



**Chicago Metropolitan Agency for Planning (CMAP) Board
AMENDED**

**Annotated Agenda
Wednesday, March 8, 2017**

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

- 1.0 Call to Order and Introductions** 9:30 a.m.
- 2.0 Agenda Changes and Announcements**
- 3.0 Approval of Minutes – February 8, 2017**
ACTION REQUESTED: Approval
- 4.0 Executive Director’s Report**
4.1 ON TO 2050 Update
4.2 Local Technical Assistance (LTA) Update
4.3 Other Announcements
- 5.0 Procurements and Contract Approvals**
Contract Increase for Stormwater Engineering
ACTION REQUESTED: Approval
- 6.0 Committee Reports**
The chair of the Programming Committee will provide an update from the meeting held prior to the board meeting. A written summary of the working committees and the Council of Mayors Executive Committee will be distributed.
ACTION REQUESTED: Information
- 7.0 Transportation Consent Agenda: Semi-Annual GO TO 2040/TIP Conformity Analysis & TIP Amendment**
The public comment period ended February 20, 2017. No comments on the conformity analysis or TIP amendment were received. A memo detailing the proposed amendment and the results of the conformity analysis is attached.
ACTION REQUESTED: Approval

8.0 Local Technical Assistance Program, Call for Projects and Project Implementation

CMAP Staff will update the committee on the upcoming call for new Local Technical Assistance (LTA) projects, which opens on May 5, followed by a symposium on May 16, and proposal deadline on June 29. Staff will also report on implementation of completed projects and encourage committee discussion of this issue. This [memo](#) contains additional background and discussion questions.

ACTION REQUESTED: Discussion

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: Discussion

10.0 External Resources Development Update

Staff will update the Board on the external resources development strategy and grant management process

ACTION REQUESTED: Discussion

11.0 ON TO 2050 Financial Plan Expenditure Forecasts

At the February Board meeting, staff presented on the ON TO 2050 Financial Plan expected revenues. Staff will now present the draft expenditure forecasts for the financial plan, including the maintenance, operation, and administration of the transportation system between 2019 and 2050.

ACTION REQUESTED: Discussion

12.0 Expressway System Vision

Staff will provide information on a project the Illinois Department of Transportation and the Illinois State Toll Highway Authority requested that CMAP lead to develop a multi-jurisdictional vision to guide future capital investments, coordinate transportation operations, and recommend policy and management strategies for the northeastern Illinois expressway network.

ACTION REQUESTED: Information

13.0 Other Business

14.0 Next Meeting

The Board is scheduled to meet next on April 12, 2017.

15.0 Public Comment

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

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

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

16.0 Adjournment

Chicago Metropolitan Agency for Planning Board Members:

___ Gerald Bennett, Chair

___ Rita Athas

___ Frank Beal

___ Matt Brolley

___ Franco Coladipietro

___ Janel Forde

___ Elliott Hartstein

___ Al Larson

___ Andrew Madigan

___ John Noak

___ Rick Reinbold

___ William Rodeghier

___ Carolyn Schofield

___ Peter Silvestri

___ Peter Skosey

___ Sean McCarthy

___ Brian Oszakiewski

___ Leanne Redden



Chicago Metropolitan Agency for Planning

Agenda Item No. 3.0

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www.cmap.illinois.gov

Chicago Metropolitan Agency for Planning (CMAP) DRAFT Board Meeting Minutes February 8, 2017

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, Chair-representing southwest Cook County, Rita Athas-representing the City of Chicago, Matthew Brolley-representing Kane and Kendall Counties, Franco Coladipietro-representing DuPage County, Elliott Hartstein-representing Lake County, Al Larson-representing northwest Cook County (via tele-conference), Andrew Madigan-representing the City of Chicago, John Noak-representing Will County (via tele-conference), Rick Reinbold-representing south suburban Cook County, William Rodeghier-representing suburban Cook County, Carolyn Schofield-representing McHenry County, Peter Silvestri-representing Cook County (via tele-conference), and non-voting members Leanne Redden-representing the RTA and Sean McCarthy-representing the Governor's office (via tele-conference).

Staff Present: Joe Szabo, Melissa Porter, Angela Manning-Hardimon, Bob Dean, Tom Garritano, Tom Kotarac, Gordon Smith, Lindsay Hollander and Sherry Kane

Others Present: Mike Albin-DMMC, Garland and Heather Armstrong-Access Living, Ron Burke-Active Transportation Alliance, Len Canata-WCMC, Bruce Christensen-Lake County, Jackie Forbes-Kane/Kendall Council of Mayors, Janell Jensen-McHenry Council of Mayors, Tom Kelso-IDOT, Patrick Knapp- Kane/Kendall Council of Mayors, Kelsey Mulhausen-Southwest Conference, Brian Pigeon-NWMC, Scott Presslar-Metra, Dave Seglin-CDOT, and Mike Walczak-NWMC.

1.0 Call to Order and Introductions

CMAP Board Chair Mayor Gerald Bennett called the meeting to order at 9:35 a.m., and asked Board members to introduce themselves.

2.0 Agenda Changes and Announcements

There were no agenda changes or announcements.

3.0 Approval of Minutes

A motion to approve the minutes of the CMAP Board of January 11, 2017, as presented was made by Rita Athas and seconded by Carolyn Schofield. All in favor, the motion carried.

4.0 Executive Director's Report

Executive Director Joe Szabo reported that collection efforts on the dues/contributions program had totaled over \$800,000, roughly 91% of the total billed. Szabo offered thanks to those that had paid and to the CoGs who were had responded with assistance. A breakdown of those remaining unpaid was distributed. During annual visits with the CoGs, Szabo reported that the program had been discussed, and plan updates will be given at several CoG meetings scheduled in the spring. Having spoken at the Calumet Area Industrial Commission and Valley Industrial Commission, efforts to find opportunities to speak continue. The Local Technical Assistance (LTA) program update was included in the board packet, Szabo concluded.

5.0 Procurements and Contract Approvals

Deputy Executive Director of Finance and Administration Angela Manning-Hardimon presented the procurements and contracts for approval by the board that included: a contract approval to perform the regional household travel and activity survey to Westat in an amount not to exceed \$2,732,435; a one-year contract with an option of two one-year renewals with Myers and Staff for \$25,840 to perform an IT security audit; a sole source agreement with Enterprise Community Partners for \$3,000 and to contract with a maximum of eight community-based organizations at \$6,000 each to assist CMAP in its outreach efforts; and, a sole-source contract with SunGard Public Sector for \$84,000 for training, professional services and software for the financial and human resources software application presently in use at CMAP.

A motion by Elliott Hartstein was seconded by President William Rodeghier to approve the contract awards as presented. All in favor, the motion carried.

6.0 Committee Reports

Committee Chair, Elliott Hartstein reported that the Planning Committee had met earlier in the morning and had discussed the goals of the Committee related to the development of the next plan, ON TO 2050. Other topics for discussion, Hartstein continued, were related to Climate Resilience and Inclusive Growth. The committee meets next in June (but may consider an earlier meeting) Hartstein continued and encouraged members to take a copy of the material related to climate resilience—staff had done a great job on that piece.

A written summary of the working committees and the Council of Mayors Executive Committee was also distributed.

7.0 Legislative Agenda and Framework

7.1 CMAP staff Gordon Smith brought the 2017 State Legislative Framework and Agenda documents for Board approval reporting that the framework document covers legislative principles based on GO TO 2040 while the agenda guides policy priorities for CMAP in the upcoming legislative session. Smith went on to say that staff continues its analysis of the constitutional amendment that had recently passed and is

working with its partners to address eligible expenses and other ambiguities that exist. Reliable access to planning funds is another area of continued effort on the part of CMAP staff. Smith also reported that the material contains information that closely mirrors that of previous years, including sustainable transportation funding, performance-based transportation investment, advancing innovative tools for investment, tax policy reforms, dedicated funding for water supply planning and management and government transparency and accountability. When queried about a state budget Smith suggested that it is just too early in the session to report, that the Governor's budget address is scheduled for February 15, and that staff will provide a policy update following the address.

A motion by President Matt Brolley was seconded by President William Rodeghier to approve the documents as were presented. All in favor, the motion carried.

Smith also reported that staff has already begun tracking nearly 100 bills that may be of importance to CMAP; a report will be presented at the next board meeting.

7.2 Deputy Executive Director of Policy and Programming Tom Kotarac presented the 2017 Federal Agenda for board approval. The document, nearly identical to last year's material, includes the introduction or modification of three topics: repealing the MPO Rule—CMAP supports repealing the current rule and leaving fundamental MPO reform to the legislative process; implementation of the FAST Act—CMAP emphasizes adequate funding for transportation through increased revenue versus only borrowing; and, implementation of the FAST Act's freight provisions— changes to the freight programs are necessary to ensure our region, as the nation's freight hub receives more resources.

Kotarac went on to say that a number of meetings were scheduled in D.C. next week to discuss the repeal (among other topics), Senator Tammy Duckworth has this on the radar, newly-appointed Secretary of Transportation Elizabeth Chao had no role in the current rule, and much of the DOT staff was not supportive of the rule in the first place. Kotarac also briefly covered the market-place fairness tax legislation, indicating that tax reform may be the opportunity to enact that legislation, with tax reform reportedly coming before the House in spring or early summer.

