions analysis and data collection. Stakeholder interviews will take place March and April.
<i>Chicago West Pullman neighborhood plan</i>	<i>Bob Dean</i>	<i>May 2014-Aug. 2015</i>	<i>Consultant assistance</i>	<i>Newly added to monthly report. Scoping is underway.</i>
Chicago Heights comprehensive plan (see <a href="#">website</a> )	Kendra Smith	Apr. 2013-June 2014	Staff assistance	Existing conditions report finalized and approved by City staff. CMAP staff working to complete draft recommendations memo. A sub-area community charrette for Chicago Heights' 3 <sup>rd</sup> ward is being planned in conjunction with Cook County and APA-IL to be held April 16.
Chinatown neighborhood plan (see <a href="#">website</a> )	Stephen Ostrander	Apr. 2013-May 2014	Staff assistance	CMAP staff completed the draft recommendations memo and presented it to main community partner, as well as Aldermen Solis and Balcer, Department of Planning and Development (DPD) and CDOT. While awaiting review by these parties, staff began preparations necessary for drafting final plan.
Cicero comprehensive plan	Jonathan Burch	Mar. 2014-Feb. 2015	Consultant assistance	CMAP and Cicero are currently reviewing the four responses to the RFP.
Cook County consolidated plan	Jonathan Burch	Apr. 2013-Nov. 2014	Staff assistance	A final sub-regional meeting was held in Arlington Heights on February 11, with 45 people in attendance. The next step will be a series of small-group discussions along with an evaluation of potential target areas.
<i>Cook County Forest Preserve District trail counts and policy report</i>	<i>Trevor Dick</i>	<i>Apr. 2013-Feb. 2014</i>	<i>Staff assistance</i>	<i>Newly completed. CCFPD staff has approved the report and a final version will be sent to them shortly.</i>
Crete comprehensive plan	Jack Pfingston	May 2014-June 2015	Consultant assistance	RFP and scope currently being drafted with release targeted for March 7.
Crystal Lake transportation plan	Nora Beck	Mar. 2014-Feb. 2015	Staff assistance	CMAP and City staff are scheduling their kick-off meeting in the next few weeks to begin the project and select the Steering Committee.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Des Plaines neighborhood plan (see <a href="#">website</a> )	Berenice Vallecillos	May 2013-May 2014	Consultant assistance	Staff is completing the Implementation Plan and the full plan and will be sending it to CMAP and the Steering Committee for review in early March. A final Steering Committee is scheduled on April 9. Presentation to the City Council for recommended adoption will take place on May 5 or May 9.
Dixmoor planning prioritization report	Jessica Gershman	Jan.-Sept. 2014	Staff assistance	A business community meeting was held on February 5, and stakeholder interviews were held throughout February. These key person interviews as well as potential focus groups will continue into March in order to ascertain the community's primary issues and concerns.
DuPage County Homes for a Changing Region project	Kendra Smith	Sept. 2013-Oct. 2014	Staff assistance	MetroQuest website ( <a href="http://www.nedupage.metroquest.com">www.nedupage.metroquest.com</a> ) is live and will be available until March 27; online engagement will take the place of onsite public meetings for this project. To date, there have been 534 visits to the site and 264 responses provided. Staff will begin to outline municipal recommendations based on municipal board input while waiting for community feedback from the MetroQuest site.
<i>DuPage County sustainability plan</i>	<i>Louise Yeung</i>	<i>June 2014-July 2015</i>	<i>Staff assistance</i>	<i>Newly added to monthly report. Staff is developing scope and MOU with partners.</i>
<i>DuPage County unincorporated areas plan (see <a href="#">website</a>)</i>	<i>Jack Pfingston</i>	<i>Oct. 2012-Feb. 2014</i>	<i>Consultant assistance</i>	<i>Newly completed. County Board approved both corridor plans February 11.</i>
<i>Elgin sidewalk gap and transit stop study</i>	<i>Lindsay Bayley</i>	<i>June 2012-Feb. 2014</i>	<i>Grant funds</i>	<i>Newly completed. Draft report was approved by City Council at their February 26 meeting.</i>
Elmwood Park zoning assessment	Kristin Ihnchak	Mar.-Nov. 2014	Staff assistance	Scope, MOU, and resolution were approved by Village Board on January 6. Steering Committee is being established, and a kick-off meeting with the Committee is being scheduled.
Evanston bicycle plan	Jack Pfingston	June 2013-Mar. 2014	Grant funds	Steering Committee met February 5 to consider prioritization of corridors and action strategies.
Franklin Park industrial areas plan (see <a href="#">website</a> )	Nicole Woods	Apr. 2013-Sept. 2014	Staff assistance	The revised existing conditions report was sent to the Steering Committee members in February for the Steering Committee meeting scheduled on March 4. In early March, CMAP and Village staff will work closely together in drafting the recommendations memo, which will outline the goals and strategies of the plan.
Hinsdale parking study (see <a href="#">website</a> )	Lindsay Bayley	Nov. 2012-Mar. 2014	Staff assistance	Village president and trustees are reviewing the final plan. Open house and business owner survey to follow their review.

Project	CMAP lead	Timeline	Assistance type	Status and notes
IDNR, Office of Water Resources, permittee water loss evaluation project	Tim Loftus	Feb. 2013- Feb. 2014	Staff assistance	Newly completed. The final report is being prepared for printing.
Kane County local food project	Jessica Gershman	Nov. 2012- Apr. 2014	Staff assistance	Final project deliverables being edited and reviewed include a process report outlining the evaluation tool to identify public lands suitable for conversion to food production, as well as a summary handout for broader distribution. Products will be presented to the Kane County Agriculture Committee for information.
Kane County transit plan implementation	Trevor Dick	July 2012- Apr. 2014	Staff assistance	County staff will be meeting with CMAP staff on March 2 to review the draft document. After that review, the report will be sent out to the Steering Committee for review and comment.
Kane County / Carpentersville Homes for a Changing Region project (see <a href="#">website</a> )	Jonathan Burch	Feb. 2013- Mar. 2014	Staff assistance	Final document design is underway.
Kane County / Geneva Homes for a Changing Region project (see <a href="#">website</a> )	Drew Williams-Clark	July 2013- May 2014	Staff assistance	Kane County staff presented key recommendations memos to housing or plan commissions with support from project team members. Revised recommendations memos will be presented to Village Boards and City Councils in March. Subregional recommendations will be presented to the project Steering Committee in March as well.
Kedzie Avenue (Garfield Park) corridor plan	Samantha Robinson	July 2013- June 2014	Consultant assistance	Consultant presented Strategies Chapter to Steering Committee on February on February 7. A community survey is available and has been extended through March 21. A public meeting will take place on March 21 in conjunction with activities hosted by the Garfield Park Community Council.
Lake County Homes for a Changing Region project	Stephen Ostrander	Mar.-Dec. 2014	Staff assistance	Scoping of project with participating communities is underway, with introductory meetings with participating communities scheduled for March.
Lake County Route 53/120 land use plan	Jason Navota	Nov. 2013- Dec. 2015	Staff and consultant assistance	Consultant is under contract; internal team kickoff meetings are underway; preparations for the first IL Route 53/120 Corridor Land Use Committee meeting on March 18 at University Center of Lake County are underway. First BRAC meeting was held on September 17; Finance Committees were held October 21, December 3, and February 13.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Lake County sustainability plan (see <a href="#">website</a> )	Kristin Ihnchak	Mar. 2012 – Mar. 2014	Staff assistance	County staff is in the process of approving minor edits to the draft plan per the Regional Planning Commission’s comments, after which CMAP staff will conduct a public open house.
Lan-Oak Park District master plan	Trevor Dick	Oct. 2013- June 2014	Staff assistance	Staff is currently finalizing the Existing Conditions Report. A meeting will be held with the Steering Committee on March 12 to review the document.
Lansing comprehensive plan (see <a href="#">website</a> )	Sam Shenbaga	Oct. 2012- Apr. 2014	Consultant assistance	Revised draft submitted to CMAP and Village on February 19, CMAP completed review and provided feedback. Village to provide comments end of month or early March. Steering Committee tentatively scheduled for late March. CMAP shared draft plan with Pace and Pace feedback has been forwarded to consultant.
<i>Lincolnwood Devon Avenue corridor study</i>	<i>Liz Panella</i>	<i>June 2013- Feb. 2014</i>	<i>Staff assistance and small contract</i>	<i>Newly completed. The final report was released by the Urban Land Institute in February 2014.</i>
Lynwood comprehensive plan (see <a href="#">website</a> )	Samantha Robinson	Oct. 2012- Apr. 2014	Consultant assistance	CMAP is reviewing revised draft comprehensive plan, along with the Action Matrix. Consultant will schedule a follow-up meeting with the Steering Committee for March.
Lyons comprehensive plan (see <a href="#">website</a> )	Sef Okoth	July 2013- June 2014	Staff assistance	The Existing Conditions Report was finalized. Staff drafted the initial recommendation memo, which is undergoing internal review. The Steering Committee will meet at the end of March to discuss the ECR and the recommendation directions.
Markham comprehensive plan	Erin Aleman	July 2013- June 2014	Consultant assistance	The draft plan was presented to the Steering Committee on February 25. CMAP reviewed the draft and provided feedback. A public open house was held on February 27. CMAP will continue to provide support to the City as needed.
Morton Grove industrial areas plan (see <a href="#">website</a> )	Nicole Woods	Feb. 2012- Feb. 2014	Staff assistance	In February, CMAP staff incorporated the feedback on the draft plan from Village Staff and Pace. In early March the plan will undergo final internal review and be delivered for final Village Staff review. The next Steering Committee Meeting is planned for early spring.
Niles multimodal transportation plan	Jack Pfingston	Mar. 2013- Mar. 2014	Consultant assistance	Steering Committee met February 27 to consider public review of draft plan; draft will be presented before Village Board in March.

Project	CMAP lead	Timeline	Assistance type	Status and notes
North Aurora comprehensive plan	Jack Pffingston	Jan.-Dec. 2014	Consultant assistance	Kickoff meeting held February 19; data collection underway.
Northwest Municipal Conference Des Plaines River trail access plan (see <a href="#">website</a> )	Lindsay Bayley	May 2013-Apr. 2014	Consultant assistance	Preliminary recommendations developed and reviewed with Steering Committee. A working session with NWMC staff, Active Trans, and CMAP will refine the recommendations, with a formal package for Steering Committee in March.
<i>Northwest Water Planning Alliance drought preparedness / strategic planning</i>	<i>Tim Loftus</i>	<i>Feb. 2013-Feb. 2014</i>	<i>Staff assistance</i>	<i>Newly completed. The final report is being prepared for printing.</i>
Oak Lawn 95 <sup>th</sup> Street corridor study	Jake Seid	Jan. 2013-Mar. 2014	Consultant assistance	Final Steering Committee meeting held on January 30 to review draft plan and receive comments. Consultant coordinated conference call with IDOT (February 4); prepared for Village Board/Arch Review Board/Plan Commission Workshop (February 11); prepared for Public Meeting (planned February 27). Village Board meeting scheduled for March 11 to adopt plan.
Olympia Fields zoning ordinance update	Drew Williams-Clark	Apr. 2013-Mar. 2014	Consultant assistance	Consultants presented a revised draft plan map with a phased implementation approach to residents at a public open house in February. Work has begun to draft the plan narrative.
Openlands local food policy	Jason Navota	Feb. 2013-May 2014	Staff assistance	Discussion draft of a scope of work for the Regional Food System Study is complete and being used as framework for discussing project with funders, academics/researchers, and local "industry representatives" working in the food system space.
Oswego market analysis	Trevor Dick	Mar 2013-Mar. 2014	Staff assistance	The report was presented to the Village Board on February 4, and again at their Committee-of-the-whole meeting on February 18. Staff is currently finalizing some recommended changes before final Board approval.
Park Forest active transportation plan	Lindsay Bayley	Mar. 2014-Nov. 2014	Staff assistance	Scope has been reviewed by project partners. Resolution to commence work on Board agenda for first week in March.
Park Forest zoning revisions	Kristin Ihnchak	June 2013-Sept. 2014	Staff and consultant assistance	The project team completed a recommendations memo that outlines major suggested changes to Park Forest's Zoning and Subdivision Ordinances. CMAP is meeting with key Village staff on March 18 to discuss the recommendations.



Project	CMAP lead	Timeline	Assistance type	Status and notes
Prospect Heights comprehensive plan	Jack Pffingston	Aug. 2013- July 2014	Consultant assistance	Steering Committee met February 6 to review vision and goals summary. Preliminary recommendations memo expected March 28.
Regional immigrant integration toolkit	Ricardo Lopez	Jan. 2013- Feb. 2014	Staff assistance	Steering Committee meeting held on February 25 to review draft Toolkit and receive comments. The toolkit is undergoing internal review and final edits. The toolkit is expected to be finalized and printed in April.
Richton Park comprehensive plan (see <a href="#">website</a> )	Kendra Smith	Aug. 2012- Apr. 2014	Consultant assistance	Draft plan is underway with a completed draft expected early to mid-March.
Richton Park zoning revisions	TBD	Apr.-Dec. 2014	Consultant assistance	Following the completion of the comprehensive plan, the consulting firm will update Richton Park's zoning ordinance to be consistent with the newly adopted plan.
Riverdale comprehensive plan	Erin Aleman	Nov. 2013- June 2014	Consultant assistance	The consultant is continuing to develop the draft comprehensive plan. Another Steering Committee meeting is scheduled for mid-March.
Rosemont comprehensive plan	Sam Shenbaga	June 2013- May 2014	Staff assistance	Existing conditions report drafted and being reviewed internally. Report to be submitted to Village in mid-March. Community outreach results shared with RTA. CMAP to be Steering Committee member in Blue Line station study being undertaken by RTA. First meeting scheduled for March 17.
South Elgin bicycle and pedestrian plan (see <a href="#">Facebook page</a> )	John O'Neal	July 2013- June 2014	Consultant assistance	The Existing Conditions Report (ECR) has been posted on project webpage; preliminary recommendations memorandum was drafted and reviewed. The 'mid project' meeting took place on February 26. Next Steering Committee meeting scheduled for March 27.
SSMMA Calumet Green Manufacturing Partnership	Erin Aleman	TBD	Staff and consultant assistance	Project scoping is underway.
SSMMA Complete Streets plan	Lindsay Bayley	July 2014- Aug. 2015	Staff assistance	Project scope under review by SSMMA; CMAP is reviewing previous plans.
SSMMA interchange land use planning (see <a href="#">website</a> )	Jessica Gershman	July 2012- Feb. 2014	Consultant and staff assistance	<i>Newly completed. Final edits were made and the final plan distributed to the project Steering Committee. A potential early implementation action will be to present this project at the CSEDC's quarterly meeting in April in order to share plan recommendations with the development and real estate community.</i>

Project	CMAP lead	Timeline	Assistance type	Status and notes
Summit comprehensive plan	Nora Beck	Dec. 2013- Nov. 2014	Staff assistance	Existing conditions analysis and community outreach steps underway; Staff met with the Steering Committee on February 3 and are conducting stakeholder interviews.
UIC multimodal transportation plan (see <a href="#">website</a> )	Lindsay Bayley	June 2013- Sept. 2014	Staff assistance	The Metroquest survey had 1,494 visits; a similar survey was developed that was compatible with text reading software was developed and had 589 visits. Two workshops were held on February 12 with approximately 60 total attendees. An additional workshop was held with the Chicago Lighthouse and the Disability Resource Center on February 26. Steering Committee meeting on March 3 to refine key challenges and talk about engagement results.
Waukegan subarea plan (see <a href="#">website</a> )	Stephen Ostrander	Oct. 2012- Mar. 2014	Staff assistance	CMAP staff continued drafting of the commercial corridor plan. Staff consulted with SCB, which will now be completing two renderings depicting physical recommendations proposed for a key segment of the corridor. Also discussed key recommendations with potential community partners who may be able to help with implementation.
Westchester comprehensive plan (see <a href="#">website</a> )	Samantha Robinson	Nov. 2011- Apr. 2014	Staff assistance	The Village Board reviewed the plan in January. Staff is revising plan based on Village staff feedback. The plan is expected to be adopted in April.
<i>West Suburban Chamber of Commerce and Industry cargo-oriented development plan</i>	<i>Evy Zwiebach</i>	<i>Apr. 2014- June 2015</i>	<i>Staff assistance and small contract</i>	<i>Newly added to monthly report. Scoping is underway.</i>
Wicker Park-Bucktown parking study (see <a href="#">website</a> )	Lindsay Bayley	Jan. 2013- Mar. 2014	Staff assistance	Internal review of draft plan is underway.
Will County brownfield prioritization	Jake Seid	June 2013- Mar. 2014	Staff assistance	Project team met and completed prioritization of brownfield sites on January 31 winnowing list of more than 1,500 potential sites to a list of 25 priority sites. Initial draft of marketing document has been completed with final draft to be completed in March with input from Will County staff.
Winthrop Harbor comprehensive plan	Sam Shenbaga	March 2014- July 2015	Staff assistance	Project start date anticipated in late March-April as per community request.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Worth planning prioritization report	Stephen Ostrander	Oct. 2013-May 2014	Staff assistance	CMAP staff determined draft recommendations for planning priorities report as well as the structure of the report. Internal review and drafting of report are both scheduled for March.
Zion comprehensive plan	Nora Beck	Feb. 2014-Jan. 2015	Consultant assistance	Short-listed consulting firms will be interviewed during the second week of March, with selection of consultant expected by March 14.





# Chicago Metropolitan Agency for Planning

Agenda Item No. 6.0

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606

312 454 0400  
www.cmap.illinois.gov

## MEMORANDUM

**To:** CMAP Board

**From:** Staff

**Date:** March 5, 2014

**Re:** CMAP Committee membership and meeting dates

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As was requested at the recent Board visioning session, following is CMAP working committee membership and frequency of meetings. Written summaries of the meetings' activities will be distributed at the Board meeting.

