Chicago Metropolitan Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607

312-454-0400
cmap.illinois.gov

CMAP BOARD

AGENDA - FINAL

Wednesday, March 9, 2022

9:30 AM

Please join from your computer, tablet or smartphone.

Join Zoom Meeting
https://us06web.zoom.us/j/83554862584?pwd=aldKb0E4MjNTbFBBRE5PMGtKaW1Gdz09

Meeting ID: 835 5486 2584
Passcode: 162541
One tap mobile
+13126266799,,83554862584#,,,,*162541# US (Chicago)
+13017158592,,83554862584#,,,,*162541# US (Washington DC)

1.0 Call to Order and Introductions

2.0 Agenda Changes and Announcements

3.0 Approval of Minutes

3.01 Minutes from February 9, 2022 **22-125**

ACTION REQUESTED: Approval

Attachments: CMAP Board 2.9.22 Minutes - Final

4.0 Executive Director's Report

4.01 Executive Director's Report **22-128**

ACTION REQUESTED: Information

5.0 Procurements and Contract Approvals

5.01 Contract approval for BakerTilly, GOVHR USA, Creative Financial Staffing, and LaSalle Network in an amount not to exceed $300,000 per vendor for augmented staff support services in the areas of Finance, Human Resources, Executive Office, and general support **22-119**

PURPOSE & ACTION: Due to a staff shortage and a need to maintain continuity of operations, staff is seeking approval to secure temporary, augmented staff support services in the areas of Finance, Human Resources, Executive Office, and general support. The maximum of all combined contracts will not exceed $1,000,000. Funding for this project will be included in the FY22 - 24 operating budgets.

ACTION REQUESTED: Approval

Attachments: Augment Staff with BTSS CFS GOVHR LaSalle Network for Finance HR and Executive Office Board Memo 2.24.2022

5.02 Approval to purchase information technology (IT) hardware and software using contracts procured by the state in an amount not to exceed $255,000 [22-120]

PURPOSE & ACTION: CMAP has developed a multi-year plan to expand, update and secure the agency's hardware and software infrastructure to meet growing demands. This requests approval to purchase equipment using contracts procured by the state. Funding is provided through the FY22 UWP operating budget.

ACTION REQUESTED: Approval

Attachments: CMAP Board Report for IT equipment March FY22 2.24.2022-

6.0 Other Items for Approval

6.01 State Legislative Update - Legislation for Board consideration [22-122]

PURPOSE & ACTION: The CMAP Board will consider legislation that may impact key recommendations from ON TO 2050.

ACTION REQUESTED: Approval

Attachments: Board-CmteMemo--StateLegislativeUpdate03-09-22

7.0 Committee Reports

7.01 Strategic engagement and committee updates [22-133]

ACTION REQUESTED: Information

8.0 Information Items

8.01 CMAP's Mobility Recovery Initiative [22-107]

PURPOSE & ACTION: The update will include recent assessments of changes in post-COVID transportation demands and the impacts of those shifts on northeastern Illinois.

ACTION REQUESTED: Information

8.02 ON TO 2050 Update [22-131]

PURPOSE & ACTION: CMAP is developing the federally required update to ON TO 2050, which is due in October 2022. Staff will present on the identification of regionally significant projects.

ACTION REQUESTED: Information

Attachments: Board Memo - ONTO2050Update-Draft RSP List 3.2.22
Board Memo - Forecast 3.2.22

9.0 Other Business

10.0 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 public comment period will immediately follow the last item on the agenda.

11.0 Next Meeting

The CMAP Board will meet on April 13, 2022

12.0 Adjournment

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CMAP BOARD

MEETING MINUTES - FINAL

Wednesday, February 9, 2022

9:30 AM

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1.0 Call to Order and Introductions

Chair Bennett called the meeting to order at 9:33 a.m. and reminded the members that the meeting is being live-streamed. He requested that Executive Director Erin Aleman call the roll.

Present: Gerald Bennett, Frank Beal, Karen Darch, Paul Goodrich, Nina Idemudia, John Noak, Richard Reinbold, Nancy Rotering, Carolyn Schofield, Stefan Schaffer, Anne Sheahan, Matthew Walsh, and Diane Williams

Absent: Matthew Brolley, Jim Healy, and Leanne Redden

Non-Voting: Kouros Mohammadian

Staff present: Laurent Ahiablame, Erin Aleman, Lindsay Bayley, Nora Beck, Michael Brown, Jonathan Burch, Anthony Cefali, David Clark, Patrick Day, Teri Dixon, Austen Edwards, Elizabeth Ginsberg, Caitlin Goodspeed, Jane Grover, Jon Haadsma, Lindsay Hollander, Elliott Lewis, Angela Manning-Hardimon, Alexis McAdams, Amy McEwan, Tim McMahon, Martin Menninger, Jason Navota, Stephane Phifer, Katie Piotrowska, Dawn Raftery, Yousef Salama, Todd Schmidt, Gordon Smith, Molly Talkington, Blanca Vela-Schneider, Mary Weber, Laura Wilkison, Ingrid Witherspoon, Beatrix Yan

Others present: Garland Armstrong, Jason Biernat, Leonard Cannata, Eric Czarnota, Jon Paul Diipla, John Donovan, Michael Fricano, Kendra Johnson, Tom Kelso, Heidi Lichtenberger, Brittany Matyas, Heather Mullins, Ryan Peterson, Leslie Phemister, Jada Porter, Chris Rose, Troy Simpson, Vicky Smith, Joe Surdam, Martha Trotter, Jazmin Vega

2.0 Agenda Changes and Announcements

There were no agenda changes or announcements.

3.0 Approval of Minutes

3.01 Minutes from January 12, 2022. **22-076**

Attachments: Board 1.12.22 Minutes

A motion was made by John Noak, seconded by Diane Williams, that the minutes be approved. The motion carried by the following vote:

Aye: Gerald Bennett, Frank Beal, Karen Darch, Paul Goodrich, Nina Idemudia, John Noak, Richard Reinbold, Nancy Rotering, Carolyn Schofield, Stefan Schaffer, Anne Sheahan, Matthew Walsh, and Diane Williams

Absent: Matthew Brolley, Jim Healy, and Leanne Redden

Non-Voting: Kouros Mohammadian

4.0 Executive Director’s Report

4.01 **Executive Director’s Report** **22-025**

Executive Director Aleman's report included the following: updates on equity in economic development and regional economic competitiveness of this region, the Cook County Economic Advisory Committee meeting, and the Build Back Regional Competition; a report on the organization and planning efforts of the Regional Economy, Climate, and Transportation Committees; mobility recovery, a meeting with elected representatives from the northwest suburbs, and the MPO Federal Certification.

Executive Director Aleman provided state legislative updates including Governor Pritzker's FY2023 budget; budgetary negotiations; and HB4608/SB3848 that would require CMAP and RTA to develop a report that details next steps for funding the transit system. On the federal level, Executive Director Aleman reported on her attendance at the National Association of Regional Councils and her meetings with the Coalition for America's Gateways and Trade Corridors and the region's congressional delegation and agencies.

Executive Director Aleman congratulated Mayor Noak on his reappointment to the National League of Cities Transportation and Infrastructure Services Federal Advocacy Committee. She also reported on the pending departure of CMAP staffer Gordon Smith, Director of Intergovernmental Affairs, who has been with the organization for more than 16 years.

The Executive Director's Report was read into the record.