A motion by Carolyn Schofield was seconded by President Franco Coladipietro to approve the Federal Agenda as had been presented. All in favor, the motion carried

8.0 ON TO 2050-Financial Plan Update

CMAP staff Lindsay Hollander presented the ON TO 2050 Financial Plan Update, reporting that the financial plan must include the amount of revenue expected to be available over the planning period, as well as how much is expected to be needed to maintain, operation, enhance, and expand the transportation system. Hollander also reported that staff had been working on the draft forecast for about 6 months. There are no new sources of core revenues, and \$460 billion is forecast (in year of expenditure dollars) for the 32-year planning period. Comparing the forecast of the GO TO 2040 update to that of ON TO 2050, Hollander reported, federal revenue was lower in ON TO 2050, state MFT will likely experience less decline in ON TO 2050 than in GO TO 2040,

transit fare revenues are lower in ON TO 2050, and the RTA sales tax revenue is slightly higher. The differences resulted in a lower overall revenue forecast. Growth in expenditures may also be lower, Hollander continued. Those forecasts will be presented in March. Hollander led the board through allocation category definitions, including how the region might define its priorities in maintaining and operating the system, meeting performance targets, improving and enhancing the system, expanding the system via regionally significant projects, and again that the draft expenditure forecasts will be presented in March. Comments from the Board included: using a conservative approach related to reasonable expected revenues and prioritization of most to least realistic; questioning whether legislative changes that may occur could impact revenue, different trends, growth rates, CPI, etc., and finally, without significant capital investment there is no way to increase [transit] ridership.

9.0 Other Business

There was no other business before the CMAP board.

10.0 Next Meeting

The Board is scheduled to meet next on March 8, 2017.

11.0 Public Comment

Garland Armstrong-Access Living reported that the Schaumburg Convention Center was unbelievable in what it had done to accommodate the disabled community.

Ron Burke-Active Transportation Alliance, complimented the board on its work through the Local Technical Assistance (LTA) program that had brought about innovation at the local level, and suggested that as a region the less-reliant-car goal is not on track to be met, especially in the suburbs. Building more highways, Burke added, is not a long term solution, and the ways things look today is that we are on trend for more cars, not less.

Both Chairman Mayor Bennett and Executive Director Joe Szabo suggested that funding, a shift in federal and state policy, and innovation are needed for growth in meeting multi-modal goals.

12.0 Closed Session

At 10:31 a.m., a motion by President Rick Reinbold seconded by President Matt Brolley to adjourn to a closed session, pursuant to ILCS 120/2(c)(21) of the Open Meetings Act to review minutes of prior closed session meetings. All in favor, the motion carried.

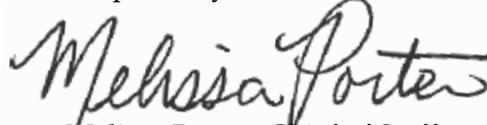
At 10: 34 a.m., a motion to return to the regular meeting made by Elliott Hartstein was seconded by Mayor Al Larson and with all in favor, carried.

Board Chairman Mayor Bennett reported that the Board had considered minutes from previous executive session meetings, approved the draft minutes of the meetings of September 14, April 13 and February 10, 2016, had asked that minutes of previous sessions be held confidential and had authorized the destruction of the recordings.

13.0 Adjournment

A motion to adjourn at 10:35 a.m., by President Rick Reinbold was seconded by Elliott Hartstein. All in favor, the motion carried.

Respectfully submitted,



Melissa Porter, Chief of Staff

02-21-2017

/stk



Chicago Metropolitan Agency for Planning

Agenda Item No. 4.1

233 South Wacker Drive
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MEMORANDUM

To: CMAP Board and Committees

From: CMAP Staff

Date: March 1, 2017

Re: ON TO 2050 Update

The CMAP Board and committees receive regular detailed updates on the various components of ON TO 2050 plan development that are most relevant to them. Since the volume of work associated with plan development is too large for every committee to learn about every component individually, this bi-monthly memo provides a brief status update on all major ongoing elements of plan development, including links to recent presentations and interim or final products when available. Projects that appear in this document for the first time, or that were recently completed, are noted and highlighted in italics.

ACTION REQUESTED: Information

Regional Snapshot Analyses

Project	CMAP lead	Timeline	Status and links
Regional economic clusters (see website)	Simone Weil	Jul. 2015 – May 2016	Project complete. The snapshot was published . Copies continue to be disseminated at relevant meetings and shared via the website and social media.
Travel behavior trends (see website)	Elizabeth Irvin	Jul. 2015 – Sep. 2016	Project complete. The snapshot 's release coincided with a transportation-related ON TO 2050 Big Ideas forum . Media coverage and promotion of the report continue.
Demographic trends (see website)	Kristin Ihnchak	Aug. 2015 – Mar. 2017	The snapshot is complete and will be released concurrently with exclusive coverage in Chicago Magazine in the first week of March.
Freight system trends (see website)	Alex Beata	Jul. 2015 – Apr. 2017	Communications team has laid out the draft.
Infill and TOD trends (see website)	Evy Zwiebach	Aug. 2015 – Apr. 2017	The draft snapshot continues to undergo internal review. Findings were presented to the RTA TOD Working Group in January.
Highway system trends	Jesse Elam	Jul. 2015 – Apr. 2017	The draft snapshot continues to undergo internal review. Findings were presented to the Transportation Committee in November.
Transit network trends	Martin Menninger	June 2016 – Apr. 2017	Initial findings will be presented at Transportation Committee in March.
Local food	Brian Daly	Jun. 2016 – Apr. 2017	The project scope and initial findings from research and data collection on local food indicators and policy activities were presented to the Environment and Natural Resources Committee in September. Staff is continuing to draft the narrative.
Tax policy	Simone Weil	Jun. 2016 - TBD	This project is on hold due to staffing changes.
Non-motorized transportation (see website)	Lindsay Bayley	Oct. 2016 – May 2017	Phase one research (at various stages) was presented to Transportation Committee (Jan), Environment and Natural Resources Committee (Feb), Land Use Committee (Feb), Kane Kendall Conference of Mayors Bike Ped Committee (Feb), North West Municipal Conference Bike Ped Committee (Feb), and Chicagoland Complete Streets Coalition (Jan). Phase One memo drafting underway.
Natural resources	Jared Patton	Oct. 2016 – Jun. 2017	Phase one research was presented to the Environment and Natural Resources Committee in February. Phase two research is ongoing.

Assessment of New Policy Directions

Project	CMAP lead	Timeline	Status and links
Green infrastructure co-benefits (see website)	Kristin Ihnchak	Sep. 2015 – Apr. 2016	Project complete. The strategy paper was finalized and posted on the web for feedback.
Transportation system funding concepts (see website)	Lindsay Hollander, Alex Beata	Jul. 2015 – May 2016	Project complete. The strategy paper was finalized and posted on the web for feedback.
Climate resilience (see website)	Kristin Ihnchak	Jul. 2015 – Nov. 2016	The project is complete and posted on the CMAP website. Communications will leverage this report as we promote April's climate change forum.
Highway operations (see website)	Claire Bozic	Jul. 2015 – Feb. 2017	The project is complete and the document is posted on the CMAP website.
Tax policies and land use trends (see website)	Lindsay Hollander	Dec. 2015 – Mar. 2017	The project is complete and release is pending. Communications is currently contacting local media to gauge interest in coverage.
Reinvestment and infill strategies (see website)	Tony Manno, Liz Oo	Oct. 2015 – Apr. 2017	Staff presented the draft policy framework and strategies to the Human & Community Development Committee in January and the draft strategy paper is currently undergoing internal review.
Housing supply and affordability (see website)	Jonathan Burch	Jan. 2016 – Apr. 2017	The draft was presented to both the Housing Committee and Land Use Committee . The document is undergoing edits as a result.
Transit modernization (see website)	Martin Menninger	Jan. 2016 – Apr. 2017	Technology review by consultant is complete and will be integrated with past work.
Transportation technology	Elizabeth Irvin	Jun. 2016 – Apr. 2017	Consultant completed report and presented findings to Transportation Committee, RTOC/ATTF and Freight Committee. Report is undergoing staff review and editing.
Inclusive growth (see website)	Elizabeth Scott	Oct. 2015 – May 2017	Staff presented the inclusive growth framing to the Planning Coordinating Committee and is revising the draft strategy paper.
Lands in transition (see website)	Nora Beck	Jan. 2016 – May 2017	A draft of the strategy paper is being reviewed internally and will be presented to the Resource Group in March.
Asset management (see website)	Tom Murtha	Feb. 2016 – May 2017	Interim findings were presented to Transportation Committee in November. Staff is developing a draft strategy paper.
Water	Jason Navota	Sep. 2016 – May 2017	Staff completed review of regional partner initiatives and state/federal guidance on water issues, as well as production of data analysis and maps. Draft issues and challenges as well as proposed policy directions for ON TO 2050 will be presented to the ENR committee in March.