### **CITIZENS' ADVISORY COMMITTEE**

*meets quarterly, 2<sup>nd</sup> Tuesday*

Jennifer Artis, St. James Hospital and Health Centers  
Lulu Blacksmith, Waubensee Community College  
Abbey Delgadillo, (represents City of Chicago)  
Martin Egan, Elmwood Park resident  
Kevin Ivers, Woodstock resident  
Thomas Jacobs, Krueck & Sexton Architects  
John Knoelk, Contractor John, Inc.  
Valerie Leonard, Community Development Consultant  
Ken Nelson, City of Rolling Meadows  
Phyllis Palmer, (represents City of Chicago)  
Stephenie Presseller, Morrairie Valley Community College, Center for Sustainability  
Faye Sinnott, Solution Navigators, Inc.  
Wendy Walker Williams, South East Chicago Commission  
Terry Witt, Trails Linking Communities  
Ulises Zatarain, (represents City of Chicago)  
Vacant, (represents Kendall County)

### **COUNCIL OF MAYORS EXECUTIVE COMMITTEE**

*meets Jan., May, Sept., Nov.*

#### **North Shore**

President Sandy Frum, Northbrook  
Mayor George Van Dusen, Skokie

#### **Northwest**

President Al Larson, Schaumburg  
President Karen Darch, Barrington

**North Central**

President Jeffrey Sherwin, Northlake

Mayor Joseph Tamburino, Hillside

**Central**

President William Rodeghier, Western Springs

President Jim Discipio, LaGrange Park

**Southwest**

President Dave Brady, Bedford Park

Mayor John Mahoney, Palos Park

**South**

President Michael Einhorn, Crete

Mayor Eugene Williams, Lynwood

**DuPage**

President Thomas Karaba, Clarendon Hills

President Rodney S. Craig, Hanover Park

**Kane**

President Edward Ritter, Carpentersville

Mayor Jeffery Schielke, Batavia

**Lake**

Mayor Leon Rockingham, North Chicago

vacant

**McHenry**

President Richard Mack, Ringwood

President Robert Nunamaker, Fox River Grove

**Will**

Mayor Roger C. Claar, Bolingbrook

Mayor Jim Holland, Frankfort

**ECONOMIC DEVELOPMENT COMMITTEE**

*meets monthly, 2<sup>nd</sup> Thursday*

Oswaldo Alvarez, Lloyd A. Fry Foundation

Greg Bedalov, Choose DuPage

Jeremiah Boyle, Federal Reserve Bank of Chicago

Patrick Carey, Cook County Bureau of Economic Development

Peter Creticos, Institute for Work and the Economy

JoAnn Eckmann, World Business Chicago

Joanna Greene, Chicago Cook Workforce Partnership

Reggie Greenwood, South Suburban Mayors & Managers Association

John Greuling, Will County Center for Economic Development

Rand Haas, Medusa Consulting

Mark Harris, Illinois Science & Technology Coalition

Emily Harris, Metropolis Strategies

Bret Johnson, Northwestern University Transportation Center

Gretchen Kosarko, RW Ventures

Judith Kossy, Policy Planning Partners

Mary Beth Marshall, DuPage Workforce Investment Board

Sean McCarthy, Office of the Hon. Randall Hultgren-Member of Congress

Andrew Moyer, State of Illinois, Department of Commerce & Economic Opportunity

Kelly O'Brien, the Alliance for Regional Development  
Lance Pressl, Institute for Work and the Economy  
Nick Provenzano, McHenry County Board  
Ed Sitar, ComEd  
Gary Skoog, Golden Corridor  
Carrie Thomas, Chicago Jobs Council  
Jerry Weber, College of Lake County

#### **ENVIRONMENT NATURAL RESOURCES**

*meets monthly, 1<sup>st</sup> Wednesday*

Jack Darin, Sierra Club, Illinois Chapter  
Joe Schuessler, Metropolitan Water Reclamation District  
Martha Dooley, Village of Schaumburg  
Harlan Spiroff, Spiroff & Gosselar, Ltd.  
Jon Grosshans, USEPA-Region 5  
Deborah Stone, Cook County Department of Environmental Control  
Pete Harmet, IDOT District 1  
Mike Sullivan, Kane/Kendall Council of Mayors  
Martin Jaffe, University of Illinois at Chicago  
Wallace Van Buren, Illinois Association of Wastewater Agencies  
Anne McKibben, CNT Energy  
Sean Wiedel, City of Chicago  
Stacy Meyers, Openlands  
Patricia Werner, Lake County Stormwater Management Commission  
Melinda Pruett-Jones, Chicago Wilderness  
Nancy Williamson, Illinois Department of Natural Resources

#### **HOUSING**

*meets monthly, 3<sup>rd</sup> Thursday*

Alan Banks, Office of the Hon. Robin Kelly-Member of Congress  
Nora Boyer, Village of Arlington Heights  
Rob Breymaier, Oak Park Regional Housing Center  
Sarah Ciampi, Lake County Community Development Division  
Allison Milld Clements, Metropolitan Mayors Caucus  
Paul Colgan, PSColgan & Co.  
Spencer Cowan, Woodstock Institute  
Adam Dontz, LakeStar Advisors  
Nancy Firfer, Metropolitan Planning Council  
Andy Geer, Enterprise Community Partners  
Becca Goldstein, Neighborhood Housing Services of Chicago, Inc.  
Sharon Gorrell, Illinois Association of Realtors  
Adam Gross, Business and Professional People for the Public Interest (BPI)  
Tammie Grossman, Village of Oak Park  
Calvin Holmes, Chicago Community Loan Fund  
Jane Hornstein, Cook County Bureau of Economic Development  
Kevin Jackson, Chicago Rehab Network  
Paul Leder, Manhard Consulting, Ltd.  
Anthony Manno, Regional Transportation Authority  
Thomas Moes, Chicago House

Janice Morrissy, South Suburban Housing Collaborative  
Lisa Pugliese, Affordable Housing Corporation of Lake County  
Carrol Roark, DuPage County Community Development  
Geoff Smith, DePaul University Institute for Housing Studies  
Andrea Traudt, Illinois Housing Council  
Aisha Turner, Illinois Housing Development Authority  
Kim Ulbrich, McHenry County Planning and Development  
Stacie Young, the Preservation Compact

## **HUMAN AND COMMUNITY DEVELOPMENT**

*meets monthly, 2<sup>nd</sup> Monday*

Gina Massuda Barnett, Cook County Department of Public Health  
Jennifer Becker, Kane/Kendall Council of Mayors  
Jeanette Castellanos Butt, United Way of Metropolitan Chicago  
Jennifer Clary, Social IMPACT Research Center, a program of Heartland Alliance  
Sheri Cohen, Chicago Department of Public Health  
Eira Corral, Village of Hanover Park  
Michael Davidson, Chicago Community Trust  
Fluturi Demirovski, Regional Transportation Authority  
Laurie Dittman, Mayors Office for People with Disabilities, City of Chicago  
John Edmondson, Illinois Department of Transportation  
Wesley Epplin, Health and Medicine Policy Research Group  
Marla Fronczak, Northeastern Illinois Area on Aging  
Caroline Goldstein, Local Initiatives Support Corporation (Chicago)  
Joanna Greene, Chicago Cook Workforce Partnership  
Jacky Grimshaw, Center for Neighborhood Technology  
Mary Keating, DuPage County  
Rene Luna, Access Living  
Lynn O'Shea, Association for Individual Development (AID)  
Greg Polman, Chicago Lighthouse  
Jay Readey, Chicago Lawyers' Committee for Civil Rights  
Laura Schneider, Lake County Health Department and Community Health Center  
Janna Simon, Illinois Public Health Institute  
Dominic Tocci, Cook County Bureau of Economic Development  
Tammy Wierciak, West Central Municipal Conference

## **LAND USE**

*meets monthly, 3<sup>rd</sup> Wednesday*

Ed Paesel, South Suburban Mayors and Managers  
David Galowich, Urban Land Institute, Chicago District Council  
Judy Beck, U.S. EPA, Great Lakes National Program Office  
Robert Cole, Village of Oak Park  
Kristi DeLaurentiis, Metro Strategies, Inc.  
Lisa DiChiera, Landmarks Illinois  
Kimberly Flom, Village of Orland Park  
Sheena Frève, Metropolis Strategies  
John Norquist, Congress for the New Urbanism  
Curt Paddock, Will County  
Arnold Randall, Cook County Forest Preserve District  
Elaine Romas, Cook County Bureau of Economic Development



Dennis Sandquist, McHenry County  
Heather Smith, Field Foundation  
Heather Tabbert, Regional Transportation Authority  
Todd Vanadilok, APA - Chicago Metro Section / Illinois Chapter  
Mark VanKerkhoff, Kane County  
Eric Waggoner, Lake County  
Nathaniel Werner, City of Elmhurst  
Norman West, U.S. Environmental Protection Agency  
Nancy Williamson, Illinois Department of Natural Resources  
Ruth Wuorenma, Neighborhood Capital Institute  
Angela Zubko, Kendall County

**TRANSPORTATION**

*meets Jan., March, April, June, Aug., Sept., Nov.*

Michael Connelly, Chicago Transit Authority  
Jennifer (Sis) Killen, Cook County  
Charles Abraham, IDOT Dept. of Public and Intermodal Transportation  
Michael Bolton, PACE Suburban Bus  
Bruce Carmitchel, IDOT Office of Planning & Programming  
Lynnette Ciavarella, Metra  
John Fortmann, IDOT District One  
Luann Hamilton, Chicago Department of Transportation  
Alicia Hanlon, Will County  
Robert Hann, Private Providers  
Emily Karry, Lake County  
Fran Klaas, Kendall County  
Don Kopec, CMAP  
Wes Lujan, Class One Railroads  
Randy Neufeld, Bicycle Pedestrian Advisory Committee  
Jason Osborn, McHenry County  
Leanne Redden, RTA  
Tom Rickert, Kane County  
Leon Rockingham, Council of Mayors  
Mike Rogers, Illinois Environmental Protection Agency  
Steve Schlickman, University of Illinois, Chicago  
Joe Schofer, Northwestern University  
Peter Skosey, Metropolitan Planning Council  
Kyle Smith, Center for Neighborhood Technology  
Chris Snyder, DuPage County  
Steve Strains, NIRPC  
Ken Yunker, SEWRPC  
Rocco Zuccherro, Illinois Tollway  
**Non-Voting Members:**  
Reggie Arkell / John Donovan, Federal Transit Administration

**ACTION REQUESTED:** Informational

###



**Memorandum of Understanding  
Between the Chicago Metropolitan Agency for Planning  
and the Policy Committee  
Encompassing Transportation Planning and Programming in  
Northeastern Illinois**

This agreement is entered into by the Chicago Metropolitan Agency for Planning (CMAP) created by the Regional Planning Act of 2005 and the Policy Committee serving as the federally designated metropolitan planning organization (MPO) for northeastern Illinois.

The Chicago Metropolitan Agency for Planning and the region's Policy Committee recognize the desirability and absolute necessity of the region's planning for land use and transportation to remain integrated in an open and collaborative process in which socioeconomic and environmental objectives are appropriately considered. Furthermore, the entities affirm their intent to continue and strengthen the cooperative and productive relationship, which currently exists between them.

The two bodies wish to provide a framework that will help our region connect its land use to the transportation system, preserve its environment and sustain its economic prosperity. Both the CMAP board and the Policy Committee must be responsive to the region's residents, working cooperatively with municipalities and counties that maintain authority for local land-use decisions.

**INTENT**

The signatory boards, by adopting this agreement, recognize the appropriateness and necessity to coordinate and integrate the region's planning for land use and transportation in an open and collaborative process.

The agreement covers the metropolitan planning area as defined by the Regional Planning Act and by the U.S. Department of Transportation planning regulations. Currently, this region includes the counties of Cook, DuPage, Kane, Kendall, Lake, McHenry and Will (MPO planning area includes Aux Sable township in Grundy County). The agreement covers the working relationship between the two boards, whose responsibilities are defined in the Regional Planning Act and federal legislation.

**OVERALL RESPONSIBILITIES**

CMAP – as stated in the Regional Planning Act, the board shall be responsible for developing and adopting a funding and implementation strategy for an integrated land use and transportation planning process for the northeastern Illinois region. CMAP is also responsible for the development of an integrated comprehensive regional plan.

Policy Committee – as stated in federal legislation, the metropolitan planning organization, in cooperation with the state and public transportation operators, shall develop long-range transportation plans and transportation improvement programs for the metropolitan area.

### **COMMITTEE REPORTING**

CMAP has established a four-level committee structure: policy, advisory, coordinating and working. At the policy level, the CMAP board and the Policy Committee will review staff and committee work to ensure that consistency and consensus are achieved. The Citizens' Advisory Committee (CAC), the Council of Mayors, and a committee made up of county officials will together comprise the advisory level. The Council of Mayors will continue its current relationship with the Policy Committee, while at the same time serve as a municipal advisory body to the CMAP board. The Work Program Committee, serving as the Transportation Committee for CMAP, will also continue its current reporting relationship to the Policy Committee. The Policy Committee and the CMAP board will jointly determine the structure and member organizations of the Transportation Committee. The Transportation Committee will also provide input to the two coordinating level committees of the CMAP board: Local and Regional. The Policy Committee will appoint the chair and vice-chair of the Transportation Committee. The chair and vice-chair will each serve on one of the coordinating committees. The Policy Committee will establish such committees and task forces as it may deem necessary to effectively carry out the region's transportation planning and programming activities.

### **STAFF SUPPORT**

It is the intent of both the CMAP board and the Policy Committee that the staff of CMAP be responsible for the region's work program that addresses planning for both transportation and land use in northeastern Illinois. The Executive Director of CMAP will ensure that adequate staff support is provided to carry out the transportation planning and programming activities as described in the annual Unified Work Program and approved by the CMAP board and the Policy Committee. The staff of CMAP will interact with the Policy Committee to ensure that the Policy Committee is fully and meaningfully involved in the development of at least those matters designated by federal law as within the MPO's purview.

### **CROSS COMMITTEE MEMBERSHIP**

Recognizing the need for effective communication, the legislation creating the Regional Planning Board, now known as CMAP, established a non-voting position for the Policy Committee on the CMAP board. To ensure policy level communication between the signatory bodies, the Policy Committee will add two designated members from the CMAP board to its Committee.

## **APPROVAL PROCESS**

Federal regulations require the MPO to approve various plans, programs and related documents. Such plans, programs and related documents will be developed by CMAP staff utilizing the committee structure established by the CMAP board and the Policy Committee. Recommendations made by the Transportation Committee will be forwarded to the Policy Committee and either the Local or Regional Coordinating Committee as appropriate. Recommendations from these committees will be forwarded to the CMAP board which will also receive input from the Citizens' Advisory Committee, a county officials committee and the Council of Mayors. The CMAP board will then forward its recommendation with comments to the Policy Committee, which will act upon that recommendation. The Policy Committee will take final action as required by federal law.

The signatory boards recognize the need to meet certain federal requirements within established timeframes. Both boards commit to taking action in a timely fashion such that deadlines will not be jeopardized.

## **TERM**

This Memorandum of Understanding will be reviewed on an annual basis.





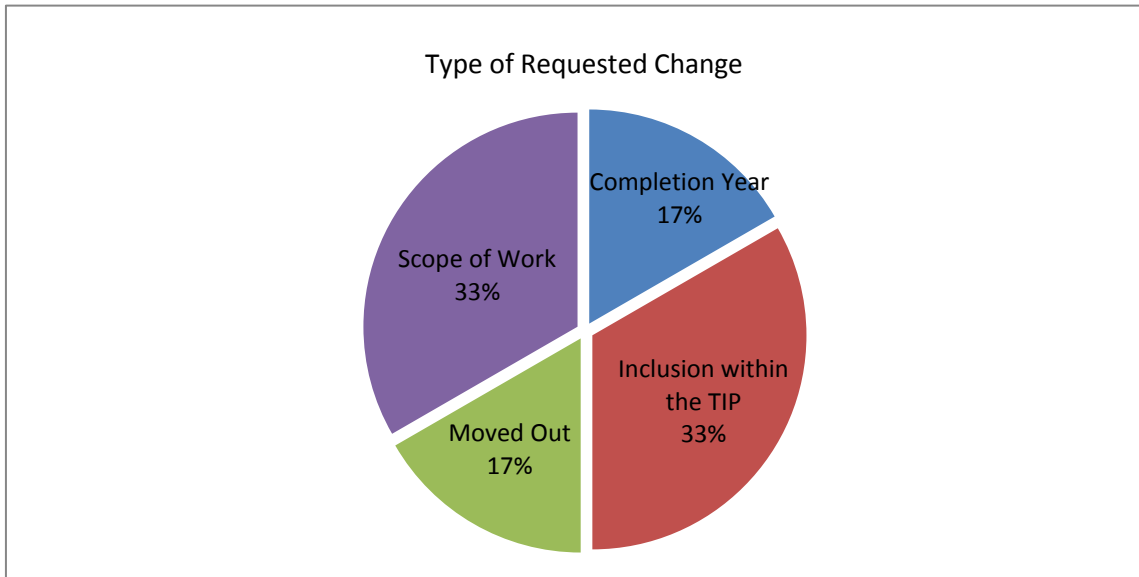
**MEMORANDUM**

**To:** CMAP Board  
**From:** CMAP Staff  
**Date:** March 5, 2014  
**Re:** Semi-annual GO TO 2040/TIP Conformity Analysis & TIP Amendments

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In accordance with the [biannual conformity analysis policy](#), CMAP staff asked programmers to submit changes to projects included in the regional air quality analysis of the Transportation Improvement Program (TIP) and GO TO 2040. Of the changes requested, six (6) projects require air quality conformity analysis. Below is a summary of the types of requested changes.



If the TIP amendments are approved, two new non-exempt projects will be included in the TIP. These projects are included in the conformity analysis because funding for phases beyond preliminary engineering has been identified in the TIP. Both projects are moving closer to construction. Preliminary engineering is exempt from conformity analysis. The two new projects are:

- TIP ID [18-14-0004](#): a new Auburn Park Metra Station along the Rock Island District Line between the 35<sup>th</sup> St/Bronzeville and Gresham stations at 79<sup>th</sup> and S. Wallace Streets.
- TIP ID [06-03-0005](#): Adding lanes on 143<sup>rd</sup> Street from Will Cook Road to IL 7 Wolf Road.

Scope changes have been requested for two existing projects. The scope of a project is determined by the **work type** included in the project.

- Non-exempt work types may affect air quality and must be tested for conformity. Examples of non-exempt work types are adding lanes to a road, signal timing and extending a rail line.
- Exempt tested work types do not require an air quality conformity analysis, but the region has chosen to include the impacts of the work types in the travel demand model. Exempt tested projects include new commuter parking lots and road 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 road resurfacing and bus rehabilitation.

The two projects for which scope changes have been requested are:

- TIP ID [12-02-9024](#): Illiana Expressway from I-55 to I-65. The sponsor has requested addition of two new non-exempt work types to include the expansion of interchanges and new auxiliary lanes that correlate with the requested location change (discussed below).
- TIP ID [06-00-0042](#): 143<sup>rd</sup> Street from Wolf Road to US 45 LaGrange Road. The sponsor has requested a new work type for adding lanes.

A sponsor requested location changes for an existing non-exempt TIP project. This change requires a conformity amendment. The project is:

- TIP ID [12-02-9024](#): Illiana Expressway from I-55 to I-65. The sponsor requested the limits include improvements on I-55 between Lorenzo Road & IL 129.