5.0 Procurements and Contract Approvals

Approval of the Group Vote

A motion was made by Board Member Beal, seconded by Board Member Reinbold, to approve agenda items 5.01 and 5.02 under one vote. The motion carried by the following vote:

Aye: Gerald Bennett, Frank Beal, Karen Darch, Nina Idemudia, John Noak, Richard Reinbold, Nancy Rotering, Carolyn Schofield, Stefan Schaffer, Anne Sheahan, Matthew Walsh, and Diane Williams

Absent: Matthew Brolley, Jim Healy, and Leanne Redden

Non-Voting: Kouros Mohammadian

Not Present: Paul Goodrich

5.01 Vendor limit increase for project management services of the municipal pavement plans management program for AECOM **22-078**

Attachments: RFP 207 PM for Pavement Mgmt Cost Increase Memo-Revised

Finance and Administration Deputy Director Angela Manning-Hardimon requested approval for a vendor increase of $297,016 with AECOM for pavement management services.

This item was approved under a Consent vote.

5.02 Sole source contract approval with PayTech to implement Human Capital Management (HCM) system **22-088**

Attachments: PayTech HCM Implementation Board Memo

Finance and Administration Deputy Director Angela Manning-Hardimon requested approval of a contract in the amount of $150,000 to implement the human capital management system.

This item was approved under a Consent vote.

6.0 Other Items for Approval/Acceptance

6.01 Presentation of FY 2021 Financial Audit **22-022**

Attachments: 21 Final Audit and Single Audit Report - CMAP
21 Final Brd Comm - CMAP

Jim Savio, Sikich, LLP, provided an update on the Final Audit and Single Audit Report. Based on the audit, CMAP has received a clean (or unmodified) opinion, the highest-level opinion that Sikich can provide. The report includes the single audit which pertains to CMAP's grant activity. There were no instances identified of noncompliance or significant deficiency.

The audit was received and filed.

6.02 Fiscal Year 2023 comprehensive annual workplan and budget **22-087**

Attachments: Cover memo - Budget 2-2-22 Final
FY2023_ComprehensiveBudgetWorkPlan_v3 draft
Memo sent to TC meeting on 2.4.2022

Executive Director Erin Aleman presented the Fiscal Year 2023 comprehensive annual workplan and budget. The Infrastructure and Investment Job Act will provide more funding for current programs and will provide for the establishment of new programs. CMAP's role is to build consensus and to ensure that stakeholders do not compete against each other for funding.

Executive Director Aleman provided an overview of the safety action agenda, ADA and resiliency plans, and applied research and data services and programs. She discussed FY2023 core operations, revenues, and the UWP budget.

Discussion ensued regarding the impact that the new online sales tax has had to communities, the state's ability to process additional projects with the funding from the IIJA, and the divide created by the different access for people who have internet as compared to those who do not.

A motion was made by Nancy Rotering, seconded by John Noak, that the agenda item be approved. The motion carried by the following vote:

Aye: Gerald Bennett, Frank Beal, Karen Darch, Paul Goodrich, Nina Idemudia, John Noak, Richard Reinbold, Nancy Rotering, Carolyn Schofield, Stefan Schaffer, Anne Sheahan, Matthew Walsh, and Diane Williams

Absent: Matthew Brolley, Jim Healy, and Leanne Redden

Non-Voting: Kouros Mohammadian

7.0 Information Items

7.01 ON TO 2050 Update — 22-059

Attachments: ON TO 2050 update financial plan for transportation – draft forecast memo
2.9.22 ON TO 2050 Plan PPT

Jonathan Burch, Planning Division, reported that staff is federally required to provide certain elements of the plan every four years. This update focuses on the socio-economic forecast, the federal targets and system performance report, the financial plan for transportation, and regionally significant projects evaluation.

Alexis McAdams and David Clark, CMAP, discussed the demographic forecast overview and demographic and employment projections. Martin Menninger, CMAP, discussed the federal performance measures based on five focus areas: highway condition, highway safety, system performance, transit asset condition, and transit safety. Lindsay Hollander, CMAP, provided an update on the financial plan for transportation, noting the overall condition of the system has declined since the ON TO 2050 plan, that federal, state and local actions have increased available revenues, and that the impact has had a negative impact to the revenue stream. Draft revenue recommendations were provided. Jonathan Burch reported that there were 69 regionally significant projects (RSP) projects submitted for consideration and discussed the RSP process.

The ON TO 2050 update was presented.

8.0 Other Business

There was no other business before the Board.

9.0 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 public comment period will immediately follow the last item on the agenda.

Garland Armstrong, former Illinois resident, reported on his appointment to the Access Advisory Board by the City of Des Moines, Iowa.

10.0 Next Meeting:
The CMAP Board will meet on March 9, 2022

11.0 Adjournment

The meeting was adjourned at 10:42 a.m.

A motion was made by Richard Reinbold, seconded by Nancy Rotering, that the meeting be adjourned. The motion carried by the following vote:

Aye: Gerald Bennett, Frank Beal, Karen Darch, Nina Idemudia, John Noak, Richard Reinbold, Nancy Rotering, Carolyn Schofield, Stefan Schaffer, Anne Sheahan, Matthew Walsh, and Diane Williams

Absent: Matthew Brolley, Jim Healy, and Leanne Redden

Non-Voting: Kouros Mohammadian

Not Present: Paul Goodrich

Minutes prepared by Blanca Vela-Schneider.

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MEMORANDUM

To: CMAP Board

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

Date: March 9, 2022

Re: Contract Approvals for BakerTilly, GOVHR USA, Creative Financial Staffing, and LaSalle Network for Augmented Staff Support for Finance, Human Resources, and Executive Office Support

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The current tight labor market has created significant opportunities for employees to advance their careers and command higher salaries, however, it has also created challenges for employers in hiring and retaining good talent. This trend has had a significant impact on the agency's Finance, Human Resources, IT, and Executive Office Support operations as a record number of employees have left the agency in these departments. To augment staff and maintain continuity of operations, the agency will need to use temporary services as the agency recruit and hire for these vacant positions. The agency has worked BakerTilly, GovHR Temp, Creative Financial Staffing, and LaSalle Network throughout the years for various positions. Each of these companies are knowledgeable about CMAP, the work that we do, the roles and responsibilities that we need to augment staff, and a pipeline of talent to recruit from for immediate placement.

GOVHR USA has been instrumental in the hiring of two executive directors, the current deputy executive director of finance and finance principal and is currently providing staffing for the interim HR director. The Board approved a contract in 2020 for BakerTilly to provide accounting and finance support. BakerTilly has been instrumental in assisting the agency in meeting its financial reporting and audit requirements. Creative Financial Staffing has provided HR support in recruitment in its efforts to fill vacancies. LaSalle Network has provided procurement and other administrative support to the agency. All these companies have provided valued added employment services to CMAP over the years. Their services are required now more than ever for business continuity.

Staff is seeking approval to engage these vendors in sole source agreements to provide augmented staff support services to provide immediate support to the Agency.

It is recommended that the Board approve sole source contracts with BakerTilly, GOVHR USA, Creative Financial Staffing, and LaSalle Network for a maximum not-to-exceed amount of $300,000 per vendor. The maximum of all contracts combined will not exceed $1,000,000. Support for this project will be included in the FY22 to 24 Operating Budgets.