Project	CMAP lead	Timeline	Status and links
Energy	Dan Olson	Jun. 2016 – May 2017	The consultant held several Steering Committee meetings through the fall that informed the formation of expert working groups including: Building Energy, Transportation Energy, Generation Sources, and Jobs/Economic Development. Working groups will continue meeting through the spring to inform the strategy paper, currently scheduled for release in May.
Community capacity	Patrick Day	Jun. 2016 – Jun. 2017	Staff prepared memos on topics including peer MPO capacity-building programs, shared service delivery, and LTA project implementation and presented information for Resource Group discussion. Four of seven project focus groups have been convened. Staff will continue to prepare topical assessment memos in advance of spring Resource Group meetings in March and May, and present initial findings to working committees in the spring.
Stormwater	Nora Beck	Nov. 2016 – Jun. 2017	Staff prepared the first of a series of memos. This first one focused on the causes of flooding and highlighted the impacts experienced in the region. The memo was reviewed by the ENR Committee , Land Use Committee , and various stakeholders. The next memo, focused on existing responses to flooding, will be completed in April.
Economic resilience	Simone Weil	Nov. 2016 – Oct. 2017	A project scope is under development.
Public health	Ricardo Lopez	Jan. 2017 – Nov. 2017	The first resource group meeting is scheduled for March 1. The consultant is scheduled to present first phase research to Human and Community Development Committee on March 13.

Other Plan Development Tasks

Project	CMAP lead	Timeline	Status and links
Communications strategy	Tina Fassett Smith	Ongoing	Communications staff launched the first interactive graphic based on the ON TO 2050 Travel Trends snapshot in mid-February. The third ON TO 2050 snapshot report on Demographics Shifts will be released in early March concurrent with coverage in Chicago Magazine. Additionally staff released the Highway Operations strategy paper . Five ON TO 2050 Big Ideas forums have been held through the end of February. Communications staff is now heavily engaged in event and tool

Project	CMAP lead	Timeline	Status and links
			<p>development to support the upcoming Alternative Futures public engagement period. Five forums that align with the Alternative Futures themes have been planned, and five interactive applications are in development for use on kiosks to be placed across the region. Additionally we are working with vendors and plan managers to develop visual assets for the plan and to prepare for the eventual web presentation of ON TO 2050.</p>
Data and tool development	Zach Vernon	Ongoing	<p>Staff assembled documentation for datasets and tools generated in FY16, and coordinated with snapshot managers and communications staff to release tabular data from completed snapshots on the CMAP Data Hub. Continued to develop analytical tools and data products to inform topical research. Outputs for the tax policies and land use trends strategy paper included standardized tax district boundaries using 2014 parcel/assessor data for 3 counties.</p>
Financial plan	Lindsay Hollander	Ongoing	<p>Draft revenue and expenditure forecasts are complete, and feedback is being sought from CMAP committees. Research on reasonably expected revenue options is underway.</p>
Layers	Kristin Ihnchak	Ongoing	<p>The layers team finalized locally identified mixed-use areas and conservation areas layers to be incorporated into the beta version of the local area allocation tool. Project updates on the two layers were also given to the Land Use and ENR Committees.</p>
Outreach activities	Jane Grover	Ongoing	<p>The ON TO 2050 Big Ideas Forum Series continues with a sixth forum, Closer to Home: Creating a Balanced Regional Housing Supply by 2050, to be held on February 28. The Metropolitan Planning Council joins CMAP as a co-host for this forum at MPC. The Alternative Futures Forum Series is also underway, and will include:</p> <ol style="list-style-type: none"> 1) April 6: Thriving in a Changing Climate. The forum will take place at the Peggy Notebaert Nature Museum, a partner for this event. 2) May 4: Where We'll Live in 2050. The Chicago Architecture Foundation is the venue and CMAP partner for this forum.

Project	CMAP lead	Timeline	Status and links
			<p>3) June 22: Harnessing Technology for Future Mobility. This forum is co-sponsored and hosted by the Illinois Institute of Technology and will include IIT College of Architecture Associate Professor Marshall Brown.</p> <p>4) Summer 2017: Doing More with Less in 2050. Details to be determined.</p> <p>5) Summer 2017: The Future of Economic Opportunity. Details to be determined.</p> <p>Development of public engagement activities for alternative futures, including interactive kiosks, public events, and MetroQuest surveys, is also underway.</p>
Regionally significant projects	Jesse Elam	Ongoing	Following the public call for projects, staff has begun to evaluate the projects; transit projects are being evaluated in partnership with RTA.
Scenario development	Liz Oo	Ongoing	Staff presented the climate change impacts memo to ENR Committee. The related memo and MetroQuest survey is currently undergoing internal review. Staff is developing memos for futures about walkable communities, economic restructuring, diminished public resources, and smarter mobility, and have presented the framework of these futures to the Land Use, Human and Community Development, and Economic Development Committees. Staff has also drafted content for interactive visual engagement tools for all five futures.
Socioeconomic forecast	David Clark	Ongoing	Staff have been working with consultant to develop a tool to allocate the regional forecast down to the local level. Concurrently, staff have developed mid-decade population and employment estimates so that the tool could be run from an updated (2015) base year. Staff made two presentations to county and local officials in Will County to discuss local allocation underlying concepts. With consultants, staff hosted a workshop at CMAP on February 24 to demonstrate the tool.

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Chicago Metropolitan Agency for Planning

Agenda Item No. 4.2

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MEMORANDUM

To: CMAP Board and Committees

From: CMAP Staff

Date: March 1, 2017

Re: Local Technical Assistance Program Update

The CMAP Board and committees receive regular updates on the projects being undertaken through the Local Technical Assistance (LTA) program, including those receiving staff assistance and grants. To date, 188 local projects have been initiated. Of these, 142 projects have been completed, and the remainder are underway. Further detail on LTA project status can be found in the attached project status table.

ACTION REQUESTED: Information

Projects Currently Underway

Project	CMAP lead	Timeline	Assistance type	Status and notes
Arlington Heights bicycle-pedestrian plan (see website)	John O'Neal	May 2014-Apr. 2017	Staff assistance	Final InDesign layout currently underway, with completion expected in mid-March. Plan index under development. Coordination with Village staff on schedule for plan approval/adoption continues.
Aurora downtown plan (see website)	Lindsay Bayley	May 2015-June 2017	Staff assistance	The draft downtown master plan was sent to City staff for review. Plans for the Public Open House have been deferred to avoid potential overlap with mayoral elections.
Beach Park planning priorities report (see website)	Ricardo Lopez	Jan. 2016-Mar. 2017	Staff assistance	The draft planning priorities report is under review by Village Staff.
Bensenville zoning update (see website)	Jake Seid	Oct. 2015-Dec. 2017	Staff assistance	Drafting of module one of three of the revised Ordinance will begin in March.
Berwyn stormwater management plan	Nora Beck	Apr. 2017-Feb. 2018	Consultant assistance	This project will now be consultant led. The scope is being updated to reflect this and the project will begin in the coming months.
Berwyn zoning revisions (see website)	Kristin Ihnchak	Jan. 2013-June 2017	Staff and consultant assistance	The public draft is nearing completion and public meetings are being scheduled for April.
Brookfield comprehensive plan	Heidy Persaud	Oct. 2016-Oct. 2017	Consultant assistance	Revised Existing Conditions Report shared with CMAP and partner agencies for review.
Campton Hills zoning and subdivision regulations	Kristin Ihnchak	July 2014-June 2017	Consultant assistance	No update.
Chicago Heights zoning update	Maggie Jarr	Nov. 2016-Sept. 2017	Consultant assistance	The consultant is drafting the Recommendations Memo.
Chicago North River Communities neighborhood plan (see website)	Brian Daly	Nov. 2015-Nov. 2017	Staff assistance	CMAP staff presented key findings from the Existing Conditions Report (ECR) and received community feedback at a public visioning workshop on February 22. More than 125 people attended the workshop and provided input on the ECR and long-term vision guiding the plan. Staff is finalizing the ECR with this input in mind and will be drafting the Recommendations Memo.
Chicago Pilsen-Little Village neighborhood plan (see website)	Evy Zwiebach	Dec. 2013-Mar. 2017	Staff assistance	DPD continues revising the draft plan. In the next month, staff will provide comments on the new draft, as well as meet with stakeholders to obtain input on the draft plan.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Chicago Pullman National Historic Park transportation plan (https://pullmantransportation.com/)	Lindsay Bayley	June 2015-May 2017	Consultant assistance	The online survey ended in February and received 156 responses. Full response report and outreach materials have been posted on the project webpage. Plan is being finalized in response to open house input.
Chicago Riverdale area transportation plan	Tony Manno	Nov. 2016-Oct. 2017	Consultant assistance	Data collection and outreach to various community organizations, partner agencies and the Alderman's office to create a steering committee is underway. The steering committee kick-off is planned for early March.
Cicero comprehensive plan (see website)	Jonathan Burch	Apr. 2014-Apr. 2017	Consultant assistance	The Town and the contractor are finalizing changes associated with one illustrative plan.
Cook County subregional growth plan	Jonathan Burch	May 2016-Mar. 2017	Staff assistance	RW Ventures is currently preparing a second draft of the phase 1 report for discussion with the sounding board in March.
Cook County (Maine-Northfield) unincorporated area plan (see website)	John Carlisle	July 2016-Dec. 2017	Staff assistance	Initial phase of outreach has ended with closing of the MetroQuest community survey. CMAP staff is creating the draft existing conditions report and working with transportation and stormwater consultants to finalize scopes of work for their contributions to the draft plan.
Crystal Lake transportation plan (see website)	Nora Beck	Mar. 2014-June 2017	Staff assistance	City staff are reviewing updated draft plan; version to be sent to steering committee for review in March.
Des Plaines comprehensive plan	Heidy Persaud	Nov. 2016-May 2018	Staff assistance	CMAP staff and City staff determined workplan for February-April, along with finalization of list of stakeholders to be interviewed in March, and identification of appropriate participants for two business focus groups (anticipated to take place in late March).
DuPage County / Hanover Park Homes for a Changing Region (see website)	Jonathan Burch	Nov. 2014-July 2017	Consultant assistance	The Hanover Park memo is under review by the community and the contractor is creating the recommendations memo for Glendale Heights.
DuPage County Elgin-O'Hare Corridor Bicycle and Pedestrian Plan (see website)	John O'Neal	May 2015-June 2017	Consultant assistance	Interim Recommendations Memo and proposed prioritization approach and criteria finalized. Public outreach and input on proposed recommendations obtained at DuPage County Land Use Forum, February 16. Draft plan under development.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Franklin Park comprehensive plan (see website)	John Carlisle	Apr. 2015-May 2017	Staff assistance	External partner agencies are reviewing draft plan. Steering Committee and public review of the draft will occur in early April. A public open house is tentatively scheduled for late April.
Governors State University green infrastructure plan	Holly Hudson	June 2015-Apr. 2017	Consultant assistance	The consultant team continued to finalize the stormwater management plan. A draft report is expected in late February/early March.
Hampshire planning priorities report (see website)	Tony Manno	Mar. 2016-Apr. 2017	Staff assistance	Key recommendations section is being drafted and a draft of the Community Profile will be sent to the Village in early March.
Harvard zoning update	Jake Seid	Jan. 2017-June 2018	Consultant assistance	Camiros will continue setting up the initial phases of the project in March.
Huntley zoning update	Patrick Day	May 2015-May 2017	Consultant assistance	A completed draft ordinance is under review by Village Staff.
Impact DuPage affordable housing strategy	Jonathan Burch	Mar. 2016-Apr. 2017	Staff assistance	Staff are writing the draft report.
Joliet Chicago Street plan	Stephen Ostrander	Dec. 2016-Dec. 2017	Consultant assistance	Advisory Committee membership finalized. Kick-off meeting of the full Advisory Committee is scheduled for March 8.
Lisle downtown parking plan (see website)	Lindsay Bayley	Mar. 2016-Oct. 2017	Staff assistance	The downtown parking conditions and transportation overview report was sent to Village staff for review and will be sent to the Downtown Planning Advisory Committee. A public meeting is planned for March 22, and the online survey will be debuted at that time.
Lower Salt Creek Watershed-based Plan	Holly Hudson	Jan. 2016-Dec. 2017	Staff assistance	CMAP staff and project partners DuPage County Stormwater Management and DuPage River Salt Creek Workgroup submitted the final draft of the Watershed Resource Inventory to Illinois EPA in mid-February. A public meeting is planned for early March.
McHenry County Fox River corridor study	Kate Evasic	Sept. 2016-Mar. 2018	Staff assistance	Staff launched an online survey and is preparing for a public open house on March 2. Development of the existing conditions report is underway.
Metropolitan Planning Council Great Rivers project	Evy Zwiebach	Dec. 2015-June 2017	Staff assistance	The project team hosted two well-attended workshops for residents, community organizations, and government agencies to discuss strategies for river activation and implementation of the Our Great Rivers vision. The project team continues to work on designing and scheduling outreach activities in suburban Cook County.