One non-exempt project moved out of the current years of the TIP and is not anticipated to be completed within the next four years:

- TIP ID [10-00-0130](#): Aptakisic Road from IL 83 to Buffalo Grove Road.

Completion year indicates when a project is anticipated to be in service to users. The conformity analysis is conducted for selected years between now and 2040. The analysis years are currently 2015, 2025, 2030 and 2040. If a change in completion year crosses an analysis year, the project must be included in a new conformity analysis. Sponsors indicated that several projects have updated completion years, but only one of those crossed an analysis year.

The sponsor's requested completion year change moves the following project from the 2015 analysis year to the 2025 analysis year:

- TIP ID [01-94-0006](#): Red Line Extension from US 12 20 95<sup>th</sup> Street to 130<sup>th</sup> Street.



## GO TO 2040 Major Capital Projects

Two GO TO 2040 Major Capital Projects are included in this report due to the implementation time frame, and changes of project scope & location. Those projects are:

- TIP ID [01-94-0006](#): Red Line Extension from US 12 to 95<sup>th</sup> Street to 130<sup>th</sup> Street, the sponsor has requested moving the completion year from 2015 to 2020.
- TIP ID [12-02-9024](#): Illiana Corridor Project from I-55 to I-65. The sponsor has requested including funding and work for the I-55 from Lorenzo Road to IL 129 project to the Illiana corridor.

Each TIP ID includes a hyperlink to the TIP database for further project information. Changes are included in the attached report.

TIP projects are also viewable in a map format. The TIP map is available at <http://www.cmap.illinois.gov/programs-and-resources/tip/tip-data/tip-map>.

The 2015, 2025, 2030 and 2040 highway and transit networks were coded to include the project changes listed in the “Non-Exempt Projects Requiring Conformity Determination” 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 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, the resulting emissions inventories estimates fell below the applicable budgets for the maintenance State Implementation Plan (SIP).

Both the annual direct PM<sub>2.5</sub> and NO<sub>x</sub> emissions inventories are below the applicable budgets from the attainment SIP.

## Direct PM<sub>2.5</sub> and NO<sub>x</sub> Emissions in Tons per Year for PM<sub>2.5</sub> Conformity

Year	Fine Particulate Matter		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2015	2,448.22	5,100.00	52,121.98	127,951.00
2025	1,643.84	2,377.00	29,535.27	44,224.00
2030	1,585.78	2,377.00	27,940.64	44,224.00
2040	1,682.44	2,377.00	29,288.02	44,224.00

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

## VOC and NO<sub>x</sub> Emissions in Tons per Summer Day for Ozone Conformity

Year	Volatile Organic Compounds		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2015	59.22	117.23	137.22	373.52
2025	44.39	48.13	75.33	125.27
2030	43.85	48.13	70.89	125.27
2040	47.02	48.13	74.10	125.27

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 12/27/2013

**ACTION REQUESTED:** Approval

###



Chicago Metropolitan Agency for Planning

233 South Wacker Drive  
 Suite 800  
 Chicago, Illinois 60606  
 312 454 0400  
 www.cmap Illinois.gov

**Conformity Amendments**

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
01-94-0006	CMAP Completion Year	\$0	\$0	\$ 0	
<b>Before Revision:</b> RED LINE EXTENSION FROM US 12 US 20 95TH ST (COOK) TO 130TH (COOK)					
<b>After Revision:</b> CTA- 194.007 Red Line Extension FROM US 12 US 20 95TH ST (COOK) TO 130TH (COOK)					

**Completion Year Before Revision:** 2015  
**Completion Year After Revision:** 2020

**Project Work Types Before Revision:** RAIL LINE - EXTEND LINE  
**Project Work Types After Revision:** RAIL LINE - EXTEND LINE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	TBD	CONSTRUCTION	MYB	1050000	0	
	5339	IMPLEMENTATION	10	285	285	FY09 5339AA
	5339	IMPLEMENTATION	10	285	285	FY09 5339AA
	5339	IMPLEMENTATION	10	285	285	FY09 5339AA
	5309B	IMPLEMENTATION	11	4687	3749	5309 Rail Mod
	5309B	IMPLEMENTATION	MYB	194977	194977	FIX-OUTYEAR
	SB	IMPLEMENTATION	MYB	194977	0	SB-OUTYEAR
	5339	IMPLEMENTATION	MYB	2000	2000	
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	TBD	CONSTRUCTION	MYB	1050000	0	
	5339	IMPLEMENTATION	10	285	285	FY09 5339AA
	5339	IMPLEMENTATION	10	285	285	FY09 5339AA
	5339	IMPLEMENTATION	10	285	285	FY09 5339AA
	5309B	IMPLEMENTATION	11	4687	3749	5309 Rail Mod
	5309B	IMPLEMENTATION	MYB	194977	194977	FIX-OUTYEAR
	SB	IMPLEMENTATION	MYB	194977	0	SB-OUTYEAR
	5339	IMPLEMENTATION	MYB	2000	2000	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
06-00-0042	Southwest Council of Mayors Project Scope Change	\$0	\$2958	\$ 2958	
FAU 1600 143RD STREET FROM FAU 2688 WOLF ROAD (COOK/Orland Park) TO US 45 LAGRANGE RD (COOK/Orland Park)					

**Completion Year Before Revision:** 2016  
**Completion Year After Revision:** 2016

**Project Work Types Before Revision:** HIGHWAY/ROAD - WIDEN LANES AND RESURFACE  
**Project Work Types After Revision:** HIGHWAY/ROAD - ADD LANES

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	ENGINEERING-II	MYB	1515	1000	
	STP-L	CONSTRUCTION	MYB	11000	1000	Includes E3 - Max CE3 not to exceed \$2,000,000
	ILL	ENGINEERING-II	MYB	120		State (SRF) -50% of Local
	STP-L	ENGINEERING-I	MYB	1368	958	
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	ENGINEERING-II	14	1515	1000	
	STP-L	CONSTRUCTION	15	11000	1000	Includes E3 - Max CE3 not to exceed \$2,000,000
	ILL	ENGINEERING-II	14	120		State (SRF) -50% of Local
	STP-L	ENGINEERING-I	14	1368	958	

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
06-03-0005	Southwest Council of Mayors Not Exempt Project Moved into Tip	\$0	\$1396	\$ 1396	
FAU 1600 143RD ST FROM FAU 2688 WILL COOK RD (COOK/Orland Park) TO IL 7 WOLF RD (COOK/Orland Park)					

**Completion Year Before Revision:** 2016  
**Completion Year After Revision:** 2016

**Project Work Types Before Revision:** HIGHWAY/ROAD - ADD LANES  
**Project Work Types After Revision:** HIGHWAY/ROAD - ADD LANES

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	ENGINEERING-II	MYB	565	396	
	STP-L	CONSTRUCTION	MYB	6600	1000	Includes E3
	ILL	ENGINEERING-II	MYB	64		State (SRF) -50% of Local
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	ENGINEERING-II	14	565	396	
	STP-L	CONSTRUCTION	15	6600	1000	Includes E3
	ILL	ENGINEERING-II	14	64		State (SRF) -50% of Local

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

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
10-00-0130 Lake County Department of Transportation FAU 1258 APTAKISIC RD FROM IL 83 (LAKE) TO FAU 2657 BUFFALO GROVE RD (LAKE)	Not Exempt Project Moved out of Tip	\$0	\$0	\$ 0	

**Completion Year Before Revision:** 2025  
**Completion Year After Revision:** 2025

**Project Work Types Before Revision:** HIGHWAY/ROAD - ADD LANES  
**Project Work Types After Revision:** HIGHWAY/ROAD - ADD LANES

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	CTEF	ENGINEERING-II	14	831	0	
	STP-L	CONSTRUCTION	MYB	13262	9283	
	CTEF	ROW ACQUISITION	MYB	891	0	
	CTEF	ENGINEERING-I	13	950	0	
Financial Data After Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	STP-L	CONSTRUCTION	MYB	13262	9283	

**Gray Financial Data Records** are for informational purposes only and not included in the TIP.  
 This public notice of the revisions being made by CMAP's Transportation Improvement Program satisfies the Program of Projects requirement of Title 49, U.S. Code Section 5307 (c) (1) through (7)  
 CMAP, the Chicago Metropolitan Agency for Planning -- 233 South Wacker Drive, Suite 800, Chicago, IL 60606 312-454-0400 (voice), 312-454-0411 (fax)

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percentage Change
12-02-9024	CMAP Scope Changed	\$0	\$101475	\$ 101475	

**Before Revision:** ILLIANA EXPY FROM I- 55 (WILL) I- 65 (LAKE)

**After Revision:** ILLIANA EXPY FROM I- 55 (WILL) I- 65 (LAKE) Includes improvements on I-55 between Lorenzo Rd & IL 129

**Completion Year Before Revision:** 2018

**Completion Year After Revision:** 2018

**Project Work Types Before Revision:** HIGHWAY/ROAD - NEW ROAD  
**Project Work Types After Revision:** HIGHWAY/ROAD - NEW ROAD  
 INTERCHANGE - EXPAND (NEW MOVEMENTS ADDED TO INTERCHANGE)  
 INTERCHANGE - RECONSTRUCTION  
 HIGHWAY/ROAD - ADD LANES  
 HIGHWAY/ROAD - WIDEN LANES AND RESURFACE

**Financial Data Before Revision**

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
ILL	ENGINEERING-I	13	19134	0	1-77676-1300
ILL	ENGINEERING-I	14	6400	0	1-77676-1400
ILL	ENGINEERING-I	15	6400	0	1-77676-1500
ILL	ENGINEERING-I	13	600	0	1-77676-1350
ILL	ENGINEERING-I	14	600	0	1-77676-1450
ILL	ENGINEERING-I	15	600	0	1-77676-1550
ILL	ENGINEERING-I	13	15000	0	1-77676-1600 / P3 Services
ILL	ENGINEERING-I	15	2500	0	1-77676-1620
ILL	ENGINEERING-I	13	500	0	1-77676-4100 / Survey
ILL	ENGINEERING-I	14	500	0	1-77676-4200 / Survey
ILL	ENGINEERING-I	13	500	0	1-77676-2100 / Survey
ILL	ENGINEERING-I	14	500	0	1-77676-2200 / Survey
ILL	ENGINEERING-I	15	500	0	1-77676-2300 / Survey
ILL	ENGINEERING-I	13	500	0	1-77676-3100 / Survey
ILL	ENGINEERING-I	14	500	0	1-77676-3200
ILL	ENGINEERING-I	15	500	0	1-77676-3300
ILL	ENGINEERING-I	15	500	0	1-77676-4300 / Survey
ILL	ROW ACQUISITION	14	10000	0	FY16, 1-77676-6000 / LAC
ILL	ENGINEERING-I	MYB	4000	0	1-77676-0100 / Feasibility Study
A ILL	ENGINEERING-I	12	950	0	1-77676-1250
ILL	ROW ACQUISITION	15	60000	0	1-77676-6100
ILL	ROW ACQUISITION	MYB	100000	0	1-77676-9000

**Financial Data After Revision**

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
ILL	ENGINEERING-I	13	19134	0	1-77676-1300
ILL	ENGINEERING-I	14	6400	0	1-77676-1400
ILL	ENGINEERING-I	14	12000	0	1-77676-1500
ILL	ENGINEERING-I	13	900	0	1-77676-1350
ILL	ENGINEERING-I	14	900	0	1-77676-1450
ILL	ENGINEERING-I	15	600	0	1-77676-1550
ILL	ENGINEERING-I	13	12710	0	1-77676-1600 / P3 Services
ILL	ENGINEERING-I	16	2500	0	1-77676-1620
ILL	ENGINEERING-I	13	189	0	1-77676-4100 / Survey
ILL	ENGINEERING-I	14	811	0	1-77676-4200 / Survey
ILL	ENGINEERING-I	13	190	0	1-77676-2100 / Survey
ILL	ENGINEERING-I	14	810	0	1-77676-2200 / Survey
ILL	ENGINEERING-I	15	500	0	1-77676-2300 / Survey
ILL	ENGINEERING-I	13	201	0	1-77676-3100 / Survey
ILL	ENGINEERING-I	14	799	0	1-77676-3200
ILL	ENGINEERING-I	15	500	0	1-77676-3300
ILL	ENGINEERING-I	15	500	0	1-77676-4300 / Survey
ILL	ROW ACQUISITION	14	10000	0	FY16, 1-77676-6000 / LAC
ILL	ENGINEERING-I	12	950	0	1-77676-1250
ILL	ROW ACQUISITION	15	60000	0	1-77676-6100
ILL	ENGINEERING-I	09	3000	0	1-77633-0400 (Established), I-55, FY08
ILL	ENGINEERING-I	12	147	0	1-77633-1410 (Established), I-55
ILL	ENGINEERING-I	14	353	0	1-77633-1411 (Balance of FY 2012 Funds), I-55
ILL	ENGINEERING-II	15	2500	0	1-77633-0421, I-55
ILL	ENGINEERING-II	16	3500	0	1-77633-0420, I-55
ILL	ENGINEERING-II	17	4000	0	1-77633-0430, I-55
ILL	ROW ACQUISITION	16	3500	0	1-77633-0511, I-55
ILL	ROW ACQUISITION	17	3500	0	1-77633-0512, I-55
ILL	CONSTRUCTION	17	10000	0	1-77633-0500, E3, I-55
ILL	CONSTRUCTION	17	500	0	1-77633-0355, I-55 (IL 129 to Lorenzo Rd - Frontage Rd), Utility Work
ILL	CONSTRUCTION	17	1000	0	1-77633-0301, I-55 (IL 129 to Lorenzo Rd, W&RS-AUX Lanes), Utility Work
NHPP	CONSTRUCTION	17	46000	41400	1-77633-0100, I-55 (IL 129 Interchange)
NHPP	CONSTRUCTION	17	23000	20700	1-77633-0200, I-55 (Lorenzo Rd Interchange)
NHPP	CONSTRUCTION	17	28750	25875	1-77633-0300, I-55 (IL 129 to Lorenzo Rd, W&RS-Aux Lanes)
NHPP	CONSTRUCTION	17	15000	13500	1-77633-0350, I-55 (IL 129 to Lorenzo Rd - Frontage Roads)

ILL	ENGINEERING-I	14	2200	0	1-77676-1700
ILL	ENGINEERING-I	13	90	0	1-77676-5000, Will County Ombudsman agreement

Gray Financial Data Records are for informational purposes only and not included in the TIP.  
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CMAP, the Chicago Metropolitan Agency for Planning -- 233 South Wacker Drive, Suite 800, Chicago, IL 60606 312-454-0400 (voice), 312-454-0411 (fax)

**Project:** 16-08-0010      **Action:** CTA Deleted Project  
 CTA - 194.007 RED LINE AT

**Completion Year:** 2015

**Project Work Types After Revision:**

RAIL LINE - EXTEND LINE

**Financial Data After Revision**

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
A	5309B	IMPLEMENTATION	11	4687	3749	5309 Rail Mod
	5309B	IMPLEMENTATION	MYB	194977	194977	FIX- OUTYEAR
	SB	IMPLEMENTATION	MYB	194977	0	SB- OUTYEAR
	5339	IMPLEMENTATION	10	285	285	FY09 5339AA
	5339	IMPLEMENTATION	10	285	285	FY09 5339AA
	5339	IMPLEMENTATION	10	285	285	FY09 5339AA
	5339	IMPLEMENTATION	MYB	2000	2000	

**Project:** 18-14-0004      **Action:** Metra New Project  
 Auburn Park Station AT Between 35th/Bronzeville and Gresham stations on the RID

**Completion Year:** 2016

**Project Work Types After Revision:**

STATION - NEW

**Financial Data After Revision**

	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment
	ILLT	IMPLEMENTATION	14	10000	0	4484

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# Chicago Metropolitan Agency for Planning

Agenda Item No. 9.0

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606

312 454 0400  
www.cmap.illinois.gov

## MEMORANDUM

To: CMAP Board and Regional Coordinating Committee

From: CMAP Staff

Date: March 5, 2014

Re: State Legislative Update

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The 98<sup>th</sup> Illinois General Assembly convened for the second spring session and on January 29, 2014; Governor Quinn delivered the annual [State of the State address](#). The address focused on the economy, including recent legislative and executive efforts to improve fiscal stability through spending cuts and Medicaid and pension reforms. The Governor will deliver his budget proposal on March 26, 2014.

CMAP staff is monitoring the progress and analyzing bills with particular relevance to the agency. Bills included in the following pages of this memorandum either impact [CMAP's 2014 State Legislative Framework and Agenda](#) or are of interest to CMAP and its partners. Staff recommends that the board consider supporting five bills that assist in the implementation of GO TO 2040 by promoting coordinated investment, expanding transit options, improving water conservation, and supporting local food production. Staff also recommends that the board consider opposing three bills that diminish the state and region's ability to invest strategically in transportation.

The deadlines for the introduction of substantive bills passed in both the House and the Senate in February; next, bills must pass out of committee by March 28. Staff will continue to closely monitor General Assembly actions and analyze legislation related to the agency's Legislative Agenda and Framework.