ACTION REQUESTED: Approval

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MEMORANDUM

To: **CMAP Board**

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

Date: March 9, 2022

Re: Approval to Purchase Information Technology Hardware and Software

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CMAP Information Technology (IT) staff have developed a multi-year plan to expand, update, and secure the agency's hardware and software infrastructure and meet growing user demands. With the agency's remote work environment, increased virtual meeting presence, and enhanced application uses, cyber security is at the forefront of our planning and business continuity efforts. To accomplish this, IT staff is planning to upgrade existing equipment and procure additional security services. Investments will include purchasing new firewall switches, implementing a Privileged Access Management (PAM) cloud-based software solution that will centrally control the identities and security policies across our IT infrastructure, and purchasing additional storage systems.

The purchase of the software and hardware equipment will adhere to the procurement policy adopted by the Board. The switches and storage systems will be purchased using the State of Illinois Master Contract. The PAM solution will be purchased using the NASPO contract. The following table reflects the hardware and software to be purchased, the estimated cost and the type of procurement that will follow:

Equipment	Quantity	Total Estimated Cost	Type of Procurement
Hardware			
Storage Systems	1	$130,000	Government contract
Network Infrastructure			
Switches	4	$60,000	Government contract
Software			

Equipment	Quantity	Total Estimated Cost	Type of Procurement
Privileged Access Management Security Software	1	$65,000	Government contract
Total Estimated Cost		$255,000	

It is recommended that the Board approve the purchase of the above listed hardware and software for a total cost not to exceed $255,000. Funding for this equipment and software are provided in the FY 2022 UWP operating budget.

ACTION REQUESTED: Approval

Agenda No. 6.01

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MEMORANDUM

To: CMAP Board

From: CMAP Staff

Date: Wednesday, March 2, 2022

Re: State Legislative Update

The truncated second session of the 102nd General Assembly has already passed some significant dates: the February 18th committee deadline in the House, the February 25th deadline for 3rd reading in the Senate, as well as the Governor's joint State of the State and Budget address. The Governor's budget proposal included a one-year freeze of the annual inflation-based increase in the MFT rate. The state originally began indexing the MFT to inflation in 2019 to ensure sustainable transportation revenues, a key recommendation from ON TO 2050.

Legislators have filed numerous bills with relevance to CMAP and partners, and staff continues to track and analyze proposals using the agency's Framework and State Legislative Agenda. A proposal has been filed directing CMAP and the RTA to study recommendations for the long-term financial stability of the transit system in northeastern Illinois. Staff is monitoring the proposal and remains in contact with RTA and transportation advocates to support the critical work of ensuring adequate, sustainable funding for the region's transit system.

Staff recommend that the board support legislation to give non-home rule municipalities the authority to raise MFT, as well as legislation to authorize IDOT and the Tollway to pursue design build procurements for transportation projects. The CMAP board has supported similar legislation in previous sessions as noted in the table below.

As of this writing, the 3rd Reading deadline in the House is this Friday, March 4. Both the House and Senate will consider bills from the opposite chambers ahead of the committee deadline on March 25th. The third reading deadline is scheduled for Friday, April 1, and both chambers are scheduled to adjourn on Friday, April 8.

ACTION REQUESTED: Approval

March 2022 Legislative Summary

Subject	Bill	Summary	Status	Agency Position
COLLABORATION AT ALL LEVELS OF GOVERNMENT				
Transit Funding Report	HB4608 SB3848	**Rep. Eva Dina Delgado (D – Chicago)** **Sen. Ram Villivalam (D – Chicago)** Directs CMAP, in coordination with the RTA, to submit a report of legislative recommendations to the Governor and General Assembly regarding legislative policy changes necessary to ensure the long-term viability of the region's public transportation system. The report, which will involve the MPO Policy Committee and be developed separate from other planning requirements would be due to the General Assembly on January 1, 2024. Amendments have been filed. CMAP is currently working with bill sponsors and partners on the specifics of the legislation.	2/17/2022 **House** Held on Calendar Order of Second Reading 2/25/2022 **Senate** Third Reading – Passed (054-000-000)	
CAPACITY TO PROVIDE A STRONG QUALITY OF LIFE				
Local motor fuel tax	HB4424	**Rep. Michael Zalewski (D-Riverside)** Provides that a non-home rule municipality may, by ordinance, impose a tax on motor fuel in once cent per gallon increments, but not to exceed $0.03 per gallon in total. ON TO 2050 recommends local user fees to help communities meet their unique needs. Further, the plan specifically calls for local motor fuel taxes to recoup the cost of providing road and other transportation infrastructure.	1/21/2022 **House** Referred to Rules	**Support** ***CMAP Board has supported in prior sessions*
MAKING TRANSFORMATIVE INVESTMENTS				

Subject	Bill	Summary	Status	Agency Position
Public Private Partnerships	**SB2981**	**Sen. Ram Villivalam (D – Chicago)** Authorizes the Illinois Department of Transportation and Illinois Tollway to enter into certain alternative technical designs procurements, namely design-build and construction manager/general contractor as project delivery methods. Places time and monetary limits on the procurements and requires that both the Department and the Authority reports progress annually for the first five years of the program. ON TO 2050 recommends the careful, strategic pursuit of public private partnerships as a tool for procuring infrastructure projects. This legislation, as written, could provide the Department and the Tollway with an opportunity to build capacity around alternative project delivery.	2/25/2022 **Senate** Third Reading – Passed (051-000-000)	**Support**

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MEMORANDUM

To: CMAP Board

From: CMAP Staff

Date: March 2, 2022

Re: ON TO 2050 Plan Update – Draft Regionally Significant Projects List

This memo provides an overview of the draft list of regionally significant projects (RSPs) recommended by staff for the ON TO 2050 Update. This list reflects in depth analysis of RSPs proposed to CMAP by the region's transportation implementors. It is provided for discussion in advance of the future request that the Board and MPO Policy Committee release complete plan update package for public comment in early June, inclusive of the RSPs and the corresponding RSP Benefits Report.

As northeastern Illinois's metropolitan planning organization, CMAP is required by federal law to quadrennially develop a list of major transportation projects to be implemented in the region between now and 2050. These projects are capital investments in the region's expressways, arterials, and transit system with impacts and benefits that are large enough to warrant additional discussion through the regional planning process. This group of projects must also be fiscally constrained: sufficient future revenues must be reasonably available to implement them.

Project Threshold

Projects required to be evaluated as a RSP are those that meet one of the following thresholds:

- Costs at least $100 million and either (a) changes capacity on the National Highway System or is a new expressway or principal arterial, or (b) changes capacity on transit services with some separate rights of way or shared right of way where transit has priority over other traffic
- Costs at least $250 million and improves the state of good repair for a particular highway or transit facility

Evaluation Framework

RSPs support ON TO 2050's principles of inclusive growth, prioritized investment, and resilience, particularly emphasizing the need to use the region's limited resources to invest in existing infrastructure to modernize and improve condition to achieve a state of good repair. Projects are prioritized into two categories: "constrained" and "unconstrained." Only constrained projects are eligible to receive federal transportation funds and obtain certain federal approvals. These constrained projects can help the region meet today's needs, adapt to changing mobility patterns for goods and people, and support economic success overall. Projects that are categorized as "unconstrained" require further action such as additional study and/or cannot be completed within the limits of the region's forecasted revenues.