Project	CMAP lead	Timeline	Assistance type	Status and notes
Midlothian 147 th Street corridor improvements (see website)	Tony Manno	Apr. 2016- June 2017	Staff and consultant assistance	CMAP staff met with the consulting engineers and Village staff to walk the corridor and evaluate potential key locations for further exploration. Recommended locations will be discussed at the next steering committee meeting. Once the locations are finalized by the Village and steering committee, the consulting engineers will develop concept plans for each.
North Lawndale community plan (see website)	Brandon Nolin	Feb. 2016- Feb. 2018	Staff assistance	Existing conditions report available for public review on project website. Second annual Community Planning Conference scheduled for June 3. The conference and sub-committee meetings will be key components of LISC Quality of Life coordination and outreach. Draft Plan anticipated in fall 2017 with publication/adoption in early 2018.
O'Hare area truck route coordination	Alex Beata	July 2016- June 2017	Consultant assistance	Developed classification framework with consultant team. Completed initial identification of truck routing networks. Began scheduling outreach opportunities to review draft networks.
Palos Park bikeways and trails plan	John O'Neal	Apr.-Dec. 2017	Consultant assistance	Project start-date delayed to April (anticipated), due to leave-of-absence of project manager for Palos Park. MOU with Village and contract with consultant finalized.
Park Forest zoning revisions (see website)	Kristin Ihnchak	June 2013- June 2017	Staff and consultant assistance	No update.
Richton Park capital improvement plan (see website)	Brandon Nolin	June 2015- Mar. 2017	Staff assistance	Draft CIP delivered to staff week of February 27 to ensure adoption by end of Village's fiscal year. The CIP will include available results of the stormwater management plan (described below) with MWRD collaboration.
Richton Park stormwater management plan (see website)	Kate Evasic	Apr. 2016- June 2017	Consultant assistance	CMAP met with the Village and market analysis consultant to present findings from the retail market study on February 9. Project is on hold until a separate floodway study that will inform the plan is complete. CMAP staff continues to check in with consultant performing floodway study.
Romeoville comprehensive plan (see website)	Brandon Nolin	Apr. 2016- Aug. 2017	Consultant assistance	Steering Committee reviewed preliminary Draft Sub-Area Plans in February and draft document outline has been prepared for comment. Draft Plan document anticipated in March with public open house to

Project	CMAP lead	Timeline	Assistance type	Status and notes
				be scheduled for April. Project website is https://bigpictureromeoville.com .
South Elgin zoning update (see website)	Patrick Day	Oct. 2014- June 2017	Staff assistance	A draft Module 1 (of 3) of the UDO is currently under review by Village Staff. CMAP Staff have begun drafting Module 2.
South Holland comprehensive plan (see website)	Stephen Ostrander	Apr. 2015- Aug. 2017	Staff assistance	On February 7, CMAP staff met with project steering committee to discuss the key recommendations memo. With overall approval of the proposed recommendation themes, staff is proceeding to draft full recommendations of plan. Concurrently, consultant SB Friedman completed draft analysis of office and hotel market feasibility for Interstate Zone "A" site.
SSMMA Complete Streets plan (see website)	John O'Neal	July 2014- Mar. 2017	Staff assistance	Internal (CMAP) review of draft plan narrative and technical memos completed. Draft plan shared with SSMMA and Active Transportation Alliance staff. Meeting to introduce project to new SSMMA Executive Director, to discuss draft plan, and South Council / SSMMA process for plan approval scheduled for March 1.
Sugar Run Creek area plan (see website)	Brandon Nolin	May 2015- Mar. 2017	Staff assistance	Draft Plan approved by Will County Land Use and Development Committee on February 17. Presentation to Will County Board scheduled for March 16.
Villa Park zoning ordinance	Patrick Day	July 2015- May 2017	Consultant assistance	CMAP staff attended a Steering Committee meeting with consultant on February 7 to review a completed draft ordinance. Review will continue at subsequent meetings.
Westchester zoning ordinance	Kristin Ihnchak	Nov. 2014- June 2017	Consultant assistance	No update.
Wilmington downtown plan	Maggie Jarr	Jan. 2017- May 2018	Staff assistance	Key person interviews and a business workshop are being scheduled for mid-March. The public kick-off event will be held on March 22. CMAP staff is continuing work on the Existing Conditions Report.

--end--



MEMORANDUM

To: CMAP Board

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

Date: March 1, 2017

Re: Contract Increase for Stormwater Engineering

The CMAP Local Technical Assistance (LTA) program is meant to advance the implementation of GO TO 2040 by providing resources to local governments. Over 140 projects have been completed through the LTA program, with 46 more underway. Most projects are led by CMAP staff, but some require external assistance to augment CMAP staff expertise.

In September 2015, the CMAP Board approved a contract with four engineering firms to assist with stormwater planning: Conservation Design Forum/Geosyntec; Hey and Associates/Michael Baker; Strand Associates; and Christopher B. Burke Engineering. The contracts were approved for three years (including option years), for a maximum of \$75,000 per year, for a contract value not to exceed \$150,000 combined. Funding support for these contracts is from Cook County Community Development Block Grants-Disaster Resilience (CDBG-DR), in addition to philanthropic funding from the MacArthur Foundation and the Chicago Community Trust, and UWP funds for those projects that directly impact transportation.

CMAP has found great value in the involvement of these contractors in multiple projects, because flooding is among the greatest challenges faced by communities in many parts of the region. While CMAP staff has developed expertise in stormwater planning, the involvement of professional engineers has brought a level of depth and detail to the work that cannot be replicated by our staff. The number of projects that the four contractors have been involved in has exceeded staff's original expectations, and the limit of \$150,000 will shortly be reached.

Staff recommends that the Board increase the contract limit for stormwater engineering support to \$400,000, to be expended during the remainder of the second option year and the final option year of the contract. Support for this project will continue to be from the funding sources listed above (primarily CDBG-DR, with some contributions from MacArthur, the Chicago Community Trust, and UWP), and expenditures will be contingent on the continuation of these grants.