ACTION REQUESTED: Approval



## March 2014 Legislative Summary

Subject	Bill	Summary	Status	Agency Position
<b>PURSUE COORDINATED INVESTMENTS</b>				
Local Government Dissolution	<a href="#">HB3251</a>	<a href="#">Jack D. Franks</a> (D-Marengo) Provides two different processes by which certain special districts could be dissolved by countywide referendum: a county board resolution or a petition by registered voters.	01/28/2014 <b>House</b> Assigned to Counties & Townships Committee	
Local Government Dissolution	<a href="#">HB5786</a>	<a href="#">Jack D. Franks</a> (D-Marengo) Provides all counties in the state with the power to dissolve a local government under certain conditions. Currently, only DuPage County has these powers, established by SB494 signed into law in 2013.  GO TO 2040 recommends analyzing the effects of consolidating local governments and sharing services. The bill would provide an avenue for counties to implement local government consolidation.	02/20/2014 <b>House</b> Assigned to Counties & Townships Committee	<b>Support</b>
<b>INVEST STRATEGICALLY IN TRANSPORTATION</b>				
Vehicle Registration	<a href="#">HB5326</a>	<a href="#">Rita Mayfield</a> (D-Waukegan) Amends the Illinois Vehicle Code. It provides that permanent vehicle registration plates shall be issued for a one-time fee of \$8 to vehicles owned by counties, townships, or municipal corporations used for the purpose of ridesharing.	03/03/2014 <b>House</b> Assigned to Transportation: Vehicles & Safety Committee	
55/45 Split	<a href="#">HB5373</a>	<a href="#">Luis Arroyo</a> (D-Chicago) Amends the State Finance Act to require that all Road Fund monies be split, with 50 percent going to IDOT District 1 and the other 50 percent to be split among the eight downstate districts. This split would begin in FY 2015.  While the bill seems designed to increase resources to invest in the regional transportation system, and to address the longstanding 55/45 issue, it simply replaces one arbitrary formula with another. To move away from this paradigm, CMAP supports performance-based funding as a transparent, credible, and defensible approach to programming.	02/11/2014 <b>House</b> Referred to Rules Committee	<b>Oppose</b>
TIF Statute	<a href="#">HB5620</a>	<a href="#">Mike Fortner</a> (R-West Chicago) Adds the definition of a transit-oriented development area to the set of definitions within the TIF statute. Specifically, it defines transit-oriented development as a compact development that meets planning and	02/27/2014 <b>House</b> Assigned to Property Tax Subcommittee	

Subject	Bill	Summary	Status	Agency Position
		condition criteria, is no more than 250 acres, and is located within one half mile of an existing or proposed rail, bus, or multimodal passenger facility that is part of a public transit system.		
TIF for Transit Facility Improvement	<a href="#">HB5687</a>	<a href="#">Elaine Nekritz</a> (D-Northbrook) Expands Tax Increment Finance (TIF) district establishment eligibility criteria to include areas within one half mile of a rail transit or bus rapid transit (BRT) station, creating Transit Facility Improvement Areas (TFA). Extends the life of TFAs from the standard TIF 35 years to 50 years and sets aside 20 percent of TFA revenues be shared with underlying districts.	02/14/2014 <b>House</b> Referred to Rules Committee	
Repeal Motor Fuel Tax	<a href="#">HB5999</a>	<a href="#">Brad E. Halbrook</a> (R-Shelbyville) Repeals the Illinois motor fuel tax (MFT) and amend various references to the Illinois MFT located elsewhere in state statute.  This legislation is contradictory to the principles and recommendations of GO TO 2040. It would substantially reduce funding to the state and local highway systems, diminishing the state or region's ability to maintain the system to safe standards, and preclude necessary modernization or expansion of the system.	02/18/2014 <b>House</b> Referred to Rules Committee	<b>Oppose</b>
Motor Fuel Tax Usage	<a href="#">SB2658</a>	<a href="#">Michael Connelly</a> (R-Wheaton) Provides that motor fuel tax (MFT) funds allotted to municipalities may be used for the treatment or removal of trees infected with Dutch elm disease or the emerald ash borer. Trees may be located on any parcel of public or private property within the municipalities.	02/26/2014 <b>Senate</b> Agriculture and Conservation	
State Sales Tax on Motor Fuels	<a href="#">SB2790</a>	<a href="#">Kirk W. Dillard</a> (R-Hinsdale) Reduces the state sales tax on motor fuels and authorizes \$1 billion in new transportation bonds. The bill directs a portion of the proceeds from the sales tax on fuels to repay the transportation bonds.  GO TO 2040 supports additional investment in the transportation, but calls for those investments to be made in a sustainable way. A one-time infusion of \$1 billion in transportation spending will not address the structural funding issues facing Illinois; rather, it is effectively an extension of the State's once-a-decade capital programs.	01/30/2014 <b>Senate</b> Referred to Assignments	<b>Oppose</b>

Subject	Bill	Summary	Status	Agency Position
<b>INCREASE COMMITMENT TO PUBLIC TRANSIT</b>				
Bus on Shoulder	<a href="#">HB5664</a>	<p><a href="#">Robert Rita</a> (D-Blue Island) Transitions the bus-on-shoulder pilot program into a permanent program. It allows bus-on-shoulder projects on both the IDOT and Tollway systems, and requires IDOT to develop rules governing the times and locations of bus-on-shoulder service.</p> <p>GO TO 2040 calls for increased commitment to public transit, as well as modernization projects that enhance transit service. Bus-on-shoulder allows for relatively cost-effective new transit service in congested corridors.</p>	03/03/2014 <b>House</b> Assigned to Mass Transit Committee	<b>Support</b>
RTA Oversight of Transit Budgets	<a href="#">HB5751</a>	<p><a href="#">Michael W. Tryon</a> (R-Crystal Lake) Requires that the Service Boards include detailed revenue and expenditure line items as part of their 2-year financial plans submitted to the RTA. The bill would also empower the RTA to reduce or veto any of the Service Boards' line items.</p>	03/03/2014 <b>House</b> Assigned to Mass Transit Committee	
CMAP and RTA Planning	<a href="#">HB5754</a>	<p><a href="#">Michael W. Tryon</a> (R-Crystal Lake) Provides that the CMAP Board and RTA Board may agree to consolidate mass-transit planning activities within a single department at the RTA. The language also appears to cover, through the RTA, the mass-transit planning functions of the three Service Boards.</p>	03/03/2014 <b>House</b> Assigned to Mass Transit Committee	
Red Line Extension	<a href="#">HR675</a>	<p><a href="#">Al Riley</a> (D-Olympia Fields) Calls on the CTA to "prioritize and expedite the planning and construction" of the Red Line South project. The resolution notes the many benefits of the expansion, and notes lack of progress on the project over the past 40 years.</p>	02/26/2014 <b>House</b> Resolution Adopted	
<b>ACHIEVE GREATER LIVABILITY THROUGH LAND USE AND HOUSING</b>				
Green Special Service Area	<a href="#">HB67</a>	<p><a href="#">Lou Lang</a> (D-Skokie) Creates a "green" SSA, which would allow property owners to use the SSA to fund energy efficiency improvements. The bill also allows grants the Illinois Finance Authority power to purchase these bonds and to accept assignments or pledges, or both, of special service area bonds or agreements relating to public and private green special service area projects.</p>	02/20/2014 <b>House</b> Assigned to Property Tax Subcommittee	

Subject	Bill	Summary	Status	Agency Position
Affordable Housing	<a href="#">HB5538</a>	<a href="#">Barbara Flynn Currie</a> (D-Chicago) Extends and expands the current housing opportunity area program, which provides property tax abatement to landlords that are located in low-poverty areas and rent to housing choice voucher holders. Landlords renting to section 8 voucher holders would also now be eligible, and the definition of poverty has been expanded.	2/27/2017 <b>House</b> Assigned to Property Tax Subcommittee	
<b>MANAGE AND CONSERVE WATER AND ENERGY</b>				
Water-Loss Accounting	<a href="#">HB5629</a> <a href="#">SB3047</a>	<a href="#">Robyn Gabel</a> (D-Evanston) <a href="#">Dan Kotowski</a> (D-Park Ridge) Directs the IEPA, in collaboration with other state agencies, to commission a study on water-loss issues, costs, and practices throughout Illinois. The study is designed to raise awareness of the issue, including costs to society, and lead to “higher-profile” support for a suite of corrections to solve the problem. HB5629 and SB3047 are companion bills.  This legislation supports GO TO 2040’s recommendations to encourage management and conservation of water resources.	02/14/2014 <b>House</b> Referred to Rules Committee  02/27/2014 <b>Senate</b> Environment	<b>Support</b>
<b>EXPAND AND IMPROVE PARKS AND OPEN SPACE</b>				
Fox Waterway Dissolution	<a href="#">SB2696</a>	<a href="#">Terry Link</a> (D-Waukegan) Dissolves the Fox Waterway Management Agency and transfers its powers and duties to the DNR.	02/26/2014 <b>Senate</b> Agriculture and Conservation	
Environmental Restoration	<a href="#">SB3000</a>	<a href="#">Daniel Biss</a> (D-Evanston) Establishes the Illinois Natural Resource Restoration Trust Fund to receive funds resulting from litigation or settlement for DNR to investigate, assess, restore, or replace injured or damaged natural resources.	02/26/2014 <b>Senate</b> Agriculture and Conservation	
<b>PROMOTE SUSTAINABLE LOCAL FOODS</b>				
Sustainable Local Food Production	<a href="#">HB5907</a>	<a href="#">John D. Anthony</a> (R-Morris) Authorizes the Illinois Finance Authority to guarantee loans of up to \$35,000 for up to 7 year payment periods to small family farm operations, operators of community-supported agriculture, and beginning farmers.  This legislation would support the implementation of GO TO 2040 which promotes sustainable local food. It furthers the plan’s recommendation to facilitate sustainable food production, supporting local food production	02/14/2014 <b>House</b> Referred to Rules Committee	<b>Support</b>

Subject	Bill	Summary	Status	Agency Position
		through institutional supports and implementing food financing incentives.		
<b>SUPPORT ECONOMIC INNOVATION</b>				
Collar County Economic Development	<a href="#">HB5819</a>	<a href="#">Darlene J. Senger</a> (R-Naperville) Creates the Illinois Collar Country Economic Development Task Force comprised of DuPage, Grundy, Kane, Kendall, Lake, McHenry, and Will Counties. The task force is charged with identifying and making recommendations on issues in the collar counties ranging from transportation, workforce, regulation, and tax policy to the Governor and General Assembly.	02/27/2014 <b>House</b> Assigned to Economic Development Committee	
<b>REFORM STATE TAX POLICY</b>				
Corporate Income Tax	<a href="#">HB4479</a>	<a href="#">Michael J. Madigan</a> (D-Chicago) Lowers the state corporate income tax to 3.5% on January 1, 2014. The rate is currently 7%, but was scheduled to drop to 5.25% on January 1, 2015.	02/03/2014 <b>House</b> Referred to Rules Committee	
<b>IMPROVE ACCESS TO INFORMATION</b>				
Transit Agency Financial Records	<a href="#">HB5752</a>	<a href="#">Michael W. Tryon</a> (R-Crystal Lake) Requires the CTA, Metra, Pace, and Pace ADA to provide the RTA access to their financial information systems as well as financial reports. Under current law, the RTA has a right to access and examine all books, documents, papers, or records of the transit service boards. This legislation requires the service boards to provide the RTA access to their financial information systems.	03/03/2014 <b>House</b> Assigned to Mass Transit Committee	
<b>OTHER BILLS OF INTEREST</b>				
Non-Home Rule Pilot Program	<a href="#">HB5329</a> <a href="#">SB3111</a>	<a href="#">Robert W. Pritchard</a> (R-Sycamore) <a href="#">Linda Holmes</a> (D-Aurora) Establishes a pilot program to allow non-home rule municipalities the same powers as home rule municipalities except powers to tax and impose fees. The program would include municipalities of more than 5,000 in DeKalb, Kane and Kendall counties. HB5329 and SB3111 are companion bills.	02/24/2014 <b>House</b> Assigned to Cities & Villages Committee  02/25/2014 <b>Senate</b> Assigned to Local Government	

Subject	Bill	Summary	Status	Agency Position
Ethics Policies for County Appointees	<a href="#">SB3552</a>	<a href="#">Julie A. Morrison</a> (D-Deerfield) Amends the Counties Code. Provides that a county board may by ordinance adopt a code of conduct regarding the accountability, fiscal responsibility, procurement authority, transparency, and ethical conduct of county appointees in addition to those mandated by law for and applicable to the appointees of any unit of local government. <a href="#">SB2618</a> , also filed by Sen. Morrison, is similar.	02/14/2014 <b>Senate</b> Referred to Assignments	

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## MEMORANDUM

**To:** CMAP Board

**From:** Alex Beata, Associate Policy Analyst

**Date:** March 5, 2014

**Re:** Updated Implementation Action Area Tables

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As part of the GO TO 2040 plan update, the FY 2014 work plan calls for a review of the implementation action tables found at the end of each of the twelve chapters in GO TO 2040. Specifically, the work plan calls for these actions to be updated to reflect their implementation status. This project does not envision the drafting of new implementation action areas, but some actions may be added within the areas.

Over the past several months, CMAP staff has worked to identify implementation examples, collaborating with the various working committees to do so. These examples helped to inform CMAP's Year 3 Implementation Report, which was released in early 2014 as a poster. In October 2013, CMAP staff conducted an internal review to determine the high-level status of each implementation action – classifying each as “retain”, “revise”, “complete”, or “delete” – and providing a brief rationale for each classification. At their November meetings, CMAP staff asked the working committees to review those classifications for relevant plan chapters.

In November and December 2013, CMAP staff conducted an internal review of the text of the implementation actions. This effort led to specific red-lined text edits, including the addition of select new implementation actions. CMAP staff shared these text edits with the working committees at their January 2014 meetings. In February 2014, CMAP staff shared the final text with the working committees.

Many of the text revisions are relatively minor: updates to reflect legislation and programmatic changes, removal of dated information, and slight rewording to improve readability. There are also a smaller number of more substantive edits, including the removal of actions that have been completed over the past four years and the addition of new actions. These new actions reflect the evolution of CMAP's stance of specific policy issues, as well as the emergence of new policy issues.

Links to documents shared with working committees in February appear, by GO TO 2040 recommendation, below. Also, links to staff review implementation actions pertaining to the “Improve Access to Information” and “Pursue Coordinated Investments” chapters are provided as well.

**LIVABLE COMMUNITIES**

[Achieve Greater Livability through Land Use and Housing](#)  
[Manage and Conserve Water and Energy Resources](#)  
[Expand and Improve Parks and Open Space](#)  
[Promote Sustainable Local Food](#)

**HUMAN CAPITAL**

[Improve Education and Workforce Development](#)  
[Support Economic Innovation](#)

**EFFICIENT GOVERNANCE**

[Reform State and Local Tax Policy](#)  
[Improve Access to Information](#)  
[Pursue Coordinated Investments](#)

**REGIONAL MOBILITY**

[Invest Strategically in Transportation](#)  
[Increase Commitment to Public Transit](#)  
[Create a More Efficient Freight Network](#)

ACTION REQUESTED: Discussion

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## MEMORANDUM

**To:** CMAP Board

**From:** CMAP staff

**Date:** March 7, 2014

**Re:** GO TO 2040 Financial Plan Update

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CMAP is required by federal law to prepare a detailed financial plan for transportation that compares the estimated revenue from existing and proposed funding sources with the estimated costs of constructing, maintaining, and operating the region's transportation system. To fulfill these requirements, CMAP is updating the GO TO 2040 financial plan as part of its quadrennial long-range plan update, including revenue and expenditure forecasts. Within the financial plan, expenditures are allocated to three major categories consistent with the original GO TO 2040 financial plan: operations and maintenance to a safe and adequate level, moving the system to a state of good repair and systematic enhancements, and major capital projects.

Long-range financial forecasting requires determining a base set of assumptions regarding revenues and expenditure trends, understanding the future implications of current policies, and developing a robust, accurate, and straightforward methodology that is appropriate for a planning-level forecast. For the financial plan update, CMAP relied heavily on consultations with transportation implementers to prepare revenue and expenditure forecasts.

The process began in July 2013, when CMAP had its first of several meetings and follow up communications with the Regional Transportation Authority (RTA) to discuss transit revenue and expenditure forecasting. In August 2013, a group of highway implementers representing the Illinois Department of Transportation (IDOT), the Illinois Tollway and several county highway departments met to determine unit cost and lifecycle assumptions for highway capital maintenance expenditures. Staff from several municipalities also reviewed the assumptions. CMAP staff has also consulted with staff from state and local highway departments regarding revenue and expenditure forecasting. Throughout the process, progress on the financial plan forecasts has been presented to the CMAP Transportation Committee. In response to feedback received from the Transportation Committee, CMAP presented the methodology used in the financial plan forecast to interested Transportation Committee members.

This memo describes the GO TO 2040 update's final forecasts for core revenues, as well as operating and "safe and adequate" capital expenditures, compares these forecasts to the

original GO TO 2040 financial plan, and outlines the reasonably expected revenues necessary for the region to safely and adequately maintain, modernize, and expand the system between now and 2040. The specific methodologies used for projecting revenues, operating expenditures, and capital maintenance expenditures to a safe and adequate level for the GO TO 2040 update over the 2015-40 planning period are described beginning on page 13.

## Core Revenues, Operating Expenditures, and Capital Maintenance Expenditures

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. Table 1 summarizes the updated estimates for revenues and expenditures over the 26-year GO TO 2040 update planning period (2015-40).

**Table 1. Summary of final forecast of core revenues, operating expenditures, and safe and adequate capital expenditures, 2015-40, in millions, year of expenditure dollars**

Federal revenues	\$53,521
State revenues	\$111,912
Local revenues	\$167,107
<b>Total core revenues</b>	<b>\$332,540</b>
Highway operating expenditures	\$84,087
Transit operating expenditures	\$113,266
Safe and adequate capital maintenance for highway	\$108,683
Safe and adequate capital maintenance for transit	\$31,006
<b>Total operating and safe and adequate expenditures</b>	<b>\$337,042</b>
<b>Difference between core revenues and expenditures</b>	<b>(\$4,502)</b>

Source: Chicago Metropolitan Agency for Planning analysis.

CMAP staff estimates that the expenditures for operating and maintaining the transportation system will exceed the core revenues forecasted to be available over the planning horizon of 2015-40 by approximately \$4.5 billion. Moreover, the expected funding will not be sufficient to bring the system to a state of good repair nor allow for additional enhancements or expansions to the system. GO TO 2040 prioritizes investments in maintaining the existing transportation system first, as well as improvements and enhancements to achieve the goal of a modern, world class transportation system. Pursuing major capital projects, while important, remain a lower priority than these other activities. **In order to fiscally constrain modernization and expansion activities within the long-range planning context, new sources of reasonably expected revenues should be advanced as major transportation policy priorities in the GO TO 2040 update.** A description of these reasonably expected revenues begins on page 5.

### Core Revenues

Forecasts of core revenues include funding sources the region currently receives for transportation purposes and does not include any new sources. The forecasts assume that northeastern Illinois will continue to receive revenues from federal, state, and local sources for building, operating, and maintaining the current roadway and transit system. Table 2

summarizes the various sources of estimated revenues totaling \$332.5 billion over the 26-year planning period.

**Table 2. Final core revenue forecasts, 2015-40, in millions, year of expenditure dollars**

<b>Federal</b>	Locally-programmed federal revenue	\$11,011
	Federal transit revenue	\$17,086
	State-programmed federal highway revenue	\$25,424
<b>State</b>	Public Transportation Fund	\$13,289
	State Motor Fuel Tax	\$4,972
	Motor vehicle registration fees and other user fees	\$26,737
	Tollway revenue	\$51,255
	State bonding programs	\$12,498
	Other state transit	\$3,160
	<b>Total State</b>	<b>\$110,341</b>
<b>Local</b>	RTA sales tax	\$42,688
	Local allotment of state MFT	\$7,298
	Collar County Transportation Empowerment Program	\$5,267
	County option MFTs	\$750
	Other local revenues	\$61,183
	Real Estate Transfer Tax (portion for CTA)	\$1,609
	Transit passenger fares	\$42,082
	Other transit operating revenue	\$6,230
	<b>Total Local</b>	<b>\$167,007</b>
<b>Total core revenues</b>		<b>\$332,540</b>

Source: Chicago Metropolitan Agency for Planning analysis.