To identify candidate RSPs, CMAP solicited projects from partner agencies. Regional transportation implementors submitted both unconstructed projects previously identified in ON TO 2050 and new projects considered for the first time under the plan update process. A total of 65 projects were considered. Staff is recommending that the constrained list include the following new or previously unconstrained projects:

- Arterial capacity expansions = 9 projects
- Expressway capacity expansions = 1 project
- Transit capacity projects = 3 projects

Although each project was evaluated as either an expressway, transit, or arterial project, many of the constrained RSPs have multimodal elements and benefits.

Next, staff conducted an extensive evaluation of the benefits of all the projects, both existing and new, which will be documented in the RSP Project Benefits Report included as an appendix to the draft ON TO 2050 Plan Update[1]. Each project was evaluated on current need, the modeled benefit with 2050 population and employment, and the degree to which the project fits with ON TO 2050 planning priorities. For expressway and arterial projects, current need includes whether a project addresses a significant congestion, safety, or reliability problem occurring today. This includes whether the roadway is a near-term priority for pavement reconstruction or bridge replacement, although over the long-term time frame of the plan, many assets will deteriorate to the point of requiring replacement. For transit projects, assessment of current need includes the degree to which a project will improve current state of repair or help relieve a capacity constraint, which is analogous to congestion on the highway system.

The evaluation of 2050 performance is based on an updated socioeconomic forecast and travel demand modeling that estimates which projects will have the highest future benefits relative to cost. CMAP evaluated how much each expressway project improved job accessibility, commute times, and crash rates. Expressway projects were also evaluated for their impact on regional congestion, a federal performance measure and ON TO 2050 indicators. Transit projects were evaluated for their impact on regional transit ridership, an ON TO 2050 indicator, and changes in job access.

Draft Prioritization

Based on an analysis of the evaluation results, CMAP staff categorized projects into draft constrained and unconstrained lists. Table 1 describes the newly constrained projects that were added to the draft list of regionally significant projects. The table includes the project name and

[1] For reference, the ON TO 2050 RSP Benefits Report is available at https://www.cmap.illinois.gov/documents/10180/911391/FINAL+Regionally+Significant+Projects+Benefit+Report+Appendix.pdf

a description of the capital improvements that will be made by the project. A complete list of all constrained and unconstrained projects is attached as an appendix to this memo. Descriptions of projects from previously adopted ON TO 2050 list of constrained projects can be found on the ON TO 2050 website at https://www.cmap.illinois.gov/2050/mobility/regionally-significant-projects.

Table 1. Draft newly constrained list of regionally significant projects.

Arterial Projects	
Caton Farm Bruce Road Corridor from west of US 30 to IL Route 7 (159th St)	This project would upgrade the existing roadway system with a new roadway on a new alignment. Included in the project is a new crossing of the Des Plaines River Valley, over a dozen new and upgraded signals, and a number of new structures.
Elston-Armitage-Ashland-Cortland Intersection Improvement	This project will realign Elston Ave over to the Mendell St right-of-way. The project will relocate one existing railroad viaduct over Elston and replace and expand two existing railroad viaducts over Armitage. It will also build an Armitage Ave bridge over North Branch.
US 6 from I-55 to US 52	This project will increase the capacity of US 6 from I-55 to US 52.
US 30 from IL 47 to Albright Rd	This project will add lanes and reconstruct existing lanes on US 30 from IL 47 to Albright Rd. The bridge will also be replaced.
US 45 and Milburn By-Pass from IL 173 to IL 132	This project will add lanes and reconstruct existing lanes on US 45 from north of Milburn Bypass to north of IL 173.
IL 7/143rd St from Will-Cook Line to IL 7/Southwest Hwy	This project will reconstruct IL 7 (143rd St) from Will-Cook Line to IL 7 (Southwest Hwy).
IL 47 from s/o I-90 to s/o Old Plank Rd	This project will add lanes and reconstruct existing lanes on IL 47 from south of I-90 to south of Plank Rd.
IL 56 from Kirk Rd to IL 59	This project will add lanes and reconstruct existing lanes on IL 56 (Butterfield Rd) from IL 25 to IL 59 (Joliet Rd).
IL 60 from IL 120 to IL 176	This project will add lanes and reconstruct existing lanes on IL 60 from IL 120 (Belvidere Rd) to IL 176 (Maple Ave).
Expressway Projects	
I-57 @ Eagle Lake Rd	This project will construct a new full interchange at IL 57 and Eagle Lake Rd.

Transit Projects	
Brown Line Core Capacity	The project will reconstruct yard and shop, reconfigure and optimize Kimball terminal, construct a new turnback track west of Western Brown Line station, reconstruct tight radius curves, upgrade signal system, upgrade power.
Ashland-Ogden Metra Infill Station	This will construct a new Metra station between Ashland Ave. and Ogden Ave. serving UP-W, MD-N, MD-W, NCS and potentially Amtrak.
I-294 Tri-State Express Bus Stations	This will construct two new in-line bus rapid transit (BRT) stations along the I-294 Tri-State Tollway. Improvements at these stations will include: new bus shelters; platforms; transfer opportunities to local Pace fixed route services; passenger amenities; new pedestrian infrastructure and ADA improvements; and, connections to new Pace Express service proposed along the Tri-State corridor.

ACTION REQUESTED: Discussion

ON TO 2050 Update - Draft Regionally Significant Projects List

Draft for Discussion

Project	Project Information				Cost for new capacity			
	RSP ID	Project submitter	Year of construction	Percent of cost for new capacity	Capital cost, YOE$b	Operating costs to 2050, YOE$b	Total project cost, YOE$b	Reconstruction costs, YOE$b
Arterial Projects								
Constrained								
Elston-Armitage-Ashland-Cortland Intersection Improvement	152	CDOT	2027	0%	0.00	0.000	0.00	0.30
South Lakefront Improvements-Roadway and Path Improvements	A2	CDOT	2023	20%	0.04	0.000	0.04	0.15
Central Av at BRC RR (CREATE)	151	IDOT	2021	0%	0.00	0.000	0.00	0.18
IL 131 Green Bay Road from Russell Road to Sunset Ave	14	IDOT	2030	50%	0.04	0.003	0.05	0.04
IL 173 Rosecrans Rd from IL 59 to US 41	15	IDOT	2035	50%	0.19	0.002	0.19	0.19
IL 31/Front St from IL 120 to IL 176	6	IDOT	2026	50%	0.06	0.003	0.07	0.06
IL 43 (Harlem Avenue) at 65th Street / BRC RR	109	IDOT	2030	5%	0.01	0.000	0.01	0.15
IL 47 from Charles Rd to Reed Rd - RSP 110	110	IDOT	2025	50%	0.24	0.006	0.25	0.24
IL 47 from s/o I-90 to s/o Old Plank Rd	162	IDOT	2040	50%	0.11	0.001	0.11	0.11
IL 56 from Kirk Rd to IL 59	163	IDOT	2040	50%	0.11	0.001	0.11	0.11
IL 60 from IL 120 to IL 176	164	IDOT	2040	50%	0.15	0.001	0.16	0.15
IL 60/IL 83 from IL 176 to Townline Rd (IL 60)	10	IDOT	2030	50%	0.08	0.001	0.08	0.08
IL 62/Algonquin Rd from IL 25 to IL 68	11	IDOT	2035	50%	0.09	0.001	0.09	0.09
IL 7/143rd St from Will-Cook Line to IL 7/Southwest Hwy	161	IDOT	2023	40%	0.07	0.006	0.08	0.11
IL 83 Kingery Hwy from 31st St to N of 55th St, 63rd St to Central Ave	111	IDOT	2036	50%	0.10	0.002	0.10	0.10
IL 83 Milwaukee Ave from Petite Lake Rd to IL 120	13	IDOT	2035	50%	0.14	0.002	0.14	0.14
North Lake Shore Drive Improvements	89	IDOT	2035	10%	0.62	0.002	0.62	5.59
US 12/US 20 at Stony Island Ave	112	IDOT	2025	5%	0.01	0.001	0.01	0.10
US 20 Lake St from W of Randall Rd to E of Shales Parkway	113	IDOT	2026	5%	0.01	0.003	0.01	0.12
US 30 from IL 47 to Albright Rd	159	IDOT	2040	50%	0.09	0.000	0.09	0.09
US 45 and Milburn By-Pass from IL 173 to IL 132	160	IDOT	2040	50%	0.08	0.001	0.09	0.08
US 45/IL 83/Old Half Day Rd from IL 60 to Ill 22	114	IDOT	2030	50%	0.10	0.001	0.10	0.10
US 6 from I-55 to US 52	158	IDOT	2040	50%	0.14	0.000	0.14	0.14
Caton Farm Bruce Road Corridor from US 30 to IL 7/159th St	53	Will Co	2040	69%	0.61	0.004	0.62	0.28
Laraway Road from US 52 to IL 43 Harlem Ave	55	Will Co	2040	50%	0.07	0.003	0.07	0.07