ACTION REQUESTED: Approval

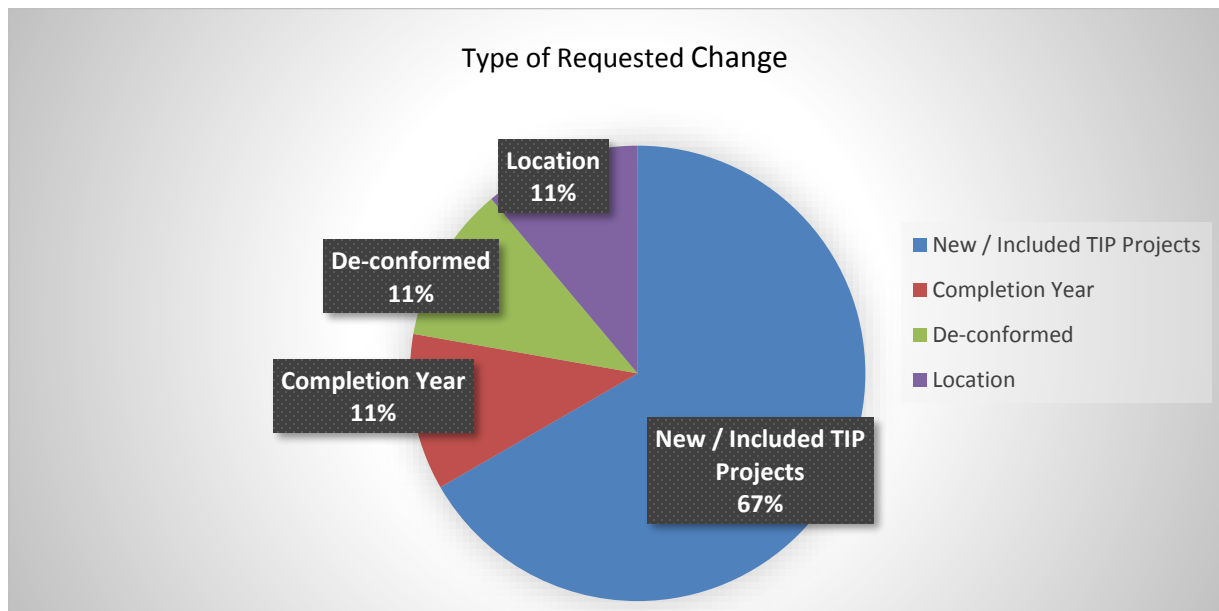
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MEMORANDUM

To: CMAP Board and Committees
From: CMAP Staff
Date: March 1, 2017
Re: GO TO 2040/TIP Conformity Analysis & TIP Amendment

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



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

The new projects are:

- TIP ID **01-17-0003**: Removal of lane on Chicago Avenue between Latrobe Avenue and Kedzie Avenue.
- TIP ID **09-09-0099**: U.S. 30 corridor expansion from IL 47 to IL 31 Lake Street.
- TIP ID **09-16-0041**: The reconstruction of the IL 23 bridge over I-90, with a proposed new interchange.
- TIP ID **10-01-0022**: Capacity added improvements along the IL 22 Lake Zurich Road corridor between Quentin Rd to west of IL 83.
- TIP ID **11-16-0012**: Roadway extension and intersection improvement, inclusive of W Diggins St, Lawrence Rd, Potawatomi Way and Commanche Circle. A city of Harvard economic development initiative.
- TIP ID **13-16-0005**: Barrington Road, additional lanes and bridge reconstruction between IL 62 to Mundhank Road.

Limits are the cross-streets, mileposts or other boundaries which define the extent of a project. There is one project for which the limits are being changed. After an extensive phase one engineering process, the determination is to extend the limits of this corridor project.

- TIP ID **10-09-0149**: The limits for this project on IL 173 Rosecrans Road are now from IL 59 to U.S. 41, an extension of over 1.5 miles of additional lane capacity.

A status change to de-conformed, after the sponsor indicated the following project is delayed:

- TIP ID **02-09-0003**: Willow Road from E of I-294 to US 41.

The completion year indicates when a project is anticipated to be in service to users. The conformity analysis is conducted for selected analysis years between now and 2040. The analysis years are currently 2020, 2025, 2030 and 2040. If a change in completion year results in moving a project across an analysis year, the project must be revised in the conformity analysis. Sponsors indicated that several projects have updated completion years, but the Chicago Transit Authority's (CTA) Major Capital Project has a revised completion year requiring a revision to the conformity analysis.

- TIP ID **01-94-0006**: CTA Red Line South Extension, from 95th Street to 130th Street. The sponsor requested changing the completion year from 2018 to 2026.

At this time, no projects are requesting a scope change. The scope of a project is determined by the **work types** associated with the project.

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

- Exempt work types do not require an air quality conformity analysis. Examples of exempt work types are intersection improvements and rail station modernization.

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

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

For ozone precursors volatile organic compounds (VOC) and nitrogen oxides (NOx), the resulting emissions inventories estimates fell below the applicable budgets for the ozone maintenance State Implementation Plan (SIP).

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

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

Year	Volatile Organic Compounds		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2020	76.08	117.23	104.77	373.52
2025	59.57	60.13	68.30	150.27
2030	47.19	60.13	52.27	150.27
2040	37.05	60.13	43.24	150.27

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

Notes:

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

Results updated as of January 3, 2017

ACTION REQUESTED: Approval

###



MEMORANDUM

To: CMAP Board and Committees

From: CMAP Staff

Date: March 1, 2017

Re: Local Technical Assistance (LTA) program

The purpose of the Local Technical Assistance (LTA) program is to implement GO TO 2040 by providing assistance to communities in aligning their local plans and regulations with the regional plan. Since its initiation, the LTA program has been a major CMAP activity, devoting approximately \$20 million in consulting contracts and staff resources to assist communities with planning. CMAP maintains a separate webpage for each completed project and many ongoing projects on the [LTA website](#).

During January and February, CMAP staff met with working committees to update them on the current status of the LTA program, and to cover two items in particular: the LTA call for projects, which will identify new projects to begin in late 2017 and early 2018; and advancing implementation of completed projects. At the Board meeting in March, staff will discuss both of these items with the Board.

New call for projects

The LTA program faced significant challenges in 2016, mainly due to state fiscal issues. The annual LTA call for projects was cancelled due to financial uncertainty, and consultant-led projects were paused for the first half of the year, as CMAP was unable to pay invoices. CMAP's financial position has stabilized in the second half of 2016, with receipt of state funding and a restructured dues program, so the LTA program can now be reinvigorated.

CMAP will conduct a call for new LTA projects in 2017, with a process and schedule similar to previous years. The call for projects will begin in early May, with applications due in late June or early July, and project selection complete by October. As usual, CMAP will coordinate with the RTA on the call for projects and project selection.

The call for projects will be highly publicized, as it has been in the past. CMAP will host a one-day workshop on May 16 to publicize the program, provide an opportunity for past project sponsors to describe their work, highlight implementation successes, and help to generate ideas and form partnerships for new applications. This will be the largest single activity to publicize

the program, but CMAP will also present to COGs and other groups of prospective applicants, send email updates, and hold an information session with both call-in and in-person attendance options. The review of applications will involve CMAP committees, Counties and COGs, transit agencies, nonprofit partners, and similar groups.

While the general structure of the new call for LTA projects will remain consistent, there are some new areas of emphasis. Project types have evolved over the years, with fewer comprehensive plans and more projects that address development regulations, build local capacity, and otherwise move toward implementation. The new call for projects also provides an opportunity to link to emerging priorities of ON TO 2050, including community capacity, inclusive growth, stormwater management, climate resilience, and freight.

As in the past, project types are constrained by funding eligibility. While CMAP's federal transportation funds provide broad eligibility for projects that affect transportation and land use, some specialized projects require outside funding to cover all or part of their cost. CMAP currently has grants to address many of these, from sources like the IEPA (water quality and watershed planning), NOAA (climate resilience), Cook County CDBG-DR (stormwater), and the Chicago Community Trust (housing). Other funding sources are currently being pursued.

Implementation of completed plans

The purpose of the LTA program is not simply to produce good plans, but to achieve actual results, making implementation an important follow up activity. As part of an [evaluation of the LTA program](#) in 2014, several changes were made to support implementation of completed projects. These have been helpful, but have raised additional questions about CMAP's role in implementation.

Current practice

Currently, CMAP supports implementation through the following methods:

- Implementation relies most strongly on local commitment. A local match was put in place in 2015 to ensure local commitment, and a screening of commitment now occurs in the evaluation of the project proposals.
- Implementation updates on projects completed recently (within two years) are prepared quarterly, and updates on all completed projects are prepared each July.
- Staff resources are devoted to small-scale implementation activities. Staff roles typically include linking communities with other public agencies, nonprofit organizations, or private developers; CMAP can effectively act as a “matchmaker,” aligning local needs with organizations with the resources to address them. Other common roles have included conducting trainings or small research projects, or assisting communities with pursuing grant funding. These are small-scale activities, and have been accomplished with limited time by staff.
- The involvement of partner organizations – particularly those with implementation resources to commit – is also important to advance implementation. Partner involvement in each project is tracked and updated regularly, with new partners added as implementation priorities are identified. CMAP staff regularly discuss the LTA program with common implementers, like IDOT, transit agencies, and nonprofit partners.

- Other implementation activities are larger in size, such as a zoning ordinance update that follows a comprehensive plan, and these require the community to submit a separate follow-up LTA application. Projects of this magnitude fall outside of the small-scale implementation assistance that CMAP regularly provides.