### **Operating and Capital Maintenance Expenditures**

**Operating expenditures** include the cost of administering, operating, and servicing debt for the region's roadway and transit system by state, county, township, municipal, and transit agencies. Forecasts for IDOT District 1, the Illinois Tollway, the RTA, and transit service boards were estimated from historical expenditures or were directly provided to CMAP by the implementing agencies. Local government operating forecasts were derived from U.S. Census of Governments data on highway operating expenses from 2007, the most recent year available.

**Capital maintenance expenditures** were estimated in consultation with highway and transit implementers. Because maintenance can be performed on a more aggressive or less aggressive basis, CMAP makes a distinction between expenditures for maintaining the transportation system at a safe and adequate level and expenditures that go beyond this level, including state of good repair projects, systematic enhancements, or expansion projects.

Similar to the original GO TO 2040 financial plan, expenditures were forecast assuming a safe and adequate level, which means performing sufficient maintenance to assure the safety of the system's users and the general public. Expenditures for maintaining the existing system to a safe and adequate level that are completed in tandem with a major capital project are included under this allocation. For example, if an existing roadway is rebuilt and has new lanes added, the reconstruction portion of those costs would be included in this category. Calculations of future maintenance costs at the safe and adequate level were based on actual current practice,

meaning the typical cycles with which maintenance projects are performed today. While this results in a significant backlog of facilities that are in fair or poor condition at any given time, the resulting system condition remains safe and adequate. This category does not include funding to move the entire system to a state of good repair, but instead to attain a safe and adequate level of service. Table 3 provides an overview of operating and capital maintenance expenditure forecasts for the GO TO 2040 update.

**Table 3. Final forecast of operating and capital maintenance expenditures to a safe and adequate level, 2015-40, in millions, year of expenditure dollars**

Highway operations	\$84,087
Transit operations	\$113,266
Highway capital maintenance	\$108,683
Transit capital maintenance	\$31,006
<b>Total expenditures</b>	<b>\$337,042</b>

Source: Chicago Metropolitan Agency for Planning analysis.

## **State of Good Repair, System Enhancements, and Major Capital Projects Expenditures**

The region's core revenues provide insufficient resources for operations and safe and adequate capital maintenance. They also will not allow the region's transportation system to move toward a state of good repair, provide for systematic enhancements, or fund major capital projects. Thus, the region must identify new or increased sources of funding for transportation.

Investing in **moving the existing transportation system toward a state of good repair** is a regional priority in GO TO 2040 and will remain a regional priority in the GO TO 2040 update. Performing maintenance at levels necessary to assure a state of good repair means that facilities not in good or better condition would be brought up to that level, and that maintenance would be scheduled such that no significant backlog would arise.

The capital maintenance estimates also do not provide for **systematic enhancements**, which include projects that improve system performance or expand its capacity but are not major capital projects. Examples of projects in this area may include:

- Arterial add-lanes projects
- Transit operational improvements
- Transit signal priority projects
- New or enhanced bus services (including bus rapid transit)
- Expansion of paratransit service
- Pedestrian or bicycle improvements
- Congestion pricing projects on existing facilities
- Interchange reconstructions that include operational improvements
- Signal interconnects
- Intelligent transportation systems
- Transportation demand management

As with safe and adequate costs, the costs of projects that move the system to a state of good repair or systematic enhancement projects that are on the existing system and completed in tandem with a major capital project are included under this allocation.

In addition, capital maintenance and operations does not include expenditures on **major capital projects**, which are large projects with a significant effect on the capacity of the region's transportation system, including extensions or additional lanes on the interstate system, new expressways, major new expressway-to-expressway interchanges, or similar changes to the public transit system. Arterial expansions and intersection improvements are not defined as major capital projects; neither are bus facilities, unless they involve adding a dedicated lane on an expressway.

Expenditures allocated to major capital projects only include the costs associated with expanding capacity, which also include future costs associated with operating or maintaining the additional capacity. To lower the public costs of major capital projects, implementers can include other project-specific financing sources. These could include value capture, congestion pricing on new expressway capacity, other transportation user fees, or potential cost efficiencies resulting from public-private partnerships. For projects where implementers have provided estimates from these innovative sources, total public costs of projects have been reduced.

## **Reasonably Expected Revenues**

Revenues from existing transportation funding resources are forecast to be insufficient to operate and maintain the roadway and transit system at a safe and adequate level in northeastern Illinois over the 2015-40 long-range planning period. Moreover, the expected funding will not be sufficient to perform maintenance at a level that brings the system to a state of good repair, nor will it allow for additional enhancements or expansions to the system. Fiscally constraining these activities within the long-range planning context will necessitate future policy changes to bring additional revenues to the region. Federal guidance permits the inclusion of these types of revenues, called "reasonably expected," to be generated during the planning period. GO TO 2040 makes several policy recommendations regarding reasonably expected revenues, including:

- Increase the state motor fuel tax by 8 cents and index the rate to an inflationary measure.
- Implement congestion pricing on a portion of the expressway system.
- Employ variable parking pricing.

GO TO 2040 also recommends the exploration of other "innovative" financing sources for implementing specific transportation projects. These could include value capture, congestion pricing on new expressway capacity, other user fees imposed by highway and transit implementers, or potential cost efficiencies resulting from public-private partnerships. GO TO 2040 does not assign any overall regional estimate for these types of revenues. Rather, GO TO 2040 assumes these types of strategies may be instituted on a project level to close a specific revenue gap or lower project costs. The GO TO 2040 update will make similar assumptions, but will further clarify what role these types of innovative strategies might play in funding specific major capital projects. Thus, these funding sources could serve to lower specific major capital project costs in the GO TO 2040 update. CMAP staff is currently engaged in conversations with regional transportation implementers to help clarify these issues.

While federal guidelines allow financial plans to include revenues that are “reasonably expected to be available” during the planning period, the inclusion of these revenues and the corresponding action required to implement them is necessary for the region to maintain and operate the transportation system, as well as make additional investments. Table 4 provides an overview of reasonably expected revenue forecasts for inclusion in the GO TO 2040 update. In addition to being incorporated into the financial plan, the options selected would be major policy recommendations of the GO TO 2040 update.

**Table 4. Reasonably expected revenue forecasts, 2015-40, in millions, year of expenditure dollars**

State motor fuel tax increase and long-term replacement	\$17,300
Congestion pricing on the existing system	\$11,700
Performance-based funding	\$8,300
Regionally-imposed vehicle registration fee	\$4,700
Variable parking pricing	\$1,500
<b>Total reasonably expected revenues</b>	<b>\$43,500</b>

Source: Chicago Metropolitan Agency for Planning analysis.

## **An Action Plan for Funding the Operation, Maintenance, Enhancement, and Expansion of Northeastern Illinois’ Transportation System**

Reasonably expected revenues will only be realized through actions by regional, state, and local policymakers to implement them on behalf of the region. Federal guidelines allow financial plans to include revenues that can be reasonably expected to be available during the planning period, but they also require that the financial plan identify strategies for ensuring the availability of new funding sources. The following section outlines policies that must be implemented to ensure the future viability of the region’s transportation system. Table 5 identifies who would need to implement them, when they would be implemented, and what would be required legislatively.

**Table 5. Action plan summary table**

	<b>Lead implementers</b>	<b>Timeline for implementation</b>	<b>Legislative requirements</b>
<b>State motor fuel tax increase and replacement</b>	MFT increase: Illinois General Assembly and Governor  Long-term replacement: U.S. Congress and the President; Illinois General Assembly and Governor	MFT increase: Legislation in 2015, implementation in 2016, inflationary increases throughout planning period  Long-term replacement: Research and advocacy through the 2020s, legislation and implementation by 2025	MFT increase: State legislation required  Long-term replacement: Federal and state legislation required



<b>Congestion pricing on the existing system</b>	U.S. Congress, President, IDOT, Illinois Tollway, potentially Illinois General Assembly and Governor	Research and advocacy over the next five years, legislation and implementation by 2021	Federal legislation required, state legislation could play a supportive role
<b>Regionally-imposed vehicle registration fee</b>	Illinois General Assembly and Governor	Legislation in 2015, implementation in 2016, continuation throughout planning period	State legislation required
<b>Performance-based funding</b>	IDOT	Research and analysis in 2014, implementation in 2015, continuation throughout planning period	None, policy could be implemented through administrative action
<b>Variable parking pricing</b>	Municipalities	Ordinances and implementation throughout planning period	None, policy could be implemented through local action

### **State motor fuel tax increase and long-term replacement**

GO TO 2040 recommends that the state motor fuel tax (MFT) be increased by 8 cents and indexed to an inflationary measure. Although the rate has been increased nine times since its 1927 enactment, the state MFT has remained \$0.19 per gallon since 1991. Since it is a per gallon tax, the revenues have failed to keep pace with construction costs. GO TO 2040 originally forecast that this enhancement would generate an additional \$19.4 billion if it were implemented in 2012. However, no increase has been enacted. In addition, state MFT revenues have been declining annually since 2007, when revenues reached a high of \$1.4 billion statewide. While this decline is partially a result of a reduction in vehicle miles traveled, the consumption of motor fuel has declined even faster, primarily as a result of rising vehicle fuel economy.

As motor fuel consumption continues to slow and vehicle fuel economy rises, GO TO 2040's original assumption of a rate increase and inflationary index will be insufficient to keep revenues growing with the cost of construction. The compound annual growth rate under GO TO 2040's assumption would be just 1.7 percent 2016-40, because of changes in vehicle fuel economy. A replacement for the MFT, assumed to begin in 2025 and accounting for growth in construction costs as well as overall growth in the transportation system, would provide annual revenue growth of roughly 3.7 percent for the remainder of the planning period.

If the state MFT rate increase and indexing were implemented in 2016, followed by the enactment of a replacement for both state and county MFT revenues in 2025 that includes revenues from the reasonably expected state MFT rate increase, an additional **\$17.3 billion** would be generated.

**Action plan.** The region will need to build a coalition that includes transportation implementers, as well as other stakeholders such as business and community groups, to lead an effort to promote a motor fuel tax rate increase to the Illinois General Assembly and the

Governor. Increasing transportation revenues through state motor fuel taxes have found support in other states across the country. For example, in 2013, both Massachusetts and Maryland indexed their motor fuel tax rates to inflation, with Maryland also indexing transit fares. Legislation filed in the Illinois General Assembly in May 2013 signals recent legislative interest in reforming the state's transportation funding system. Reforms proposed in House Bill 3637 include eliminating the state MFT and replacing with a motor fuel sales tax and raising numerous vehicle registration fees.

With regard to a long-term replacement for the MFT, to the extent that transportation funding will continue to be user-fee based, the policy change is foreseeable in the next decade. Implementation by 2025 will likely occur in tandem with similar policy changes in other states and at the federal level. Other state governments and metropolitan planning organizations across the country are considering replacements for the MFT. Replacements currently being considered in Illinois and elsewhere across the U.S. include a fee on vehicle miles traveled or road usage and a sales tax on wholesale motor fuel. Both Pennsylvania and Virginia enacted legislation in 2013 that would increase transportation revenues and replace their flat motor fuel tax with a sales tax on the wholesale price of motor fuel.

With regard to vehicle miles traveled fees, in July 2013, the Oregon legislature voted to establish a road usage fee program. In addition, a bill was introduced in the U.S. House of Representatives in December 2013 that would establish a program that would distribute \$30 million in competitive grants to establish road usage pilot programs that collect and report miles driven, determine payment, provide enforcement, and ensure privacy.

### **Congestion pricing on the existing system**

The implementation of congestion pricing, or "express toll lanes," will help manage traffic and give drivers the option to avoid congestion. Congestion pricing has existed in the U.S. since 1995, when the SR-91 Express Lanes opened in Orange County, California. Since, express toll lanes have opened in regions across the country, from I-394 and I-35W in Minneapolis, to I-95 in Miami, to SR 91 in California. There are currently more than 25 express toll lanes or high occupancy toll facilities operating or under construction in the [United States](#).

GO TO 2040 originally assumed revenues from congestion pricing on a portion of existing expressways would begin to flow to the region in 2020. These revenues are separate from congestion pricing on the new capacity provided via major capital projects, which will be incorporated in the public costs of those projects. If this occurred beginning in 2021 and revenue grew at a rate of 3 percent annually, CMAP forecasts that **\$11.7 billion** would be generated through congestion pricing on a selection of expressways equivalent to 25 percent of the region's existing expressway network.

**Action plan.** Since GO TO 2040 was adopted in 2010, CMAP has [explored the benefits](#) of implementing congestion pricing on five of the highway major capital projects recommended in GO TO 2040, as well as the existing expressway network. As part of its campaign to implement [congestion pricing](#), CMAP has met with business, civic, government, and philanthropic organizations to discuss the policy's many benefits. CMAP's campaign has also received significant media attention, including both [news and editorial coverage](#). To date, six councils of

governments have passed resolutions in support of congestion pricing in the region, and business owners have also written public letters of support. Recent CMAP research has examined the revenue potential of congestion pricing the existing expressway network.

Previous surveys in the Chicago region suggest that the public would accept congestion pricing. In a 2008 Illinois Tollway survey of its existing users, 54 percent said they would pay an extra toll if it would ensure congestion-free travel. In that same survey, 58 percent of individuals given information about express lanes were in favor of the Tollway building them. A more recent survey (2012) for the northwest corridor indicated that 78 percent of individuals would pay a higher toll if it meant they would not experience congestion. In the same survey, 68 percent said they would pay a toll that guarantees a reliable travel time.

Implementation of congestion pricing on the existing expressway network will likely be phased in over a period of years. The first step of the process would not likely impact the existing system, but instead focus on a project that expands the system such as a new managed lane or new expressway facility.

Implementing congestion pricing on the existing expressway network requires legislative action at both the federal and state levels. While federal law allows the tolling of new Interstate facilities or reconstructed bridges and tunnels, it does not generally permit the tolling of facilities that are currently unpriced. Amending this federal law is a key part of the implementation process because higher levels of revenues can be generated from pricing non-tolled facilities than facilities that are already tolled. In addition, implementers such as the Illinois Department of Transportation (IDOT) and the Illinois Tollway may benefit from the enactment of state legislation that authorizes or encourages congestion pricing prior to implementation.

Policymakers at the state and federal levels may respond to a groundswell of support that is organized from the many stakeholders, policymakers, businesses, and residents that support the implementation of congestion pricing. Because it is primarily a traffic management strategy, CMAP is well-positioned to advocate for congestion pricing. CMAP will continue to organize existing support for congestion pricing and push for authorization at the state and federal level.

### **Performance-based funding**

The State of Illinois allocates highway funds through an arbitrary formula called the “55/45 split.” CMAP recommends that Illinois implement performance-based funding of highway and bridge projects in order to set priorities for investments in maintaining, modernizing, and expanding our transportation system. While CMAP does not advocate for the implementation of a different arbitrary formula, it is reasonable to assume that the implementation of performance-based funding would result in increased funding for the region, which has the vast majority of the state’s population and economic activity.

When Missouri implemented performance-based funding, the amount of funding to its major metropolitan areas, St. Louis and Kansas City, fluctuated year-to-year, but when averaged over ten years, they received approximately 50 percent of the funds. A 5-percentage point increase in federal and state highway revenues toward northeastern Illinois would result in a net

increase of **\$8.3 billion** over the 2015-40 planning period, including both core and reasonably expected highway revenues.

**Action plan.** Performance-based funding is a top policy priority for CMAP. Over the past several years, staff has researched capital programming practices within the state and region, as well as best practices nationwide. This research has been published on-line as an interactive “[microsite](#)” and is also compiled into a single [compendium](#). Following the direction of the CMAP Board and MPO Policy Committee, staff is currently working to develop performance measures and collect data for application to CMAP’s programming and planning activities, particularly the Congestion Mitigation and Air Quality Improvement (CMAQ) program. In a [memorandum](#) approved in October 2012, the CMAP Board and MPO Policy Committee also called on the state to establish a technical advisory group to implement performance-based funding on the state level.

It is important to note that the research and analysis required to fully implement performance-based funding is underway as a result of federal requirements. IDOT’s Technical Advisory Group, convened to help address the performance management requirements in MAP-21, has been meeting periodically since May 2012. While that effort is not designed to address the specifics of implementing performance-based funding, it will help to catalog and assess available performance data.

The financial plan assumes that performance-based funding will be implemented in 2015. While there is a need for additional data collection and research, performance-based funding could be implemented in the near term. Doing so would not require a statutory change, although a robust performance-based programming process could benefit from a more formal codification in law. Rather, IDOT could implement performance-based funding directly through its own administrative action. Further, IDOT largely takes this approach today in selecting projects across its eight downstate districts; the arbitrary “55/45 split” applies to District 1 only.

### **Regionally-imposed vehicle registration fee**

CMAP’s [Regional Tax Policy Task Force](#) recommended that the region pursue regional revenue sources for regional transportation needs. Other regions in the United States have implemented regional vehicle registration fees for transportation funding. Triangle Transit, the regional transit authority serving the 3-county Durham, North Carolina area imposes a \$5 vehicle registration fee. The Regional Transit Authority in the 3-county Seattle region also imposes a fee totaling 0.3 percent of the legislated value of the vehicle.

Other than the RTA sales tax, which provides funding for transit operations, metropolitan Chicago does not have a region-wide, dedicated source of funding to provide for capital transportation investments. Under a \$25 vehicle registration fee in the region beginning in 2016, **\$4.7 billion** would be generated.

**Action plan.** A statute change before the end of 2015 will likely be necessary to implement this fee in the assumed timeframe. The region will need to build a coalition that includes transportation implementers, as well as other stakeholders such as business and community

groups to lead an effort to promote this policy change to the Illinois General Assembly and the Governor. House Bill 3637, filed in the Illinois General Assembly in May 2013, signals recent legislative interest in reforming the state's transportation funding system, including raising numerous vehicle registration fees.

Because there is not a statutory framework for this type of fee at the regional level, there will have to be agreement among major stakeholders regarding the specifics of the fee, what entity would administer the funds, and how the funds would be used. This will present an opportunity for stakeholders with disparate interests to come to a consensus on the specifics of the fee. Having regional stakeholders rally around implementing a regionally-based fee will go a long way in encouraging the General Assembly and the Governor to enact the necessary legislation.