ON TO 2050 Update - Draft Regionally Significant Projects List

Project	Project Information				Cost for new capacity			
	RSP ID	Project submitter	Year of construction	Percent of cost for new capacity	Capital cost, YOE$b	Operating costs to 2050, YOE$b	Total project cost, YOE$b	Reconstruction costs, YOE$b
Expressway Projects								
Constrained								
I-190 Access Improvements	32	IDOT	2026	20%	0.21	0.003	0.21	0.82
I-290 Eisenhower Expy from US 12/45/20 Mannheim Rd to Racine Ave	30	IDOT	2028	20%	0.76	0.012	0.77	3.04
I-55 from I-80 to US 52 and @ ILL 59; US 52/Jefferson St from River Rd to Houbolt Rd	A4	IDOT	2028	16%	0.04	0.009	0.05	0.20
I-55 from IL 129 to Lorenzo Rd, I-55 Frontage Rds from Kavanaugh Rd to Lorenzo Rd	34	IDOT	2040	20%	0.04	0.000	0.04	0.18
I-55 from I-80 to Coal City Rd	34	IDOT	2041	20%	0.25	0.009	0.25	0.98
I-55 from Weber Road to US 30; I-55 At Airport/Lockport Rd & At IL 126	A3	IDOT	2028	13%	0.03	0.000	0.03	0.19
I-55 Managed Lane from I-355 to I-90 I-94 (I-55 Stevenson Express Toll Lanes)	146	IDOT	2040	80%	0.71	0.021	0.73	0.18
I-57 @ Airport Rd	157	IDOT	2026	100%	0.23	0.000	0.23	0.00
I-80 from US 30 to I-294	37	IDOT	2040	80%	2.88	0.008	2.89	0.72
I-80 Reconstruction from Ridge Rd to US 30 Lincoln Hwy	36	IDOT	2030	20%	0.28	0.014	0.30	1.13
I-90/I-94 Circle Interchange from I-290 Congress Parkway to Adams St	33	IDOT	2023	20%	0.00	0.001	0.00	0.00
Elgin O'Hare Western Access	20	Tollway	2023	100%	0.70	0.063	0.76	0.00
I-290/I-88/I-294 Interchange Improvement	24	Tollway	2018	0%	0.00	0.004	0.00	0.41
I-290/IL 53 Interchange Improvement	21	Tollway	2032	0%	0.00	0.001	0.00	0.45
I-294 Central Tri-State Reconstruction and Mobility Improvements	23	Tollway	2018	10%	0.07	0.026	0.10	0.62
I-294 Tri-state Tollway at I-57 Interchange Addition	22	Tollway	2020	50%	0.03	0.001	0.03	0.03

ON TO 2050 Update - Draft Regionally Significant Projects List

Project	Project Information				Cost for new capacity			
	RSP ID	Project submitter	Year of construction	Percent of cost for new capacity	Capital cost, YOE$b	Operating costs to 2050, YOE$b	Total project cost, YOE$b	Reconstruction costs, YOE$b
Transit								
Constrained								
Chicago Union Station Master Plan Implementation	85	CDOT	2026	100%	1.13	0.026	1.16	0.00
South Lakefront-Museum Campus Access Improvements	104	CDOT	2025	100%	0.22	-0.018	0.20	0.00
Ashland-Ogden Metra Infill Station	153	CDOT	2030	100%	0.34	-0.022	0.31	0.00
Red Line Extension from US 12 US 20 95th St to 130th	57	CTA	2027	95%	2.68	0.350	3.03	0.14
CTA Blue Line Forest Park Reconstruction	93	CTA	2023	15%	0.27	-0.091	0.18	1.54
Ashland Avenue from Irving Park Road to 95th Street (Ashland BRT)	106	CTA	2027	75%	0.14	0.087	0.23	0.05
Blue Line Capacity Project	147	CTA	2030	54%	0.74	0.392	1.13	0.63
Brown Line Core Capacity	165	CTA	2023	50%	2.15	-0.058	2.09	2.13
North Red/Purple Line Modernization	58A	CTA	2025	62%	0.18	0.000	0.18	0.11
Red Purple Modernization Future Phases	58B	CTA	2030	60%	3.60	-0.117	3.48	2.40
South Halsted BRT	108	CTA/Pace	2026	75%	0.18	0.082	0.21	0.04
UP NW Line New Start	66	Metra	2026	50%	0.30	-0.139	0.16	0.30
Metra UP North Improvements	68	Metra	2036	25%	0.14	0.136	0.28	0.43
UP West Line - New Start	69	Metra	2033	25%	0.17	-0.118	0.05	0.52
Metra Rock Island Improvements	70	Metra	2029	25%	0.15	0.101	0.25	0.46
BNSF Improvements	72	Metra	2040	25%	0.11	0.042	0.15	0.32
Milwaukee District West Improvements	79	Metra	2040	25%	0.25	-0.039	0.21	0.75
A-2 Crossing Rebuild	98	Metra	2028	25%	0.33	0.046	0.37	0.98
I-294 Tri-State Express Bus Stations	155	Pace	2026	100%	0.13	0.157	0.28	0.00
Pulse Near Term	102A	Pace	2019	100%	0.11	-0.006	0.11	0.00
Unconstrained								
Chicago Union Station Master Plan Implementation-Phase II	88	CDOT	2041	100%	2.00	0.051	2.05	0.00
O'Hare Express Service	A1	CDOT	2025	100%	0.00	0.000	0.00	1.10
BNSF Extension-Oswego/Plano	71	Kendall Co	2045	100%	1.27	0.029	1.30	0.00
Metra Milwaukee Corridor Improvements	156	Metra	2030	75%	N/A	N/A	N/A	N/A

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MEMORANDUM

To: CMAP Board

From: CMAP staff

Date: March 2, 2022

Re: Draft ON TO 2050 update financial plan for transportation

Federal law requires metropolitan planning organizations to demonstrate fiscal constraint by determining that sufficient funding resources will be available to invest in the transportation system as recommended in the long-range plan. Specifically, federal regulations require "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" (23 CFR § 450.324(f)(11)).