Questions about future implementation involvement

The current level of staff resources devoted to implementation allows staff to push progress in small ways, without excessive time expenditure. However, questions remain concerning the expenditure of resources other than staff time – namely, funding – on project implementation. To date, all implementation activities have been achieved by staff, or by partner organizations at no cost to CMAP.

From one perspective, there is an argument for CMAP to commit resources of all types to project implementation, just as it does for the LTA program overall. Staff may lack necessary expertise or time availability to effectively advance implementation. On the other hand, commitment of funding for implementation to consulting firms, or directly to the community, opens the agency to difficult decisions. There will be great interest in receiving financial implementation assistance, and implementation activities are typically shorter-term and more opportunistic than a full plan, making a regular competitive selection process ineffective. Unless there is a clear way of determining what activities to fund in what communities, concerns about fairness will emerge.

Over the past few months, staff have asked working committees to respond to questions on this subject, including: Are there any overall flaws or problems in the agency's approach to LTA implementation to date? Is there value in committing financial resources to implementation beyond staff time – namely, direct grants to communities or contracts with consulting firms? If so, what kinds of standards might be used to make funding decisions?

In their discussions, working committee members strongly favored CMAP taking a role in helping to implement LTA plans. However, there were some caveats and concerns about funding implementation, such as:

- Committee members noted that CMAP should retain some control over the use of funds that are given as grants. Implementation funding should be project-specific, not unrestricted.
- Committee members supported small-scale implementation activities that are closely related to planning, but several committee members had concerns about moving beyond planning-related activities to fund engineering or construction or other major capital costs.
- There was strong interest in ensuring local commitment, and providing implementation funding only as a match, contingent on significant funding from the local sponsor. However, there was also discussion of the limited ability of lower-income or smaller communities to contribute funding.
- Several committee members were comfortable with funding implementation activities if the program were small, and considered a pilot, rather than a major activity that would redirect significant resources from new LTA projects.

- Finally, it was noted that RTA, one of CMAP's major partners in the design and management of the LTA program, had been devoting resources to implementation for years and had positive experiences.

Recommendations

Based on committee feedback and internal staff discussions, staff recommends beginning to devote small amounts of funding to assist with implementation of completed LTA projects. To try this idea as a pilot, staff recommends setting aside \$50,000 of the funding available for new LTA contracts in FY 18. Each individual grant will be in the range of approximately \$5,000 to \$10,000.

Rather than doing a formal call for implementation ideas, staff proposes to evaluate funding opportunities as they arise. Proposals will be evaluated according to several criteria: consistency with the adopted plan and with GO TO 2040; demonstrated local commitment (including local match or non-monetary commitment); community need; feasibility of the proposed activity and likelihood of success; eligibility of the proposed activity within the restrictions of CMAP's funding sources; and size of funding request.

ACTION REQUESTED: Discussion

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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

From: CMAP Staff

Date: March 1, 2017

Re: State Legislative Update

Illinois has operated without a complete budget since July 1, 2015. During this time, the state's bill backlog has grown to \$12.4 billion. Immediate budgetary action by the Governor and General Assembly is acutely needed.

The 100th Illinois General Assembly convened on January 11, 2017. On February 15, following the State of the State address, Governor Rauner delivered his fiscal year 2018 (FY18) **budget proposal** to a joint meeting of the Illinois General Assembly. The Governor's proposal includes a \$32.7 billion operating budget and a \$17.7 billion capital budget. Alternatively, the Senate Grand Bargain introduced by Senate President Cullerton and Leader Radogno proposes an operating budget of \$37.3 billion. Staff will continue to monitor budget negotiations.

Thus far, more than 6,000 bills have been introduced in the General Assembly. The deadlines for introducing substantive bills passed in February. By March 31, substantive bills in the House or Senate must be out of committee in the chamber of origin. The House and Senate have met infrequently thus far this spring. As a result, relatively few issues have been reviewed by committee or passed to the floor for consideration by the full House or Senate.

Staff continues to track and analyze bills with particular relevance to CMAP. Legislation included in this memorandum impact CMAP's 2017 State Legislative **Principles** and **Agenda** or is of interest to CMAP and its partners, and have at a minimum been assigned to a substantive committee ahead of the March 31 committee deadline.

Staff recommends the Board support eight bills that contribute to the implementation of GO TO 2040 by bolstering the region's ability to manage stormwater, facilitate efficient governance, invest strategically in transportation, and increase our commitment to public transit.

ACTION REQUESTED: Approval

March 2017 Legislative Summary

Subject	Bill	Summary	Status	Agency Position
MANAGE AND CONSERVE WATER AND ENERGY				
Stormwater management	SB1507 HB2756	<p>Sen. Heather Steans (D-Chicago) Rep. Mike Fortner (R-West Chicago)</p> <p>Amends the stormwater management sections of county codes to account for urban flooding, prioritize green infrastructure solutions, and provide grants for stormwater management. The bill also gives stormwater management authority to counties outside the CMAP region.</p> <p>Staff recommends support of the legislation because it aligns with GO TO 2040 and current program areas in stormwater management by providing communities with tools to mitigate flooding and manage stormwater.</p>	<p>2/22/2017 Senate Local Government Committee</p> <p>2/22/2017 House Counties & Townships Committee</p>	Support
PURSUE COORDINATED INVESTMENTS				
Local government consolidation	HB496	<p>Rep. Tom Demmer (R-Dixon)</p> <p>Provides a dissolution process for a single township that exists within a coterminous municipality. Currently, only Evanston, which dissolved the coterminous Evanston Township, may use the process outlined in PA 98-127. In the region, Zion, Oak Park, River Forest, Berwyn, and Cicero have coterminous municipalities.</p> <p>Staff recommends support of this legislation because it provides a process for combining coterminous townships and municipalities, and promotes locally driven efforts to find government efficiencies—both contained in the GO TO 2040 recommendations.</p>	<p>2/14/2017 House Government Consolidation & Modernization Committee</p>	Support

Subject	Bill	Summary	Status	Agency Position
Local government consolidation	SB3	<p>Sen. Thomas Cullerton (D-Villa Park)</p> <p>The bill would make several changes to existing law that facilitate local government consolidation by expanding the DuPage, Lake, and McHenry pilot program allowing the county board to consolidate/eliminate certain units of government to all counties in Illinois. The bill would allow counties to cease township organization structure (eliminate townships countywide) and choose whether to restructure into a commission form of government, rather than requiring that form of government in order to cease township organization. The bill would remove restrictions that limit townships to 126 square miles. The bill would provide a process by which any township within a coterminous municipality can dissolve and allows township road districts to be abolished when they have less than 15 center lane miles.</p> <p>While the efficient governance proposals articulated in this bill align well with GO TO 2040, staff recommends a neutral position because this bill is inseparable from the Senate's Grand Bargain.</p>	<p>2/8/2017</p> <p>Senate</p> <p>Third Reading – Passed <i>with a motion filed by the sponsor to reconsider</i></p>	Neutral

INVEST STRATEGICALLY IN TRANSPORTATION

Transportation user fees	HB662	<p>Rep. Thomas Morrison (R-Palatine)</p> <p>Increases the state's electric vehicle registration fee from \$35 for two years to \$216 per year, and increases the plug-in hybrid vehicle registration fee from \$101 to \$158.50.</p> <p>Staff recommends supporting the legislation because it will enhance transportation revenues through user fees. As these types of vehicles continue to proliferate, it will be necessary to ensure that users of the system are charged appropriately in order to ensure sufficient funding for transportation.</p>	<p>2/23/2017</p> <p>House</p> <p>Placed on Calendar 2nd Reading</p>	Support
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Motor fuel tax increase	HB3136	Rep. Robert Pritchard (R-Sycamore)	2/22/2017 House	Neutral
		<p>Increases the state motor fuel tax (MFT) by 10 cents to 29 cents per gallon. The bill would also revise proportion of revenue disbursed to local governments. Currently, after various deductions, 45.6 percent of MFT revenue goes to state transportation funds (Road Fund and State Construction Account), and 54.4 percent of the revenue goes to counties, townships, and municipalities. Of the increased revenues generated, 60 percent would go to the Road Fund and 40 percent would go to local governments. Within the portion for local governments, the distribution criteria would remain the same as current law.</p> <p>Although GO TO 2040 promotes an increase in MFT, staff recommends a neutral position. This bill does not index the MFT rate to inflation, which means growth in construction costs will continue to reduce the buying power of the MFT. Nor does the bill address the fact that vehicle fuel economy improvements are driving low growth in fuel consumption, and that a full replacement to the MFT is needed. Finally, the bill uses a formula rather than performance-based funding allocations.</p>	<p>Transportation: Regulation, Roads & Bridges Committee</p>	
I-55 managed lanes	SJR7 HJR12	Sen. Martin Sandoval (D-Cicero) Rep. Jim Durkin (R-Western Springs)	1/24/2017 Senate Assignments Committee 2/22/2017 House Executive Committee	Support
		<p>Authorizes IDOT to begin a procurement process pursuant to the authority provided under the Public-Private Partnerships (PPP) for Transportation Act. Specifically, IDOT proposes using a PPP to provide additional highway capacity along Interstate 55 from Interstate 355 to Interstate 90/Interstate 94 in DuPage, Cook, and Will Counties, and tolling the additional capacity.</p> <p>The I-55 Express Toll Lane is included in the GO TO 2040 list of fiscally constrained projects.</p>		

INCREASE COMMITMENT TO PUBLIC TRANSIT

Transit benefits programs	HB2802	Rep. Theresa Mah (D-Chicago)	2/22/2017 House Mass Transit Committee	Support
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Requires all businesses with more than 20 employees to offer their employees either (1) the federal pre-tax transportation benefit program or (2) a program to supply transit passes to employees or reimburse employees for commute-related parking expenses. The bill would be effective January 1, 2018.