### **Variable parking pricing**

Local governments with commercial areas experiencing high demand for parking could implement variable parking pricing. This strategy is used to balance parking supply and demand to help improve traffic flow and increase the availability of parking. GO TO 2040 originally assumed that additional local funds would be generated for transportation purposes through pricing an additional 1.7 percent of off-street parking spaces annually during the planning period. An average rate of \$1 per day was used and the forecast assumed that half of the revenues generated would be used for transportation. Assuming that an additional 1 percent of off-street parking spaces were priced annually during the planning period and that the \$1 average rate is indexed to inflation, \$1.5 billion would be generated between 2015-40.

**Action plan.** This could be implemented at any time through the passage of ordinances, as local governments have broad powers to regulate parking. While some municipalities have priced parking, no additional priced spaces have been added, to CMAP's knowledge, since the adoption of GO TO 2040. However, CMAP has continued to dedicate resources toward implementing variable parking pricing. In April 2012, CMAP released a toolkit, [Parking Strategies to Support Livable Communities](#). In addition, CMAP has been working with local governments to implement parking strategies, which may include pricing, through its [Local Technical Assistance program](#), including projects in the [Village of Hinsdale](#) and in Chicago's [Wicker Park-Bucktown](#) neighborhood. This coming year, other projects will include parking strategies for Chicago's Loop, as well as for the City of Berwyn.

### **Regional cooperation will bring regional benefits**

To move forward, the region must work collaboratively to protect our transportation system assets. The region's financial obstacles can become opportunities for bold, cooperative actions to enact policy changes. By acting in cooperation with one another, we can ensure the long-term sustainability of the region's transportation system, which is a major contributor to the economy and the livability of northeastern Illinois.

## **Funding Allocations for State of Good Repair, System Enhancements, and Major Capital Projects**

After accounting for the \$43.5 billion in reasonably expected revenues outlined previously, **\$39.0 billion** remains to bring the region's transportation system to a state of good repair, provide for enhancements, and expand the system via the construction of major capital projects.

By comparison, this is about three-quarters of the \$52.3 billion that was available in the original GO TO 2040 financial plan to allocate to these types of projects. Given these reduced financial resources, it is paramount that the region set priorities with regard to how this funding is allocated. Table 6 summarizes the forecasted revenues and expenditures over the 26-year GO TO 2040 update planning period, including reasonably expected revenues.

**Table 6. Summary of final forecast of core and reasonably expected revenues, and operating and safe and adequate capital expenditures, 2015-40, in millions, year of expenditure dollars**

Federal revenues	\$53,521
State revenues	\$111,912
Local revenues	\$167,107
<b>Subtotal core revenues</b>	<b>\$332,540</b>
State motor fuel tax increase and long-term replacement	\$17,300
Congestion pricing on the existing system	\$11,700
Performance-based funding	\$8,300
Regionally-imposed vehicle registration fee	\$4,700
Variable parking pricing	\$1,500
<b>Subtotal reasonably expected revenues</b>	<b>\$43,500</b>
<b>Total revenues</b>	<b>\$376,040</b>
Highway operating expenditures	\$84,087
Transit operating expenditures	\$113,266
Safe and adequate capital maintenance for highway	\$108,683
Safe and adequate capital maintenance for transit	\$31,006
<b>Total operating and safe and adequate expenditures</b>	<b>\$337,042</b>
<b>Difference between revenues and expenditures</b>	<b>\$38,998</b>

Source: Chicago Metropolitan Agency for Planning analysis.

The [priorities of GO TO 2040](#) are to maintain and make systematic improvements to the existing transportation system. The bulk of the region's transportation investments should be to maintain, improve, and modernize our infrastructure. Pursuing new major capital projects, while important, should remain a lower priority than these other activities. Achieving a world-class transportation system necessitates improving, modernizing, and increasing service on existing assets, rather than building new projects that would be difficult to finance, operate, and maintain over the long term with the region's limited financial resources.

Over the coming weeks, CMAP staff will develop a funding allocation, including allocations for operations and capital maintenance to a safe and adequate level, state of good repair/systematic enhancement funds, and allocations for major capital projects, which will be presented at the Transportation Committee, the CMAP Board meeting, and the MPO Policy Committee meeting.

**ACTION REQUESTED: Discussion.**

## Plan Update Forecast Methodology

This section discusses the specific methodologies used for projecting revenues, operating expenditures, and capital maintenance expenditures to a safe and adequate level for the GO TO 2040 update over the 2015-40 planning period.

### Core revenues

#### Locally-programmed federal revenue

Forecast: \$11.0 billion	Forecast assumptions for GO TO 2040 update
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, STP-Local, STP-Counties, and discretionary programs.	Revenues for 2015 were assumed to be 0.1 percent greater than 2014 apportionments. This short-term growth rate was based on the difference between 2014 and 2013 apportionments (excluding discretionary). After 2015, a growth rate of 3.6 percent was assumed. This growth rate was based on the compound annual growth rate of locally-programmed federal revenue combined with state-programmed federal highway revenues between 2000-14.

#### Other federal transit revenue

Forecast: \$17.1 billion	Forecast assumptions for GO TO 2040 update
Projection includes New Starts, bus and bus facilities, State of Good Repair, and Urban Formula programs.	Forecast was provided by the RTA. Revenues for 2015-18 are based on preliminary capital funding marks for 2014-2018 period. After 2018, revenues are forecast to grow at a rate of 2.4 percent.

#### State-programmed federal highway revenue

Forecast: \$25.4 billion	Forecast assumptions for GO TO 2040 update
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, STP-U, Highway Safety Improvement Program, Transportation Alternatives Program, Recreational Trails, and discretionary programs.	Forty-five percent of the statewide total annual apportionment was assumed to go to northeastern Illinois. Revenues for 2015 were assumed to be 0.1 percent greater than 2014 apportionments. This short-term growth rate was based on the difference between 2014 and 2013 apportionments (excluding discretionary). After 2015, a growth rate of 3.6 percent was assumed. This growth rate was based on the compound annual growth rate of locally-programmed federal revenue combined with state-programmed federal highway funds between 2000-14.

### State Public Transportation Fund

Forecast: \$13.3 billion	Forecast assumptions for GO TO 2040 update
State funds equal to 30 percent of RTA sales tax and real estate transfer tax revenues.	Revenues from this matching fund equals 30 percent of forecasted RTA sales tax and real estate transfer tax estimates.

### State Motor Fuel Tax

Forecast: \$5.0 billion	Forecast assumptions for GO TO 2040 update
<p>Portion of state MFT 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).</p>	<p>Using a methodology to account for increasing vehicle fuel economy, revenues decreased annually, with an average annual decrease of 1.4 percent. 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 and for all other vehicles for 1991 - 2012 to calculate linear trendlines for AVMT. Average annual percent change in AVMT 2012-40 was 0.9 percent for passenger vehicles and 1.2 percent for other vehicles.</p> <p>For MPG for non-passenger vehicles, the average of AVMT divided by gallons of diesel sold was used as a base, and an annual 1.0 percent improvement was assumed. For MPG estimates for passenger vehicles over the planning horizon, CMAP created estimates based on National Highway Traffic Safety Administration 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 (FHWA) 2009 National Household Travel Survey. After accounting for various statutory deductions, the region is assumed to receive 45 percent of these revenues for the purposes of funding highway construction and maintenance projects.</p>



### State motor vehicle registration fees and other user fees

Forecast: \$26.7 billion	Forecast assumptions for GO TO 2040 update
Annual vehicle registration fees, certificate of title fees, and operator's license fees collected by the State, excluding those used to fund the state capital program. Most of this revenue is deposited into the Road Fund and State Construction Account.	Fee revenues to the Road Fund and State Construction Account were assumed to grow at 3.0%, which was the compound annual growth rate between 2000 and 2013.

### Tollway revenue

Forecast: \$51.3 billion	Forecast assumptions for GO TO 2040 update
Toll revenues forecasted to be collected on the 286 mile system. The current toll rate structure went into effect in 2012, and includes commercial vehicle toll increases between 2015-17. 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 April 2013. The projection assumed that the annual adjustment in commercial vehicle toll rates beginning in 2017 would be 2 percent annually. CMAP also included an assumption of a passenger vehicle toll rate adjustment in 2030.  Other operational revenues, such as concessions and miscellaneous income, were forecast by CMAP to grow at a rate of 0.5 percent annually.

### State bonding programs

Forecast: \$12.5 billion	Forecast assumptions for GO TO 2040 update
State bonding programs are typically funded with a variety of revenue increases, including fee increases on sources like vehicle registration and certificate of title.	Assumes that the region will receive \$540 million as part of the current state capital program in 2015. For future programs, it is assumed that two more will be awarded during the planning period, with the first being 16 percent more than Illinois Jobs Now!, and the second being 16 percent greater than the first plan.

### Other state transit

<b>Forecast: \$3.2 billion</b>	<b>Forecast assumptions for GO TO 2040 update</b>
The State has provided the RTA with debt service assistance for SCIP I and SCIP II bonds since 1992 with General Revenue Funds. The State has provided \$8.5 million annually to support Pace ADA since 2010. The State also provides reduced fare reimbursements to the service boards.	Revenues for debt service assistance are assumed to be flat through 2019, followed by annual reductions in funding until the bonds are fully repaid in 2035. Reduced fare reimbursements from the State are forecast to grow at a rate of 1.5 percent annually. ADA support is forecast to remain flat for the duration of the planning period.

### RTA sales tax

<b>Forecast: \$42.7 billion</b>	<b>Forecast assumptions for GO TO 2040 update</b>
The RTA sales tax is equivalent to 1.25 percent of sales in Cook County and 0.75 percent of sales in DuPage, Kane, Lake, McHenry, and Will counties. The RTA receives two-thirds of the collar county revenues. The collar county 0.25 percent portion is listed under Collar County Transportation Empowerment Program.	Forecast was provided by the RTA. RTA sales tax revenues are assumed to grow 3 percent annually throughout the planning period.

### Collar County Transportation Empowerment Program

<b>Forecast: \$5.3 billion</b>	<b>Forecast assumptions for GO TO 2040 update</b>
One-third of collar county revenues generated from the RTA sales tax are returned to DuPage, Kane, Lake, McHenry, and Will Counties to be used for roads, transit, and public safety.	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 3.4 percent.

### Local allotment of state motor fuel tax

<b>Forecast: \$7.3 billion</b>	<b>Forecast assumptions for GO TO 2040 update</b>
Counties, townships, and municipalities receive a disbursement of state MFT revenue. 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.	State MFT revenue was forecasted using the methods explained above. County vehicle registrations and township road miles relative to the rest of the State are assumed to remain constant. Municipal population in the region relative to the rest of the State is forecast to increase according to historical trends at about 0.1 percentage points annually.

### County Option motor fuel taxes (those used for transportation)

Forecast: \$0.75 billion	Forecast assumptions for GO TO 2040 update
DuPage, Kane, and McHenry counties impose a 4 cent per gallon MFT. County departments of transportation use these revenues for maintaining county roads. Any other local government imposing an MFT for transportation purposes is included in other local revenues.	The methodology for forecasting revenue for each county was similar to the forecast for the state MFT. For MPG, estimated 2012 MPGs for each county were used as the base (17.5, 15.9, 22.0 respectively), rather than the statewide base of 21.0. Growth in AVMT was calculated using growth rates in AVMT for each county for each air quality conformity analysis year.

### Other local revenues

Forecast: \$61.2 billion	Forecast assumptions for GO TO 2040 update
These are local revenues, such as property tax revenue, sales tax revenue, and impact fees used for transportation, excluding county MFTs, the RTA sales tax, state funds, and federal funds. Local governments with jurisdiction over transportation include counties, townships, and municipalities.	Revenues were calculated for municipalities and townships using 2007 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 FHWA National Highway Construction Cost Index and the U.S. Census of Governments Illinois Local Government Payroll data for highway. To forecast to 2040, growth rates for CMAP population forecasts for each locality were added to an annual 2.5 percent inflationary adjustment. Average annual growth regionwide was 3.6 percent.

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

Forecast: \$1.6 billion	Forecast assumptions for GO TO 2040 update
The \$1.50 per \$500 of value of the City of Chicago's RETT is transferred to the CTA.	Revenues were forecast to grow at a rate of 3.5 percent annually.

### Transit passenger fares

Forecast: \$42.1 billion	Forecast assumptions for GO TO 2040 update
This includes passenger fares for the CTA, Metra, Pace, and Pace ADA.	Forecast was provided by the RTA. Revenues were forecast to grow at a rate of 3.2 percent annually.

### Other transit operating revenue

Forecast: \$6.2 billion	Forecast assumptions for GO TO 2040 update
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 percent annually, which was derived from growth rates forecast by each service board.

## Expenditures for Operating and Capital Maintenance

### Highway operations expenditures

Forecast: \$84.1 billion	Forecast assumptions for GO TO 2040 update
Includes highway operations for IDOT District 1, Illinois Tollway, counties, townships, and municipalities. Also includes Tollway debt service and state debt service for Series A bonds.	<p>IDOT District 1 expenditures were estimated using a linear trendline based on 2000-13 data. During the planning period, annual growth averaged 2.2 percent for IDOT District 1. Series A bond payments were forecast to grow 2.5 percent annually during the planning period, and it was assumed that 45 percent of these costs were attributable to the region. Illinois Tollway provided forecasts of operations expenditures, which include both operations on the existing system and operations for the Elgin O'Hare Western Access project. During the planning period, annual growth averaged 3.8 percent. Debt service payments include principle and interest on current debt and assume no future bond issuances.</p> <p>Local government highway operations expenditures were estimated from the local highway operations expenditures reported to the 2007 Census of Governments. Local expenditures were adjusted to the current year using the rate of change in the U.S. Census of Governments Illinois Local Government Payroll data for highway. CMAP used a 2 percent annual inflation factor to forecast local operating expenditures to 2040.</p>

**Transit operations expenditures**

<b>Forecast: \$113.3 billion</b>	<b>Forecast assumptions for GO TO 2040 update</b>
Includes operating costs for the RTA, CTA, Metra, Pace, and Pace ADA. As a counterpart to state revenues provided for this purpose, includes principal and interest payments on SCIP bonds. Also includes the portion attributable to interest payments for other RTA debt service obligations.	Operating expenditures were estimated using linear trendlines of 2007-15 actual and planned expenditure data, totaling \$101.8 billion, with average annual growth of 2.7 percent. SCIP bond principal payments totaling \$1.3 billion were included. The interest portion of debt service payments were totaled \$10.1 billion.

**Highway capital expenditures**

<b>Forecast: \$108.7 billion</b>	<b>Forecast assumptions for GO TO 2040 update</b>
Capital maintenance costs for the interstate system, state highways, Illinois Tollway highways, and local roads.	Capital expenditures for the highway system are based on assumptions for unit costs and maintenance cycles. These assumptions are then applied to the inventory of highway assets in the region. A group of highway implementers representing state and county highway departments met to determine unit cost and lifecycle assumptions. The assumptions were also reviewed by several municipal governments. Expenditures were inflated 3 percent annually.

**Transit capital expenditures**

<b>Forecast: \$31.0 billion</b>	<b>Forecast assumptions for GO TO 2040 update</b>
Capital maintenance costs for the CTA, Metra, Pace, and Pace ADA.	In consultation with the RTA, transit capital costs were determined from the RTA's preliminary five-year capital budget for 2014-18. From that budget, an average annual capital expenditure was calculated. Expenditures were inflated 3 percent annually.






# Illinois Department of Transportation

Office of the Secretary  
2300 South Dirksen Parkway / Springfield, Illinois / 62764  
Telephone 217/782-5597

February 10, 2014

Mr. Donald P. Kopec  
Deputy Executive Director  
Chicago Metropolitan Agency for Planning  
333 South Wacker Drive, Suite 800  
Chicago, Illinois 60606

Dear Mr. Kopec: 

Thank you for the letter of January 27, 2014, regarding the additional information and documentation of the forecasting differences between the original GO TO 2040 financial plan and the GO TO 2040 financial plan update. The Illinois Department of Transportation (IDOT) has reviewed your explanation, and we have concerns in the highway operations expenditure forecast.

As a partner in the development and implementation of GO TO 2040, this agency is aware of both the importance of the plan as well as the challenges of the long-range financial forecasting necessary to complete the update of the GO TO 2040 financial plan. The assumptions utilized in forecasting the highway operations expenditures do not accurately reflect the actual trends of the District 1 highway operations expenditures, please utilize the attached expenditure information. In addition the debt service cost assumptions, which were not included in the original plan, do not reflect a level principal debt service plan in which debt service decreases over time.

IDOT also has concerns regarding the increased highway capital maintenance costs illustrated in the proposed plan update. Although a lower forecast of highway capital maintenance expenditures is shown as a result of a lower actual base for projections coupled with changes in methodology, it is believed that highway capital maintenance costs should be based on actual condition needs and not based on design life cycles. In the attached table provided by the Chicago Metropolitan Agency for Planning (CMAP) staff, the design lifecycles were assumed to be the standard on measure for "safe and adequate" condition. IDOT performs annual inspections of both our highways and bridges and improvements are identified based on various conditions goals. With innovations in construction techniques and materials, for the state highway system it is condition that drives our project priorities rather than design lifecycle.

We appreciate CMAP's efforts to detail the revenue and expenditure forecasting used for the proposed GO TO 2040 plan update through the informational meeting held at your office on February 6, 2014. This event was attended by IDOT staff, the Federal Highway Administration, the Center for Neighborhood Technologies, the Metropolitan Planning Council, as well as many of the other implementers and transportation agencies in the region.

Mr. Donald P. Kopec  
Page Two  
February 10, 2014

I understand that IDOT staff raised some of these concerns during that event and insightful input was also received from representatives in attendance. It is hoped that this input will be used to refine CMAP's revenue and expenditure forecasts in advance of the GO TO 2040 plan update.

To that end, I think it would be appropriate, and important, to have the early input of the Policy Committee members in this endeavor. We don't want to wait until this process has completed itself and then backtrack to change the structure of the amended financial plan delaying the GO TO 2040 update process. Please make this discussion an agenda item for the March Policy Committee so that we can thoroughly discuss this and help shape the final product.

As in the past, it is our intent to work in partnership with CMAP and our federal partners to ensure that the GO TO 2040 plan update complies with both the federal requirements and the regional interest.

Thank you again for your letter and, as always, this agency looks forward to continuing to work cooperatively with CMAP in this endeavor.