To achieve federal requirements, CMAP must assess the anticipated expenditures and revenue sources necessary to carry out the operation, maintenance, and expansion of the region's surface transportation system over the planning period (2023-50). Long-range financial forecasting requires determining a base set of assumptions regarding revenue and expenditures trends, understanding the future implications of current policies, and development of a robust, accurate, and straightforward methodology that is appropriate for a planning-level forecast. Similar to ON TO 2050, CMAP staff are performing financial analysis and conduct policy research to develop revenue and expenditure forecasts, including reasonably expected revenues, in consultation with CMAP committees, stakeholders, and experts.

The financial plan for transportation will prioritize how to invest available revenues by allocating planned expenditures into different categories. These categories account for funding for administering, operating, maintaining, improving, enhancing, and expanding northeastern Illinois' transportation system. Like ON TO 2050, CMAP expects that the plan will continue to constrain sufficient funding to operate and maintain the existing system in its current condition. These allocations will integrate partner input and regional priorities with the funding needs required to meet asset condition targets, provide needed system enhancements, and fund regionally significant projects.

This memo provides the draft ON TO 2050 forecasts for baseline revenues and expenditures to operate and administer the current system and maintain its current state of repair. This memo also describes proposed policy recommendations and forecasts for four reasonably expected revenues, primarily drawing from existing ON TO 2050 recommendations

Baseline revenues and expenditures

As required by federal regulations, revenues and expenditures were forecast in year of expenditure dollars rather than real or constant dollars, meaning that inflationary increases are included in the forecasts. The following table summarizes the updated estimates for revenues and expenditures over the 28-year planning period (2023-2050). A methodology for each source is at the end of this memorandum. Note that baseline revenues include local, state, and federal revenue streams already in place.

Draft forecast of baseline revenues and expenditures, 2023-50, in billions

Federal revenues	$80.8
State revenues	$197.8
Local revenues	$206.7
Total baseline revenues	**$485.3**
Roadway operating/administering expenditures	$120.0
Transit operating/administering expenditures	$136.3
Roadway capital maintenance	$109.4
Transit capital maintenance	$63.7
Total expenditures	**$429.5**
Difference between baseline revenues and expenditures	**$55.9**

CMAP staff estimates that the revenues forecasted to be available over the planning horizon will be sufficient to operate and maintain the transportation system in its current condition. However, the expected funding would be insufficient to cover regional priorities for improving asset condition, enhancements, or expansions to the system. To meet the region's asset condition targets, fiscally constrain enhancements and expansions within the long-range planning context, and ensure sufficient operational funding, the region will need to continue to prioritize existing ON TO 2050 recommendations for new and innovative revenue sources as major policy priorities in the update to ON TO 2050.

Baseline revenues. The baseline revenue forecast includes all existing revenue sources the region receives for transportation purposes. 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 28-year planning period.

ON TO 2050 recommends that transportation user fees be implemented carefully to avoid undue burdens on residents with low income. To pursue this recommendation, CMAP conducted a study, *Improving Equity in Transportation Fees, Fines, and Fares*, that assessed the impacts of many of the transportation fees and fares included in this forecast. The project's findings indicated that the burden of fees associated with driving, like the motor fuel tax, vehicle registration fees, and tolls, are borne less by households with low income since they tend to drive fewer miles and own fewer vehicles. However, the overall cost of driving is a burden for households with low income, due to the numerous costs of owning and operating a vehicle, rather than associated fees. In addition, the project highlighted the need to implement reduced transit fares for households with low income to ensure that these residents, who tend to rely more on transit, may access economic opportunities and conduct everyday activities.

Since the adoption of ON TO 2050, the State of Illinois approved Rebuild Illinois, a capital plan that provides for increases in several revenue sources, including the state motor fuel tax, state motor vehicle registration fees, and other transportation user fees. These revenues were already included in ON TO 2050's forecast as either assumed future capital programs or reasonably expected revenues, depending on the source. The forecast also assumes two more 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.

In addition, the Infrastructure Investment and Jobs Act (IIJA) was enacted on November 15, 2021. Northeastern Illinois will receive a portion of the more than $567 billion in transportation funding between 2022 and 2026. The funding represents a funding increase over existing federal transportation programs. The forecast will assume that this level of funding continues through the planning period, with trends in annual increases similar to those previously experienced over the past twelve years. To ensure continued federal funding for transportation without the need for non-transportation revenue infusions, the federal government should increase the federal gas tax and index it to an inflationary measure, and implement innovative user fees as described in ON TO 2050.

As the planning period begins in 2023 and lasts until 2050, the pandemic impacted some of the revenue forecasts. Toll revenue is assumed to start out at a lower level than previously assumed, resulting in a lower overall revenue forecast. Similarly, transit fare revenue and other transit operating revenue begins at a lower point than anticipated in the original ON TO 2050 forecast. The forecast assumes that ridership will return to prior levels by the beginning of the planning period, rather than continue to grow to the extent previously assumed. Should ridership and resulting fare revenue not substantially return to prior levels by the beginning of the planning period, it is assumed that fare revenue will be supplemented by other federal or state operating support.

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 2017, the most recent year available.

Expenditures to maintain the system in its current condition. The forecast includes the cost of capital maintenance on the region's roadway and transit system based on maintaining current conditions. 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.

Overall, the condition of the system has declined since the adoption of ON TO 2050. The most recent data available indicate that 85.8 percent of the bridge deck area are in acceptable condition, a decline from 90.7 percent in 2016. Due to a change in the methodology for calculating road condition, similar comparisons are not available for roadways. Similarly, fewer transit assets overall are in a state of good repair. The following table provides more detail by transit asset category.

Transit asset condition in northeastern Illinois by federal performance measure category

Category	Measure	2016	2020
Vehicles (% beyond useful life)	Buses	8.4%	6.7%
	Rail	16.9%	30.2%
	Non - fixed route	28.9%	43.4%
Track Condition	% w/performance restrictions	N/A	5.7%
Facilities	Marginal or fair	21.0%	20.6%
Non - Revenue Vehicles (% beyond useful life)	Vehicles	22.7%	37.7%
	Equipment (Rail)	44.5%	62.6%

Source: National Transit Database

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. As such, it will cost less over the planning period to maintain transit and bridge assets in worse condition. However, the plan will include funding allocations to meet targets for pavement, bridge, and transit asset condition that will represent an improvement over current conditions. These findings also underscore the importance of preventative maintenance as it will cost more to meet these targets than it would have if condition had been maintained.

Condition forecasts were developed in consultation with implementers. For roadways with condition data, CMAP staff used IDOT's asset management spreadsheet tool to forecast the cost to maintain pavement condition in its current condition. Staff used the spreadsheet tool provided by IDOT to forecast pavement condition and expenditures on state roadways, as well as other 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.

Reasonably expected revenue recommendations

New and modernized revenues must be implemented to ensure the future viability of the region's transportation system. Despite new funding, federal, state, and local revenue sources remain unsustainable in the long term to fully fund regional priorities for the maintenance, operation, enhancement, and expansion of the region's transportation system. Federal guidance permits the inclusion of new sources of revenue that can be reasonably expected to be made available to carry out the transportation plan. The following table summarizes a total of $25 billion in proposed reasonably expected revenues for the plan update.