Staff recommends supporting this legislation because it is consistent with GO TO 2040's goal of increasing regional transit ridership. Increased access to the benefit program could incentivize more transit ridership.

RTA working cash	HB3004	Rep. Al Riley (D-Chicago)	2/22/2017 House Assigned to Mass Transit Committee	Support
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Allows the RTA to sell additional Working Cash Notes before July 1, 2020 (now 2018) that are over and above and in addition to the \$100,000,000 authorization. Working Cash Notes are essentially short-term (i.e. less than 24- month) loans to cover operating expenses.

Staff recommends supporting this legislation because the RTA's capacity to issue working cash notes is a critical tool for mitigating the impact of the state's practice of delaying payments.

###



MEMORANDUM

To: CMAP Board
From: CMAP Staff
Date: March 1, 2017
Re: Update: External Resources Development

This memorandum continues the discussion of alternative long-term funding options for the agency that began in late 2015. Previous memorandums from spring of 2016 provided an explanation of funding issues and concerns for the agency. This update highlights CMAP's comprehensive approach for securing new and diversified funding streams to support CMAP's mission. To cover a broader range of topics, CMAP requires access to funding resources beyond transportation funding.

In November 2016, Tricia Hyland joined CMAP in the newly formed position of Senior Development Specialist. The position is responsible for expanding CMAP's external fundraising efforts with a targeted development strategy, formalized process for grant management, and building and maintaining relationships with current funders and future prospects as agency liaison.

The initial goal of CMAP's comprehensive development strategy is to double the current annual \$1 million in non-transportation funds from both public and private funding sources over the preceding 12-18 month period.

This memo is organized with strategies and objectives aligned with the below three sections:

1. Development Strategy Overview
2. Grant Management Process: From Pre-Award to Post-Award
3. Relationship Management: Building Agency Awareness & Funder Engagement

1. Development Strategy Overview

CMAP identified the need for a diversified development and stewardship strategy to further its mission of "A unified region with enviable quality of life and economic vitality for all."

CMAP's highly regarded agency reputation will be its greatest asset in securing new funding opportunities. With the staff addition of Senior Development Specialist, CMAP will pursue this long-term objective with grant seeking, external fundraising, and resource development. The

efforts will be focused primarily in the following non-transportation priority areas: environment, economic development, municipal capacity, inclusive growth, housing, open space, and other quality of life issues.

Each priority area is critical to the development and implementation of CMAP's ON TO 2050 plan and complements CMAP's overall mission. The external funding plan will target funding for projects that can support CMAP's full role as the region's designated Metropolitan Planning Organization ("MPO") and support Local Technical Assistance (LTA) implementation projects.

The overall CMAP development strategy will consist of the following:

- **Comprehensive review of current CMAP programs and respective grant funders.** This has involved cross-departmental meetings with project managers to review current programming priorities and assess relationships with current grant funders. These conversations have resulted in a topic-based table highlighting areas of opportunity.
- **Opportunity analysis of future needs.** Discussions with project managers have highlighted areas of need relative to project expansion needs, projected funding trends, and specific funders to target per specific focus areas (i.e. foundation, philanthropic, government, etc.). These previously stated areas of focus include environment, municipal capacity and inclusive growth as priorities.
- **Leverage CMAP's unique role in region.** In speaking with current partners, it is evident that CMAP holds a unique position as a civic leader. The focus on implementation needs for planning projects is a compelling asset with far-reaching regional value.
- **Innovative partnership building as a vehicle for accessing new funding opportunities.** Innovative, cross sector partnerships supported by a range of funding partners are a strong component of CMAP's overall development strategy as well as a competitive approach for securing grant funding. CMAP's regional planning expertise positions the agency in a natural convener role for organizations with the capacity to implement plan recommendations. The Senior Development Specialist will identify, pursue and vet strategic partnership opportunities.
- **Fee for Service arrangements.** Outside of local dues, CMAP continues to identify potential services for charging and assess related value. Services under consideration include workshops, trainings, administrative fees for applications, grant writing assistance, etc.

A diversified portfolio of grant funding will equip CMAP with the resources to fully meet the agency's programmatic needs beyond transportation.

2. Grant Management Process: From Pre-Award to Post-Award

In order to grow CMAP's portfolio of grant funding and maintain its reputation for exceptional work, CMAP must formalize internal processes for managing growth. After a thorough assessment of current programs and funders as well as internal grant processes, a comprehensive management process was developed in collaboration with the Programming and Finance and Administration departments. From pre award to post award, the Senior Development Specialist will assist with screening potential grant opportunities, grant writing, grant management, grant reporting (as required by funders), and grant closeout. Additionally, the position will serve as an intermediary between CMAP departments to increase communication and understanding of cross-departmental grant responsibilities. The formalized management process and grant tracking database will serve as a tool for facilitating internal communication between CMAP departments and as a fiscal tool for predicting future revenue streams.

3. Relationship Management: Building Agency Awareness & Funder Engagement

The Senior Development Specialist will strategically leverage existing relationships between CMAP staff and the Board to position the agency for new funding opportunities without overlooking the importance of maintaining current funder relationships. In coordination with each of CMAP's four departments: Planning; Policy and Programming; Communications and Outreach; and Finance and Administration, the Senior Development Specialist will build on the momentum of each department's efforts to harness new development opportunities.

ACTION REQUESTED: Discussion

###



MEMORANDUM

To: CMAP Board

From: CMAP Staff

Date: March 1, 2017

Re: ON TO 2050 Financial Plan for Transportation Update

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

To fulfill these requirements as part of the quadrennial long-range plan, CMAP is determining a base set of assumptions regarding revenue and expenditures trends, understanding the future implications of current policies, and developing a comprehensive, accurate, and straightforward methodology that is appropriate for a planning-level forecast. Similar to GO TO 2040, CMAP staff is performing financial analysis and conducting policy research to develop revenue and expenditure forecasts, including reasonably expected revenues, in consultation with CMAP committees, stakeholders, and experts. In February, CMAP staff presented information on the draft core revenue forecast to the CMAP Board.

This memo describes the ON TO 2050 initial forecasts for core revenues as well as expenditures to operate and administer the current system and maintain its current state of repair. The memo also compares these forecasts to GO TO 2040. CMAP will continue to refine these forecasts, based on feedback from and collaboration with implementers.

Core revenues and expenditures to operate, administer, and maintain

As required by federal regulations, revenues and expenditures were forecast in year of expenditure dollars rather than real or constant dollars, meaning that inflationary increases are included in the forecasts. The following table summarizes the updated estimates for revenues

and expenditures over the 32-year ON TO 2050 planning period (2019-2050). Note that core revenues include local, state, and federal revenue streams already in place.

Draft forecasts of core revenues compared to operations, administration and capital maintenance expenditures, 2019-2050, in \$ millions (year of expenditure)

Federal revenues	\$61,919
State revenues	\$165,007
Local revenues	\$232,968
Total core revenues	\$459,894
Roadway operating/administering expenditures	\$124,562
Transit operating/administering expenditures	\$172,542
Roadway capital maintenance	\$126,820
Transit capital maintenance	\$81,141
Total expenditures	\$505,065
Difference between core revenues and expenditures	(\$45,171)

CMAP staff estimates that the expenditures for operating and maintaining the transportation system to its current state of repair will greatly exceed the core revenues forecasted to be available over the planning horizon 2019 to 2050. Moreover, the expected funding will not allow for additional improvements, enhancements, or expansions to the system. GO TO 2040 prioritized investments in maintaining the existing transportation system first, as well as improvements and enhancements, to achieve the goal of a modern transportation system. Pursuing expansion projects, while important, remained a lower priority than these other activities. To keep the region’s transportation system in the condition it is in today, as well as fiscally constrain a limited number of modernization and expansion activities within the long-range planning context, the region will need to prioritize the advancement of new and innovative revenue sources as major policy priorities in ON TO 2050.

Core revenues. The core revenue forecast totals \$459.9 billion over the 32-year planning period. Forecasts of core revenues include funding sources the region currently receives for transportation purposes and do not include any new sources. The forecasts assume that northeastern Illinois will continue to receive revenues from federal, state, and local sources for constructing, operating, administering, and maintaining the current roadway and transit system. This includes periodic transit fare and toll rate increases, which will be necessary to ensure sufficient revenues to pay for these systems over the 32-year planning period. In addition, this assumes that three state capital programs will be enacted during the planning period, which will ensure the region’s ability to make capital investments in the transportation system. Until there is more clarity on its implementation, we do not believe the provisions contained in the [recent “lockbox” amendment](#) to the state constitution regarding transportation funds ([Article IX, Section 11](#)) to have an effect on the forecast.

As with GO TO 2040, revenue sources will be aggregated prior to the process of allocation to expenditure categories. This approach is suited to a long-range planning process focused on determining regional investment priorities, rather than budgeting for a program. In addition, the approach fits with CMAP recommendations emphasizing the need to use state motor fuel

tax revenue for all transportation modes and congestion pricing revenues to support enhanced transit service or arterial improvements in priced corridors.