Sincerely,



Ann L. Schneider  
Secretary

Attachments



**District One  
Bureau of Maintenance  
5 Year Cost Comparison  
Interstate**

PROGRAM	FY13	FY12	FY11	FY10	FY09
Pavement	\$ 794,672.00	\$ 785,721.00	\$ 848,565.00	\$ 1,523,457.00	\$ 1,923,278.00
Shoulders	\$ 233,127.00	\$ 173,614.00	\$ 88,585.00	\$ 63,206.00	\$ 72,197.00
Drainage	\$ 696,641.00	\$ 914,250.00	\$ 519,648.00	\$ 479,108.00	\$ 468,875.00
Roadside	\$ 6,991,358.00	\$ 7,157,654.00	\$ 5,579,571.00	\$ 5,686,288.00	\$ 5,499,544.00
Bridges	\$ 541,960.00	\$ 427,886.00	\$ 491,849.00	\$ 505,226.00	\$ 428,780.00
Direct Services	\$ 88,922.00	\$ 41,873.00	\$ 37,322.00	\$ 50,453.00	\$ 23,548.00
Traffic	\$ 813,503.00	\$ 808,560.00	\$ 865,152.00	\$ 853,338.00	\$ 812,508.00
Snow & Ice	\$ 7,693,179.00	\$ 5,235,495.00	\$ 10,489,842.00	\$ 11,101,170.00	\$ 12,060,662.00
Equipment	\$ 2,636,162.00	\$ 2,703,824.00	\$ 2,842,496.00	\$ 2,563,098.00	\$ 2,563,960.00
Indirect	\$ 3,639,773.00	\$ 3,890,294.00	\$ 3,671,545.00	\$ 3,867,533.00	\$ 3,546,730.00
<b>Total</b>	<b>\$ 24,129,297.00</b>	<b>\$ 22,139,171.00</b>	<b>\$ 25,434,575.00</b>	<b>\$ 26,692,877.00</b>	<b>\$ 27,400,082.00</b>

**Regular**

PROGRAM	FY13	FY12	FY11	FY10	FY09
Pavement	\$ 630,715.00	\$ 5,071,757.00	\$ 6,014,986.00	\$ 5,549,124.00	\$ 8,018,794.00
Shoulders	\$ 1,157,753.00	\$ 1,204,224.00	\$ 820,535.00	\$ 695,298.00	\$ 507,273.00
Drainage	\$ 2,885,389.00	\$ 2,826,419.00	\$ 2,511,238.00	\$ 2,573,326.00	\$ 2,344,126.00
Roadside	\$ 8,223,310.00	\$ 9,601,742.00	\$ 6,742,629.00	\$ 5,104,023.00	\$ 2,891,986.00
Bridges	\$ 699,500.00	\$ 859,358.00	\$ 790,872.00	\$ 793,245.00	\$ 871,116.00
Direct Services	\$ 2,604,589.00	\$ 2,766,441.00	\$ 2,643,765.00	\$ 2,490,703.00	\$ 2,363,222.00
Traffic	\$ 387,726.00	\$ 446,568.00	\$ 416,282.00	\$ 451,437.00	\$ 660,337.00
Snow & Ice	\$ 14,900,481.00	\$ 10,342,236.00	\$ 20,693,450.00	\$ 18,896,872.00	\$ 23,907,501.00
Equipment	\$ 6,036,957.00	\$ 6,372,378.00	\$ 7,089,958.00	\$ 6,773,199.00	\$ 6,120,948.00
Indirect	\$ 9,041,933.00	\$ 8,395,576.00	\$ 8,081,975.00	\$ 7,492,327.00	\$ 7,294,602.00
<b>Total</b>	<b>\$ 46,568,353.00</b>	<b>\$ 47,886,699.00</b>	<b>\$ 55,805,690.00</b>	<b>\$ 50,819,554.00</b>	<b>\$ 54,979,905.00</b>

**All Systems**

PROGRAM	FY13	FY12	FY11	FY10	FY09
Pavement	\$ 7,101,688.00	\$ 5,857,478.00	\$ 6,863,551.00	\$ 7,072,581.00	\$ 9,942,072.00
Shoulders	\$ 1,390,880.00	\$ 1,377,838.00	\$ 909,120.00	\$ 758,504.00	\$ 579,470.00
Drainage	\$ 3,582,031.00	\$ 3,740,669.00	\$ 3,030,886.00	\$ 3,052,434.00	\$ 2,813,001.00
Roadside	\$ 15,214,669.00	\$ 16,759,396.00	\$ 12,322,200.00	\$ 10,790,311.00	\$ 8,391,530.00
Bridges	\$ 1,241,460.00	\$ 1,287,244.00	\$ 1,282,721.00	\$ 1,298,471.00	\$ 1,299,896.00
Direct Services	\$ 2,693,511.00	\$ 2,808,314.00	\$ 2,681,087.00	\$ 2,541,156.00	\$ 2,386,770.00
Traffic	\$ 1,201,230.00	\$ 1,255,128.00	\$ 1,281,434.00	\$ 1,304,775.00	\$ 1,472,845.00
Snow & Ice	\$ 22,593,660.00	\$ 15,577,731.00	\$ 31,183,292.00	\$ 29,998,042.00	\$ 35,968,163.00
Equipment	\$ 8,673,120.00	\$ 9,076,202.00	\$ 9,932,454.00	\$ 9,336,297.00	\$ 8,684,908.00
Indirect	\$ 12,681,706.00	\$ 12,285,870.00	\$ 11,753,520.00	\$ 11,359,860.00	\$ 10,841,332.00
Time off	\$ 14,129,627.00	\$ 14,348,626.00	\$ 13,964,311.00	\$ 14,389,745.00	\$ 13,964,311.00
<b>Total</b>	<b>\$ 90,503,582.00</b>	<b>\$ 84,374,496.00</b>	<b>\$ 95,204,576.00</b>	<b>\$ 91,902,176.00</b>	<b>\$ 96,344,298.00</b>

**District One  
FY13 Cost Summary**

Program	Interstate Systems			Regular Systems		
	Lane Miles	\$	\$/L.M.	Lane Miles	\$	\$/L.M.
Pavement	1526.4	\$ 794,672.00	\$520.62	7223.3	\$ 630,715.00	\$87.32
Shoulder	1526.4	\$ 233,127.00	\$152.73	7223.3	\$ 1,157,753.00	\$160.28
Drainage	1526.4	\$ 696,641.00	\$456.39	7223.3	\$ 2,885,389.00	\$399.46
Roadside	1526.4	\$ 6,991,358.00	\$4,580.29	7223.3	\$ 8,223,310.00	\$1,138.44
Bridges	1526.4	\$ 541,960.00	\$355.06	7223.3	\$ 699,500.00	\$96.84
Direct Serv.	1526.4	\$ 88,922.00	\$58.26	7223.3	\$ 2,604,589.00	\$360.58
Traffic	1526.4	\$ 813,503.00	\$532.96	7223.3	\$ 387,726.00	\$53.68
Snow & Ice	1526.4	\$ 7,693,179.00	\$5,040.08	7223.3	\$ 14,900,481.00	\$2,062.84
Equipment	1526.4	\$ 2,636,162.00	\$1,727.05	7223.3	\$ 6,036,957.00	\$835.76
Indirect Serv.	1526.4	\$ 3,639,773.00	\$2,384.55	7223.3	\$ 9,041,933.00	\$1,251.77
<b>Totals</b>	<b>1526.4</b>	<b>\$24,129,297.00</b>	<b>\$15,807.98</b>	<b>7223.6</b>	<b>\$46,568,353.00</b>	<b>\$6,446.70</b>

Program	All Systems		
	Lane Miles	\$	\$/L.M.
Pavement	8749.7	\$ 7,101,688.00	\$811.65
Shoulder	8749.7	\$ 1,390,880.00	\$158.96
Drainage	8749.7	\$ 3,582,031.00	\$409.39
Roadside	8749.7	\$ 15,214,669.00	\$1,738.88
Bridges	8749.7	\$ 1,241,460.00	\$141.89
Direct Serv.	8749.7	\$ 2,693,511.00	\$307.84
Traffic	8749.7	\$ 1,201,230.00	\$137.29
Snow & Ice	8749.7	\$ 22,593,660.00	\$2,582.22
Equipment	8749.7	\$ 8,673,120.00	\$991.25
Indirect Serv.	8749.7	\$ 12,681,706.00	\$1,449.39
Time Off	8749.7	\$ 14,129,627.00	\$1,614.87
<b>Totals</b>	<b>8749.7</b>	<b>\$90,503,582.00</b>	<b>\$10,343.62</b>

Note: Regular system totals do not include Municipal Maintenance agreement lane miles or District costs in the Maintenance agreement subsections.  
Agreement Totals:

Lane Miles = 2389.5  
Cost = \$7,133,697

Summer Maintenance Agreement  
Cost = \$14,515

Snow & Ice Maintenance agreements  
Costs = \$23,749

3,437 Labor Hours and \$308,117 were spent by the District in Municipal Maintenance Agreement Subsections.

Applied Equipment Dollars are calculated using District models.

\* L.M. = Through lanes, Ramps and Frontage Roads

\*\* Includes: Labor \$ W/ Fringe, Applied Equip. \$, Direct Matl. \$, Applied Indirect (Dist.\$, C.B.M. \$)

**District One  
FY12 Cost Summary**

Program	Interstate Systems			Regular Systems		
	Lane Miles	\$	\$/L.M.	Lane Miles	\$	\$/L.M.
Pavement	1639.9	\$785,721.00	\$479.13	7110.4	\$5,071,757.00	\$713.29
Shoulder	1639.9	\$173,614.00	\$105.87	7110.4	\$1,204,224.00	\$169.36
Drainage	1639.9	\$914,250.00	\$557.50	7110.4	\$2,826,419.00	\$397.50
Roadside	1639.9	\$7,157,654.00	\$4,364.69	7110.4	\$9,601,742.00	\$1,350.38
Bridges	1639.9	\$427,886.00	\$260.92	7110.4	\$859,358.00	\$120.86
Direct Serv.	1639.9	\$41,873.00	\$25.53	7110.4	\$2,766,441.00	\$389.07
Traffic	1639.9	\$808,560.00	\$493.05	7110.4	\$446,568.00	\$62.80
Snow & Ice	1639.9	\$5,235,495.00	\$3,192.57	7110.4	\$10,342,236.00	\$1,454.52
Equipment	1639.9	\$2,703,824.00	\$1,648.77	7110.4	\$6,372,378.00	\$896.21
Indirect Serv.	1639.9	\$3,890,294.00	\$2,372.28	7110.4	\$8,395,576.00	\$1,180.75
<b>Totals</b>	<b>1639.9</b>	<b>\$22,139,171.00</b>	<b>\$13,500.32</b>	<b>7110.4</b>	<b>\$47,886,699.00</b>	<b>\$6,734.74</b>

Program	All Systems		
	Lane Miles	\$	\$/L.M.
Pavement	8750.3	\$5,857,478.00	\$669.40
Shoulder	8750.3	\$1,377,838.00	\$157.46
Drainage	8750.3	\$3,740,669.00	\$427.49
Roadside	8750.3	\$16,759,396.00	\$1,915.29
Bridges	8750.3	\$1,287,244.00	\$147.11
Direct Serv.	8750.3	\$2,808,314.00	\$320.94
Traffic	8750.3	\$1,255,128.00	\$143.44
Snow & Ice	8750.3	\$15,577,731.00	\$1,780.25
Equipment	8750.3	\$9,076,202.00	\$1,037.24
Indirect Serv.	8750.3	\$12,285,870.00	\$1,404.05
Time Off	8750.3	\$14,348,626.00	\$1,639.79
<b>Totals</b>	<b>8750.3</b>	<b>\$84,374,496.00</b>	<b>\$9,642.47</b>

Note: Regular system totals do not include Municipal Maintenance agreement lane miles or District costs in the Maintenance agreement subsections.  
Agreement Totals:

Lane Miles = 2,398.5  
Cost = \$6,979,649

Summer Maintenance Agreement  
Cost = \$14,091

Snow & Ice Maintenance agreements  
Costs = \$23,054

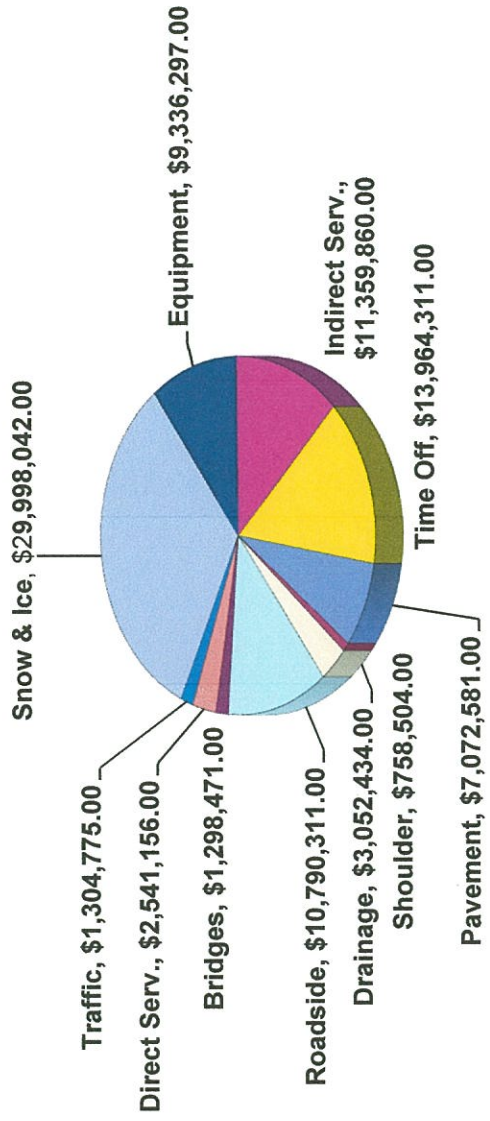
5,473 Labor Hours and \$505,168 were spent by the District in Municipal Maintenance Agreement Subsections.

Applied Equipment Dollars are calculated using District models.

\* L.M. = Through lanes, Ramps and Frontage Roads  
\*\* Includes: Labor \$ W/ Fringe, Applied Equip. \$, Direct Matl. \$, Applied Indirect (Dist.\$, C.B.M. \$)



**District 1 Cost Summary (All Systems including Applied Indirect Costs)  
FY10**







# Chicago Metropolitan Agency for Planning

233 South Wacker Drive  
Suite 800  
Chicago, IL 60606  
312-454-0400  
[www.cmap.illinois.gov](http://www.cmap.illinois.gov)

February 25, 2014

Via e-mail: [ann.schneider@illinois.gov](mailto:ann.schneider@illinois.gov)  
and first class, U.S. mail

The Honorable Ann Schneider  
Secretary  
Illinois Department of Transportation (IDOT)  
2300 South Dirksen Parkway, Room 300  
Springfield, Illinois 62764

Dear Secretary Schneider:

Thank you for commenting on the GO TO 2040 financial plan update. We appreciate this opportunity to discuss your alternate forecast assumptions.

We reviewed the expenditure information outlined in your February 10, 2014 letter. As does the original GO TO 2040 financial plan, the update includes all costs to administer and operate the system incurred by implementers, including IDOT, the Illinois Tollway, the Regional Transportation Authority, transit service boards, and local governments. This includes costs ranging from snow and ice removal to administration. Consistent with GO TO 2040, we forecast costs to 2040 using expenditure data from the Illinois Office of the Comptroller (IOC). The expenditure history you provided shows significantly lower costs than those of the IOC. For example, FY2012 warrants in the IOC Detailed Annual Report totaled \$200.3 million, while your attachment shows \$84.4 million. Based on our understanding of the data, it appears that the costs you provided do not include all expenditures attributable to IDOT District 1, including administration. If that is not the case, please provide us with information indicating why IDOT's numbers differ from IOC's, which would help us to understand and hopefully use your data in our financial plan forecast.

As presented, the IDOT data seems more consistent with the information CMAP needs to forecast the future cost of maintaining and operating major capital projects -- specifically, to help generate the incremental costs of operating and maintaining additional capacity. While there would likely be costs to maintain pavement and equipment, additional administrative costs would be marginal. Please provide definitions for each cost category included under *All Systems*, which would help us to understand and hopefully use your data in our major capital project evaluation process.

## Board Members

Gerald Bennett, Chair  
Rita Athas  
Frank Beal  
Roger Claar  
Elliott Hartstein  
Al Larson  
Lisa Laws  
Andrew Madigan  
Raul Raymundo  
Rick Reinbold  
William Rodeghier  
Carolyn Schofield  
Peter Silvestri  
Rae Rupp Srch  
Thomas Weisner

## Non-voting Members

André Ashmore  
Sean O'Shea  
Leanne Redden

## Executive Director

Randy Blankenhorn

Your letter expressed concern that our debt service assumptions do not reflect a level principle debt service plan in which debt service decreases over time. We assume that debt service costs will increase because there will be future Series A bond issuances through new state capital programs over the forecast period. We assume \$12.5 billion will be available to the region during the planning period through additional bond programs. Historically, many of these bonds were repaid through the Road Fund, and we assume that will continue to occur. While we also assume that the plan for a particular bond issuance will likely have debt service decreases over time, future bond issuances will result annually in aggregate increases in debt service costs. Data from the IOC shows that, since 2000, transfers from the Road Fund to the General Obligation Bond Retirement and Interest Fund have increased an average of 5 percent annually. The GO TO 2040 financial plan update assumes linear growth in these costs, totaling \$6.3 billion with compound annual growth rate of 2.5 percent between 2015-40.

Your letter states that we should use a different methodology for the highway capital maintenance forecast, suggesting that system condition rather than typical lifecycles should determine when roads and bridges would need to be resurfaced or reconstructed. To forecast highway capital maintenance at a safe and adequate level, we developed forecasting assumptions during a series of meetings and communications with implementers last summer and fall. An August 15, 2013 meeting at the IDOT District 1 offices to discuss unit costs and lifecycle assumptions for the financial plan forecast was attended by representatives from state and local highway implementers, including IDOT District 1. We had subsequent communications with the group over the phone and email. In addition, a follow-up meeting with IDOT District 1 was held on September 20, 2013, to discuss cost estimates developed by IDOT for FY 2015-20 programming and how those estimates could be integrated into the forecast assumptions. Ultimately, the most recent version of the cost and lifecycle assumptions relied heavily on the data provided by IDOT. On October 7, 2013, CMAP sent the most recent version of the assumptions to the group and requested additional feedback. No additional comments were received at that point.

Regarding your request that we use road and bridge condition rather than design lifecycle as a basis for maintenance assumptions, we will need the following additional information on the proposed method as well as condition data: a long-range forecast (2015-2040) indicating the condition of roads (by lane mile) and bridges (by square footage).

Review of our methodology by the Transportation Committee and MPO Policy Committee is an important part of our long-range planning process. In addition to our meetings with implementers, we also solicited feedback during presentations to the Transportation Committee on September 20, 2013, November 15, 2013, and January 17, 2014. The goal was to work early in the process with the Department and the implementers in developing a consensus about more complicated methodological issues and to incorporate input efficiently and effectively.