Revenue source	2023-50 estimate	Notes
Replace state MFT with a revenue neutral road usage charge	$10 billion	Retains ON TO 2050 source
Expand the sales tax base to additional services	$9 billion	Retains ON TO 2050 source
Local parking pricing expansion	$2 billion	Retains ON TO 2050 source
Regional revenue source	$4 billion	Revise existing ON TO 2050 recommendation to suggest a TNC fee
Total	**$25 billion**	

ON TO 2050's recommendation for a state motor fuel tax increase has already been enacted, thus is already included in the baseline forecast. The plan update will retain ON TO 2050's recommendation for a federal cost of freight services fee (a national sales tax on the cost of shipping freight), but the revenue will not be added as a reasonably expected revenue source. It is assumed that the federal government will have to enact this revenue source, as well as ON TO 2050's recommendation to increase the federal gas tax, in order to continue to fund federal transportation programs at the levels authorized in IIJA without general fund transfers. The baseline forecast already assumes continued federal funding at these levels throughout the planning period.

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

Replace state MFT with revenue neutral road usage charge. The motor fuel tax no longer reflects the way people travel or the many types of vehicles on the road. Fuel efficiency has increased, which erodes revenue despite its environmental and consumer benefits, and projections suggest electric vehicles will become a much larger part of the fleet. While registration fees in Illinois were increased for electric vehicles to offset what they would pay in motor fuel taxes, these fees are not indexed to inflation like the MFT, nor do they apply to fuel efficient vehicles that are not fully electric. Over the long term, then, the state should replace its MFTs with a user fee that taxes actual use of the system, as with a per-mile road usage charge. Drivers already pay per mile under the current MFT, but the rate just varies based on the vehicle's fuel economy. For replacing the Illinois MFT, charging 2 cents per mile and indexing it to an inflationary measure would provide a sufficient, stable revenue source. Any change should be accompanied by piloting a system that works for Illinois and rigorous, transparent analysis to ensure that a road usage charge is implemented and invested fairly.

This revenue source would benefit from a streamlined national solution that allows each state to collect mileage-based user fees from out-of-state drivers. IIJA renewed the federal government's program for supporting state efforts to test road usage charges, now called the

Strategic Innovation for Revenue Collection, expanded the program to MPOs and local governments, and increased the federal share to 80 percent. IIJA also authorized a national pilot on road usage charges with planned participation from all 50 states, guided by a national advisory panel which is still to be formed.

Expand the sales tax base to additional services. Sales taxes in Illinois are imposed on a relatively narrow base, focused on tangible goods. Expanding the current base to include more services would generate additional revenue from existing state and local sources like the RTA sales tax, which supports transit operations in the RTA service area and other transportation and public safety purposes in the collar counties. The cost of operating the transit system continues to increase, yet consumption of services outside of the sales tax base is increasing faster than consumption of taxable goods. Expanding the base would also have the benefit of reducing economic distortions -- that is, inadvertently influencing consumers' purchase of different goods and services based on whether or not they are taxed -- and volatility in the sales tax, as well as providing tax revenue from service-based commercial land uses.

Local parking pricing expansion. Despite priced parking in some denser areas, the majority of parking spaces in the region are free. Priced parking has many benefits in areas with significant demand for parking. Free parking obscures the cost of driving and the cost of supportive infrastructure. Priced parking in areas with high parking demand would reduce the number of vehicle trips, helping to reduce vehicle emissions, alleviate congestion, and improve bus reliability. Municipalities should price more publicly owned parking spaces on streets and in municipal parking lots and garages to provide revenue for local multimodal transportation improvements and allow land to be transitioned to revenue-generating uses. In addition, municipalities could choose to implement variable parking rates, with higher prices charged at times and locations of peak demand or for certain vehicle types such as delivery trucks in business districts, allowing for more efficient use of available parking spaces.

Regional revenue source. Other than the RTA sales tax, which provides funding for transit operations, northeastern Illinois does not have a dedicated source of regional funding to provide for capital infrastructure investments. The State should enact such a revenue source for the seven counties to meet the region's unique transportation needs and to achieve comprehensive planning goals. The investments needed in the region to move the transit system toward a state of good repair, increase transit reliability, decrease freight delay, and reduce roadway congestion are significantly greater than the needs in other parts of Illinois.

Having the ability to impose a regional fee on transportation network company (TNC) rides would ensure that users pay a fair share for the use of public infrastructure and that fees can help offset the additional costs of air pollution, congestion, and the use of curb space. Illinois does not impose a fee or surcharge on TNC trips at the state level, though at least twelve other states have implemented such fees. CMAP's *Improving Equity in Transportation Fees, Fines, and Fares* report recommends that any regional fee on TNCs pursue equitable outcomes by supporting regional transit goals. To ensure that a fee is implemented equitably, any TNC fee should be levied as a percent of the total cost of the service, as opposed to a flat fee. This structure could incentivize shorter trips, such as those that connect to transit and discourage longer trips that may replace transit. To further support equitable mobility, some of the revenue should be utilized for investments that support an accessible and connected transit system, including programs that leverage innovative partnerships with TNCs. Moreover, some TNCs have partnerships with transit operators, and rides taken through those partnerships should be exempt from a fee. Long term, if the region pursues an integrated fare payment system across mobility providers, TNC fees should be further used to incentivize transit by reducing or eliminating fees that link TNC rides and transit trips.

Allocations

The financial plan for transportation prioritizes how to invest available revenues by allocating planned expenditures into different categories. These categories account for funding for administering, operating, and maintaining the transportation system, as discussed above. They also provide for improving, enhancing, and expanding the system. This section will provide an overview of these draft allocations.

Improve system condition
This category constrains investments to help achieve targets for various asset condition measures. Federal transportation law requires that transportation planning efforts incorporate performance measures for infrastructure condition, among other topics. This funding allocation includes **$30.8 billion** to improve the condition of pavement, bridge, and transit assets. These estimates use similar methodology as the capital maintenance expenditures. The following table provides an overview of how the financial plan allocates funds toward meeting system condition goals.

Allocations toward meeting asset condition goals, 2023-50, in billions (year of expenditure dollars)

Transit assets from 61% to 68% in good repair	$22.1
Roadways from 90% to 98% in acceptable condition	$6.2
Bridges from 85.8% to 97% in acceptable condition	$2.5
Total allocation for improving system condition	**$30.8**

System enhancements
This category includes capital and operational enhancements or improvements not already constrained under other categories. Examples include bicycle, pedestrian, and ADA improvements; highway management and operations, including intelligent transportation systems; expansions that do not meet the RSP definition; culvert maintenance not accounted for the bridge model; and intersection improvements. It is critical that the region make these investments, particularly multimodal improvements that provide residents with low-cost mobility options. It is assumed that **$31.8 billion** constrained in this category is sufficient to reasonably provide for these smaller improvements to the system.

Expansion through regionally significant projects
This category allocates funding toward expansion elements of constrained RSPs, while the cost of maintaining existing infrastructure in constrained projects is accounted for in the baseline forecast. The constrained RSPs total $52.3 billion, which includes capital costs ($22.7 billion for new capacity and $28.5 billion for reconstruction) and incremental operating costs on new

capacity ($1.1 billion). These costs consider anticipated cost inflation by the time the project is constructed and begins operation.