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

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

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

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

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

Maintenance costs were inflated for year-of-expenditure using a 2.5 percent rate, a reduction from the 3 percent annual increases assumed in GO TO 2040. By most measures, cost increases

have been lower in recent years. Over the past 32 years, the average annual percent change in the U.S. Consumer Price Index was 2.6 percent, down from nearly 3 percent in the 26 years prior to the GO TO 2040 2014 update. FHWA’s National Highway Construction Cost Index has been essentially flat since 2009, while Engineering News Record’s national construction cost index has experienced average annual increases of just 2.7 percent of the past several years.

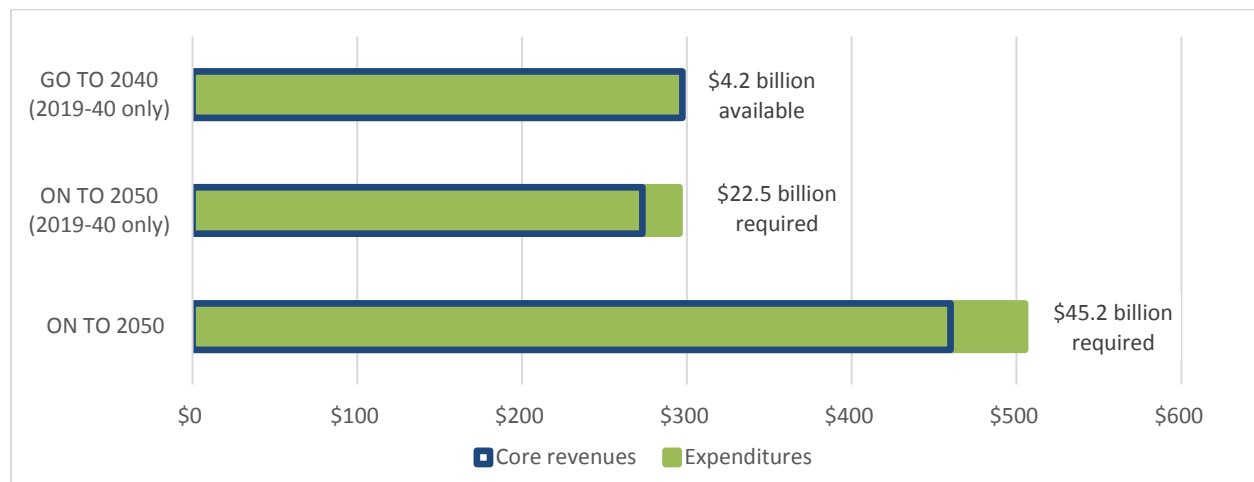
Comparison between the GO TO 2040 update and ON TO 2050

The methodology used to develop forecasts for ON TO 2050 remains largely the same as the GO TO 2040 forecast updated in 2014. There are three primary ways that the draft ON TO 2050 forecast differs from the GO TO 2040 forecast.

- Different annual **growth rates** were used when the data indicated that a different rate would better reflect trends.
- The **base from which growth rates are derived and/or applied** is different because actual or estimated 2015 and 2016 revenues were different from the GO TO 2040 forecast.
- Different **methodology** was implemented in some cases to better reflect expenditures made for transportation purposes, in particular basing maintenance forecasts on the cost of maintaining the system in its current condition.

The following chart compares the GO TO 2040 forecast to the draft ON TO 2050 forecast over the same planning horizon (2019-2040). For comparison purposes, the ON TO 2050 forecast is shown in terms of a 22-year planning period (2019-40) as well as the full 32-year planning period (2019-2050).

GO TO 2040 and ON TO 2050, core revenues as compared to maintenance, operations, and administration expenditures, in billions of year of expenditure dollars



Overall, the ON TO 2050 forecast of core revenues and operating and capital maintenance expenditures is more constrained than the GO TO 2040 forecast. Lack of increased revenues drives this result. For comparable years, more revenue was available in the GO TO 2040 forecast: core revenues exceeded expenditures by \$4.2 billion in GO TO 2040 compared to a

\$22.5 billion deficit in ON TO 2050. However, when the entire ON TO 2050 planning period is included, expenditures exceed core revenues by \$45.2 billion over the 32-year planning period. Potential reasonably expected revenues as well as enhancement, state of good repair, or regionally significant project expenditures have not yet been addressed in this forecast.

With regard to revenues, select major differences between the two forecasts include the following:

- Federal highway revenues are lower in ON TO 2050 due to lower annual growth rate assumptions; 2.25 percent as compared to 3.6 percent in GO TO 2040.
- State motor fuel tax revenue was forecast to experience less decline in ON TO 2050 due to higher revenue in 2015 and 2016 than forecast in GO TO 2040.
- Transit passenger fare revenues are lower in ON TO 2050 due to slower than anticipated growth in fare revenue in recent years.
- RTA sales tax revenue exhibited a slightly higher forecast, in part because actual and estimated revenues generated in recent years were higher than in the GO TO 2040 forecast.

These differences drove an overall lower revenue forecast for core revenues than in GO TO 2040. However, the ON TO 2050 forecast for operating and capital maintenance expenditures is also lower than the GO TO 2040 forecast. Just as growth rates for revenues have been lower than assumed in GO TO 2040, the same is true for growth in expenditures.

- Roadway capital maintenance expenditure forecasts were lower than in GO TO 2040, in part because of low growth in unit costs since the GO TO 2040 forecasts were developed. State and local highway departments consulted by CMAP indicated that capital costs have mostly stayed constant since GO TO 2040 was adopted, rather than increasing at the rates assumed in GO TO 2040.
- Transit capital maintenance expenditure forecasts for ON TO 2050 reflect the amount necessary to keep assets in their current condition. In contrast, GO TO 2040 assumed expenditures would reflect current regional investment practices, which would increase the backlog of assets in need of maintenance.
- A 2.5 percent growth rate for roadway and transit capital maintenance expenditures was used for the draft ON TO 2050 forecast, while 3 percent growth was used for GO TO 2040. Using a lower growth rate drove the forecast lower than it otherwise would have been.

Next steps

CMAP staff would like feedback on the draft forecast contained in this document. Over the next few weeks, CMAP staff will develop options for reasonably expected revenues and revise forecasts based on feedback. This information will be presented to the CMAP Board in June.

Questions

While adding in reasonably expected revenues would likely cover the full amount of this forecast, little would be left for other priorities. What approach should the region take?

- Allow the condition of transit assets, roadways, and bridges to drop?
- Allow the condition of only certain assets to drop while prioritizing other assets?
- Allocate substantially less funding to enhancing and expanding the system?
- Find other ways to reduce operating or maintenance expenditures?

Forecast methodology

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

Core revenues

Locally-programmed federal revenue

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

Other federal transit revenue

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

State-programmed federal highway revenue

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

State Public Transportation Fund

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

State Motor Fuel Tax

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

State motor vehicle registration fees and other state fees

Draft forecast: \$25.4 billion	Draft assumptions for ON TO 2050
<p>Annual vehicle registration fees, certificate of title fees, overweight fines, permit fees, and operator’s license fees collected by the State that are deposited into the Road Fund and State Construction Account.</p>	<p>Motor vehicle registration fee revenues to the Road Fund and State Construction Account, were assumed to grow at a rate of approximately 1 percent annually. Other types of fees in this category were forecast to grow approximately 1.8 percent annually. The region is assumed to receive 45 percent of these revenues for the purposes of funding state road construction and maintenance projects. Fee rate increases were not assumed here, as they would likely be accounted for in future state capital programs.</p>

Tollway revenue

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

State capital program

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

Other state transit

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

RTA sales tax

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

Collar County Transportation Empowerment Program

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

Local allotment of state MFT

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

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

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

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

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

Transit passenger fares

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

Other transit operating revenue

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

Expenditures for administering, operating, and capital maintenance

Roadway operations expenditures

Draft forecast: \$ 124.6 billion	Draft assumptions for ON TO 2050
Includes highway operations and administrative costs for IDOT District 1, Illinois Tollway, counties, townships, and municipalities. Also includes Tollway debt service and state debt service for Series A bonds.	<p>Illinois Tollway and IDOT District 1 operating and administrative expenditures were forecasted using a linear trendline based on the most recent 15 years of available data. During the planning period, annual growth averaged 2.0% for IDOT District 1 and 2.2% for the Illinois Tollway. Tollway interest payments were forecast on a linear trendline using 2011-2015 data, and growth averaged 2.9% annually during the planning period. Series A bond payments were forecast to grow 2.0% annually during the planning period, and it was assumed that 45% of these costs were attributable to the region.</p> <p>Municipal and township highway operations and administrative expenditures were estimated from the local highway operations expenditures reported to the 2012 Census of Governments, and adjusted to the current year based on inflation and population growth. County expenditures were obtained from 2017 county budget documents. County, township, and municipal expenditures were assumed to grow at an average rate of 3.1 percent annually during the planning period due to growth in inflation and population.</p>

Transit operations expenditures

Draft forecast: \$172.5 billion	Draft assumptions for ON TO 2050
Includes operating, administration, and debt service costs for the RTA, CTA, Metra, Pace, and Pace ADA.	Operating and administrative expenditures were forecast to grow 3.1 percent annually during the planning period. estimated using linear trendlines of 2007-2015 actual and planned expenditure data, totaling \$96.4 billion. The interest portion of debt service payments were forecast for to grow an average of 2.4% annually during the planning period.

Roadway capital expenditures

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

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

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

ACTION REQUESTED: Discussion

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