We would like to work with you to better understand the differences in the methods that you are proposing in order to determine whether they are consistent with our financial forecasting



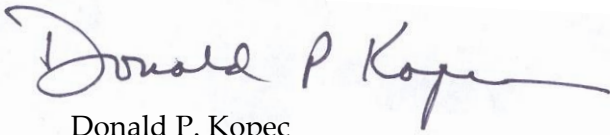
February 25, 2014

Page 3

methodology. We look forward to your responses regarding the further information as requested above in order to finalize this portion of the Plan update.

CMAP staff intends to present this information to the MPO Policy Committee at its March meeting. We will work with you and your staff to resolve these differences prior to the meeting, which will also be a forum for other MPO members to provide feedback. Thank you for your assistance as we work to finalize the GO TO 2040 financial plan update.

Sincerely,

A handwritten signature in black ink that reads "Donald P. Kopec". The signature is written in a cursive style with a long horizontal flourish at the end.

Donald P. Kopec  
Deputy Executive Director

DPK/stk

cc: Karen Shoup, Bureau Chief Urban Program Planning  
Bruce Carmitchel, Senior Metro Planning Manager





# Illinois Department of Transportation

Office of the Secretary  
2300 South Dirksen Parkway / Springfield, Illinois / 62764  
Telephone 217/782-5597

March 4, 2014

Mr. Donald P. Kopec  
Deputy Executive Director  
Chicago Metropolitan Agency for Planning  
233 South Wacker Drive, Suite 800  
Chicago, Illinois 60606

Dear Mr. Kopec:

Thank you for the letter of February 25, 2014, responding to Illinois Department of Transportation (IDOT's) questions regarding the forecasting differences between the original GO TO 2040 financial plan and the GO TO 2040 financial plan update.

As a partner in the development and implementation of GO TO 2040, IDOT welcomes the opportunity to continue to work with the Chicago Metropolitan Agency for Planning (CMAP) by providing feedback on the long-range financial forecasting necessary to complete the update of the plan. Furthermore, we appreciate being able to provide input pertaining to the major capital projects and fiscal constraint.

IDOT would appreciate the opportunity to sit down with your staff to discuss the detailed information for the IDOT implemented major capital projects as well as the differences between CMAP's financial forecasting method vs. IDOT's. It is imperative that we come to an agreement on the tools to use to complete the update, and what we will do if agreement becomes impossible. IDOT staff will be available at your convenience.

Thank you again for your letter and, as always, this agency looks forward to continuing to work cooperatively with CMAP in this endeavor. To schedule a meeting, please contact Charles Ingersoll, Director, IDOT's Office of Planning and Programming, located at 2300 South Dirksen Parkway, Springfield, Illinois 62764, by telephone at (217) 782-6289.

Sincerely,

A handwritten signature in blue ink that reads "Ann L. Schneider".

Ann L. Schneider  
Secretary





## MEMORANDUM

**To:** CMAP Board and MPO Policy Committee

**From:** CMAP Staff

**Date:** March 5, 2014

**Re:** Policy on Congestion Pricing for the GO TO 2040 Plan Update

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Because the transportation network in the Chicago region is mature and funding is limited, it is critical to wring all possible performance from the system before expanding it. Once built, new capacity needs to be managed to prevent the loss of performance to congestion over time. The most effective way of managing highway capacity is to implement congestion pricing, so that the price to use the facility changes with demand. For drivers, the appeal of congestion pricing is that, if priced appropriately, traffic flows freely even in peak periods. Reliability is also improved because drivers will not need to leave early as “buffer time” to avoid arriving late. Transit users can also benefit, as buses running on congestion-priced facilities also see speed and reliability improvements. Because of these benefits, the CMAP Board and MPO Policy Committee should consider adopting the policy of implementing congestion pricing on the new capacity associated with GO TO 2040 major capital projects, with the exception of short or isolated add-lanes projects. The Board and committee should also adopt the longer-term goal of tolling and implementing congestion pricing on existing limited-access highway capacity.

There is support in the region for this course of action. As part of CMAP’s congestion pricing campaign in 2012 and 2013, numerous councils of government **passed resolutions** supporting congestion pricing on new highway capacity. Civic groups and business owners have also written public letters of support. A **Chicago Tribune editorial** in November 2012 argued for the implementation of congestion pricing as well. Furthermore, survey research commissioned by the Illinois Tollway in 2008 found that 54 percent of existing Tollway users said they would pay an extra toll if it would ensure congestion-free travel. In that same survey, 58 percent of customers given information about express lanes were in favor of the Tollway building them. A subsequent Tollway survey in 2012 for the northwest corridor indicated that 78 percent of individuals would pay a higher toll if it meant they could avoid congestion. In the same survey, 68 percent said they would pay a toll that guarantees a reliable travel time.

The use of pricing to manage traffic is becoming increasingly widespread in the U.S. [By CMAP's count](#), there are 30 highways in 16 metro areas where priced managed lanes are operational or under construction. As discussed below, federal and state law encourages it. As suggested in an [editorial in Crain's Chicago Business](#), managing congestion and providing drivers with choices is becoming a matter of regional competitiveness.

### **Use of Revenues from Major Capital Projects**

The primary reason to pursue congestion pricing on new capacity is to help manage traffic and to preserve capacity over time. Yet it also generates revenue that may help offset the costs of the facilities or fund other transportation improvements in the corridor.

Based on CMAP's [background research](#), all priced managed lane facilities in the U.S. devote the first portion of their revenues to the maintenance and operations of the priced lanes. Traffic monitoring, tolling, enforcement, incident management, and administration costs can be significant. Some facilities, such as those in Houston, Salt Lake City, and Seattle, only devote revenues to covering operations and maintenance costs. Others are able to use the remaining revenues to repay upfront construction costs or to provide debt service payments. On facilities developed as public-private partnerships (PPPs), the excess revenues are used to help recoup initial capital costs for the private concessionaire, as well as provide a return to investors.

In several states, excess revenues are required to be spent in the same corridor in which they were collected, usually on highway, carpool, and transit improvements. In Minnesota, for example, state law requires half of excess revenues to support capital improvements and the other half to support improved bus service. In California, state law authorizing projects in certain counties requires net toll revenues to be spent on carpool facilities and improved transit service.

The recommended policy for the use of congestion pricing revenues from major capital projects in the Chicago area is as follows. First, the operating and maintenance costs of the lanes should be paid for through their tolls. Second, any remaining "excess" revenues should be used to fund the construction costs of the project, with a strong preference given to transit elements of the project, such as express bus service in the priced managed lane or service improvements on parallel rail facilities. All of the highway major capital projects, except for short or isolated add-lanes projects, are expected to include transit elements. Revenue sharing may be done by interagency agreements (e.g., between highway and transit operators).

For the longer-term goal of implementing congestion pricing on existing facilities, the situation is more complex. Pricing can cause increased traffic diversion onto parallel arterials in local communities. Thus, it will be necessary to fund improvements to the arterials as well as to provide significantly improved transit opportunities. Congestion pricing revenues should be used for these purposes.

### **Relationship of Regional Policy to Project Studies**

While implementers will need to carry out more detailed studies of alternatives for each of their major capital projects, general purpose lanes do not meet regional needs for managing traffic, preserving level of service over time, and providing choices to drivers. [Federal rules](#) encourage

implementing agencies that are conducting more detailed studies under NEPA to tailor their purpose and need statements to the policy direction set out by the MPO, which ultimately reduces the amount of effort required during project development by narrowing the range of alternatives studied or allowing non-tolled alternatives to be screened out more quickly. Furthermore, as revenues from congestion pricing on specific major capital projects are expected to be included as part of the financial plan for the GO TO 2040 update, purpose and need statements for those projects should note the financial dependence of these projects on implementing congestion pricing.

Within this overall policy, congestion pricing may take alternative forms depending on the context, and project studies will still need to refine these alternatives. For instance, toll rates may be set on a dynamic basis or based on the time of day. For new expressway facilities, it may be more appropriate to manage the entire facility through variable pricing rather than one or two lanes. If all lanes were congestion-priced rather than just one or two lanes, the costs of separating the lanes and additional enforcement would be minimized, improving the bottom line. Then, for example, the published toll rate could be set higher during the peak periods to maintain speeds near the speed limit, while the toll rate could be set lower during midday and overnight. This could be thought of as a “discount” so long as the peak period price is actually set to manage traffic. The key is that pricing varies with the monitored level of demand or with the expected level of demand given the time of day.

### **Local Impacts and Equity**

CMAP staff has conducted outreach about congestion pricing with many stakeholders, some of whom raised concerns that should be addressed. First, local officials are often concerned that higher tolls would push drivers onto arterial routes in the corridor. When implementing pricing on new capacity, this would not occur. Instead, as demonstrated by CMAP’s modeling, the new capacity will reduce congestion in the corridor it serves by drawing traffic from the arterial network.

Second, there are often concerns about equity. Pricing new capacity does not take a travel option away from any driver by making it more expensive; instead it creates a new choice for drivers. While congestion pricing on new capacity would not create burdens for lower income travelers, there is still the question of how much lower income travelers benefit from the facilities. **CMAP’s analysis** suggests that the median incomes of those who choose to use congestion-priced facilities would be somewhat higher than non-users (13 to 19 percent), but not dramatically so. The range of incomes would be similar, suggesting that almost all income brackets would take advantage of the facilities. Thus, equity impacts on new capacity do not appear significant. Furthermore, including (and funding) transit elements in projects helps offset remaining equity impacts.

By contrast, the longer-term goal of implementing congestion pricing on existing capacity will have impacts on local traffic and equity. Policies should be adopted to offset these impacts. Local traffic increases may require arterial improvements. Equity impacts can be offset in a variety of ways. In one approach, drivers in the region could be given a base number of “lifeline” travel credits for free travel, paying only for travel above that level. Another possible

alternative is that lower-income drivers could be charged a discounted toll rate or be allowed to deduct tolls from congestion pricing on their state income taxes.

### **Institutional Framework**

With each successive transportation reauthorization, federal policy has increasingly embraced tolling and the use of pricing to manage traffic. Tolling is now permitted to fund initial construction of new interstate highways. For new lanes on existing interstate highways, the only restriction on tolling is that the number of non-tolled lanes cannot be reduced. Special tolling agreements with FHWA are no longer required, although the state is required to certify that the facility is being adequately maintained. The chief remaining restriction is tolling any currently non-tolled portion of the interstate system. This aspect of federal policy will need to be relaxed in order to allow the longer-term goal of implementing congestion pricing on existing capacity.

At the state level, no additional authorization is needed to pursue congestion pricing on new highway capacity. Priced managed lanes on the IDOT system could be operated by the Tollway or by a concessionaire in a PPP, which is already authorized under state law. In fact, the Illinois Public-Private Partnerships for Transportation Act **explicitly encourages the use of congestion pricing**. On the Tollway system, variable tolling could be instituted by a Tollway Board action. Clarification of the Illinois Toll Highway Act would be useful to show that the lowest reasonable toll rate may include congestion pricing since it helps improve the operation of the Tollway system by smoothing out demand.

In other regions, congestion-priced facilities are typically required to meet certain performance objectives. It is recommended that such performance objectives be implemented on congestion-priced facilities in the Chicago region. An agreement with a concessionaire in a PPP would specify such objectives as the percent of time that drivers are able to travel at the speed limit as well as set maximum and minimum toll rates. It would also specify technology requirements, such as interoperability with the I-Pass system. Again, a Tollway Board action could set out similar policies for its facilities.

### **Conclusion**

Congestion pricing on new limited-access highway capacity would help manage traffic, provide a new choice for reliably fast travel times, and preserve capacity over time. The longer-term goal of implementing congestion pricing on existing capacity promotes economic efficiency and provides revenue for the transportation system. As part of the GO TO 2040 update, staff recommends the following policy:

- Highway major capital projects should include the use of congestion pricing, and this should be instituted at the time the facility opens. Save for short or isolated sections, new lanes on existing facilities should be priced managed lanes. Entirely new facilities may either include one or more priced managed lanes within them, or the entire facility (all lanes) may be managed through variable or time-of-day pricing.



- Implementers of highway major capital projects should include congestion pricing as part of their purpose and need statements in NEPA – consistent with MPO policy -- as a means of providing enhanced level of service and preserving that level of service over time. Purpose and need statements should also mention the need to help fund the facility when the GO TO 2040 financial plan indicates that funding is needed.
- Revenues from pricing major capital projects should be used first to operate and maintain them, and any remaining “excess” revenues used to fund the construction of the projects, with a strong emphasis on funding the transit elements of those projects or complementary transit service in the corridor. Revenue sharing should be done by interagency agreements.
- Facility operation should be required to meet certain performance objectives related to speed, toll rates, toll violations and compliance, and so forth. These requirements would be set out in agreements with the concessionaire in a PPP or by Tollway Board action.

Over time, existing capacity should be priced as well. Before the next comprehensive plan is developed, the region’s implementers and CMAP should collaboratively study the practical issues associated with this policy, including the costs of implementation, facility design requirements, setting toll rates, and mitigating equity and traffic consequences.

ACTION REQUESTED: Discussion

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## MEMORANDUM

**To:** CMAP Board  
**From:** CMAP Staff  
**Date:** March 5, 2014  
**Re:** Board Planning Session Recap & Next Steps

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At the Board's February meeting, a strategic planning and visioning discussion was held to help guide the staff in developing next year's annual budget and work plan, and to guide future strategic planning. The summary below includes an overall recap of the discussion as well as intended next steps for the Board to discuss.

### **Funding**

CMAP's enabling legislation described the responsibilities of the agency but did not provide funding for those activities. Although subsequent legislation established the Comprehensive Regional Planning Fund, that fund was dissolved just a few years later. Currently, transportation planning activities are funded through U.S. Department of Transportation (USDOT) and Illinois Department of Transportation (IDOT) grants, with transportation funds accounting for about 95 percent of agency revenues. Planning for non-transportation activities is limited because of a lack of funding. IDOT now matches our federal funds and provides us with a limited amount of funding beyond the match to do other transportation related work. We don't believe that this is sustainable in the long run and would like to find a stable and dedicated non-transportation funding source. The Board discussed potential options to secure funding to support regional planning activities beyond transportation. The following options were discussed:

- Receiving a portion of the RTA sales tax revenue that comes to the region, either through a voluntary transfer or codified in state law.
- Increasing local contributions to CMAP that are currently voluntary in nature and were generally decreased to an amount lower than the CATS and NIPC combined assessments prior to when CMAP was created.
- Increasing support from transportation agencies if these funds could be flexible in their use (i.e., used for non-transportation planning).
- Increasing state resources from agencies beyond IDOT.

- Creating federal level planning programs similar to those at USDOT at other agencies.
- Pursuing one-time grants from government and philanthropic funders.

**Next Steps:** At your April meeting, staff will propose one or two scenarios for the Board to consider for approval to pursue. The scenarios will include a rationale to pursue that funding source, as well as a plan and a strategy to work towards diversifying funding for the agency.

### **The Next Regional Plan**

While we are finishing an update to GO TO 2040 that will be adopted this fall, we have already started thinking about the successor plan that will be due in 2018. GO TO 2040 was a broad policy plan that included specific implementation activities across diverse focus areas, including livable communities, human capital, regional mobility, and efficient governance. Given the lengthy process of creating these plans, the time is now to begin considering the overall focus of the next plan.

There was consensus among the Board members that the next plan update would benefit from a deeper dive into our core issues of land use and transportation, and that there would be value in being more specific on our region's investment priorities and improving our ability to tie programming of projects to the plan. It was also noted that this could be potentially more controversial and that the agency should not lose the momentum that has been built on other focus areas of the plan completely.

**Next Steps:** Staff will be working on developing the FY 2015 work plan. As part of that work plan, projects and potentially a core program of the staff work next year will begin scoping the next plan update. This will include more detail of what the next plan should focus on, as well as identify research efforts, technical analysis, and/or stakeholder engagement. The work plan will be presented to the Board for discussion in May, with final approval expected in June.

### **Local Technical Assistance**

The Local Technical Assistance (LTA) program has been in existence since 2011. Since then, CMAP has used this program to deliver planning assistance to communities across the region. With over 50 projects completed, 50 underway, and another 40 committed, the program has benefited many communities. As we have completed many plans and look to the future of the LTA program, there was consensus among the Board members that we should consider devoting more resources to implementing the plans.

**Next Steps:** Staff will undergo an analysis and evaluation of the overall LTA program with a report expected to the Board by November, 2014. The evaluation will consider whether CMAP should advance the plans that we have already written or take a larger number of new projects in new communities; as well as the overall agency resources dedicated to LTA activities. Staff will work with the working committees and the Local Coordinating Committee to complete this evaluation. It is expected that the annual call for projects will continue this year and following the evaluation, the Board may make changes to the program in 2015.

## **Board Structure**

Our current structure includes a number of working committees and advisory committees to the Board and MPO Policy Committee that address specific issues or policy areas. We also have two coordinating committees that are focused on local issues and regional issues. The Board and the MPO Policy Committee are both established through our enabling legislation and have a memorandum of understanding outlining the relationship and coordination between the two boards. CMAP has an extremely high voting threshold for taking action while the MPO Policy Committee requires only a simple majority.

Overall, there was consensus that the committee structure meets the needs of the Board. A summary is provided at the monthly meetings summarizing the working committees meetings and the coordinating level provides an opportunity for a good discussion of the issues. Staff should remain cognizant of what is presented on those agendas. Finally, Board members stated that the Board structure benefits from the super-majority voting requirement and that since the MPO Policy Committee only requires a majority, this can create a conflict, as it did last year.

**Next Steps:** There was not a recommendation to make any changes at this time. The Board will consider its annual review of its MOU with the MPO Policy Committee at its March meeting. The annual joint meeting of the CMAP Board and the MPO Policy Committee should occur for the October meetings.

## **Legislative Outreach and Analysis**

The Board currently approves a legislative framework and agenda for both federal and state legislative activities on an annual basis. These tend to focus on legislative activities that are directly related to implementing GO TO 2040 and provide a method for us to react to specific legislation as it is introduced. CMAP has rarely led the effort to pass specific legislation and while we have provided information and been supportive of the legislative efforts of others we have seldom been out front.

The Board discussed the importance of considering a position on upcoming legislative issues, such as including potential tax reform and transit governance. It also discussed the potential for taking a more aggressive approach to implementing some of the policy work that we have developed.

**Next Steps:** Staff will present tax policy principles for the Board to consider at your April meeting. We will also continue to monitor any potential legislative activities related to transit, as well as our overall legislative agenda. Staff is underway with a more strategic effort to meet with state legislators this year with the intention of potentially pursuing a more aggressive legislative approach in the future.

**ACTION REQUESTED:** Discussion

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