ON TO 2050 acknowledges that tolling will be needed to defray the costs of rebuilding the expressway system and that value capture will be required to fund transit needs. The plan assumes that tolling would be implemented on several projects, generating revenue to support $2.6 billion in bond funds to offset project costs. Transit projects can also generate revenue that can be used to offset their costs. Transit Facility Improvement Areas (TFIA) – in which a form of value capture can be used to fund transit capital investments – are assumed to generate revenue to support $2.9 billion in bond funds to offset transit project costs through existing and new TFIAs. The amount constrained for new capacity after taking these revenues into account totals **$18.3 billion**.

Forecast methodology

This section will discuss the specific methodologies used for projecting revenues for ON TO 2050 update over the 2023-2050 planning period.

Baseline revenues

Baseline 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.

Locally programmed federal revenue - $13.9 billion

These funds represent the annual federal apportionment that is passed to the Chicago region for programming. This includes the federal fund sources of CMAQ, Transportation Alternatives Program-Local, Carbon Reduction Program, Surface Transportation Program-Local, and Surface Transportation Program-Counties.[1] Revenue estimates through 2026 are based on CMAP estimates for expected funding from IIJA. Federal revenues to the region grew at a rate of 1.5 percent between 2010 and 2021. After 2026, revenues were assumed to increase annually by this same 1.5 percent rate.

Federal revenue from discretionary programs - $10.4 billion

Forecasted revenues include those allocated by the federal government at the discretion of U.S.DOT, rather than by formula. The region is assumed to receive a similar share of grants over the planning period as it has in recent years. Programs tend to vary over time, with current programs including New Starts, BUILD, INFRA, All Stations Accessibility Program, Congestion Relief Program, Reconnecting Communities Pilot Program, RAISE, Safe Streets and Roads for All, Active Transportation Infrastructure Investment Program, and Strengthening Mobility and Revolutionizing Transportation (SMART). Federal revenues to the region grew at

[1] See http://www.cmap.illinois.gov/mobility/strategic-investment/regional-transportation-programs.

a rate of 1.5 percent between 2010 and 2021. After 2026, revenues were assumed to increase annually by this same 1.5 percent rate.

Federal transit revenue - $27.0 billion

Forecasted revenues include State of Good Repair and Urbanized Area Formula Grant programs, as well as other federal transit formula grants.[2] Revenue estimates through 2026 are based on CMAP estimates for expected funding from IIJA. Federal revenues to the region grew at a rate of 1.5 percent between 2010 and 2021. After 2026, revenues were assumed to increase annually by this same 1.5 percent rate.

State-programmed federal highway revenue - $29.6 billion

These funds represent the annual federal apportionment programmed by the state of Illinois. This includes the federal fund sources of National Highway Performance Program; Surface Transportation Program; National Highway Freight Program; Highway Safety Improvement Program; Transportation Alternatives Program; Recreational Trails; the Bridge Investment Program; National Electric Vehicle Formula Program; and the PROTECT program.[3] Revenue estimates through 2026 are based on CMAP estimates for expected funding from IIJA, and 74.43 percent of the statewide total annual apportionment in those years was assumed to go to northeastern Illinois. Federal revenues to the region grew at a rate of 1.5 percent between 2010 and 2021. After 2026, 45 percent of the statewide total annual apportionment was assumed to go to northeastern Illinois, and revenues were assumed to increase annually by this same 1.5 percent rate.

State motor fuel tax - $43.0 billion

The current MFT rate is 39.2 cents per gallon (46.7 cents per gallon of diesel). The base rate is indexed to inflation and was assumed to grow an average of 2.5 percent annually.

These funds include the portion of state motor fuel tax revenue retained by the Illinois Department of Transportation (IDOT) for the Road Fund and State Construction Account. After accounting for various statutory deductions, the region is assumed to receive 45 percent of these revenues for the purposes of funding state road construction and maintenance projects, estimated to total $17.2 billion. The Regional Transportation Authority also receives funding based on allocations set in statute, which is forecast to total $9.7 billion. This forecast also includes statutory disbursements to counties, townships, and municipalities, forecasted to total $16.2 billion. Statutorily, Cook County receives a 16.74 percent share, and 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.

CMAP used forecasted annual vehicle miles traveled (AVMT) and average miles per gallon (MPG) to estimate revenue. For AVMT, CMAP used 2045 forecasts developed by the Illinois

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[2] For more information on Federal Transit Administration programs, see https://www.transit.dot.gov/grants.

[3] For more information on Federal Highway Administration programs, see https://www.fhwa.dot.gov/specialfunding.

Department of Transportation and extrapolated the forecast to 2050. Average annual percent change in AVMT between 2023-50 was 0.8 percent for passenger vehicles and 0.7 percent for other vehicles.

For passenger vehicle MPG estimates, CMAP created estimates based on National Highway Traffic Safety Administration (NHTSA) rules for Corporate Average Fuel Economy (CAFE) standards, estimated standards for 1978 through 2029 model years for cars and light trucks, and data about vehicle fleet from the Federal Highway Administration's 2017 National Household Travel Survey. CMAP estimates that vehicle fuel economy for passenger vehicles statewide will reach a fleetwide average of 34.5 MPG by 2050. While these CAFE standards are currently being finalized by the federal government, fuel economy across the entire vehicle fleet is still expected to increase with consumer choice, new technology, and adherence to standards promulgated by other states. For non-passenger vehicles, MPG was assumed to improve with NHTSA fuel efficiency standards for medium- and heavy-duty vehicles.

Sales tax on motor fuel - $5.4 billion

The state's portion of the state retailer's occupation tax generated from the sale of motor fuel will be deposited in the Road Fund, with increasing portions allocated to the Road Fund during 2023, 2024, and 2025, and 100 percent in 2026 and thereafter. The forecast uses average Midwest gas prices from the U.S. Energy Information Administration from the past year, $2.51 for regular and $2.82 for diesel, and deducts various taxes included in the prices. The forecast assumes that the price of motor fuel will grow at a rate of 0.1 percent annually. Gallonage assumptions are the same as above.

State motor vehicle registration fees and other state fees - $32.5 billion

These revenues include annual vehicle registration fees, certificate of title fees, overweight fines, permit fees, and operator's license fees collected by the State that are deposited into the Road Fund and State Construction Account. Motor vehicle registration fee revenues to the Road Fund and State Construction Account were assumed to grow at a rate of approximately 0.5 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. Recent fee increases enacted as part of Rebuild Illinois are included here, but future fee rate increases were not assumed in this category, as they would likely be accounted for in future state capital programs.

State capital program - $39.2 billion

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 two additional times during the planning period, in ten year intervals. Funding levels were assumed to grow 2.5 percent annually, with Rebuild Illinois funding levels assumed as the baseline.

Tollway revenue - $74.7 billion

This forecast includes toll revenues forecasted to be collected on the 294-mile system, as well as other operating revenues. The current toll rate structure went into effect in 2012, with the commercial rate adjusted annually for inflation. Toll revenue projections were derived from estimates prepared for the Illinois Tollway by CDM Smith in November 2020. The projection assumed that the annual adjustment in commercial toll rates 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 2.3 percent annually.

State Public Transportation Fund - $18.4 billion

These funds represent state matching funds for transit, which are equal to 30 percent of Regional Transportation Authority (RTA) sales tax, state use tax disbursements to the RTA, and the portion of Chicago real estate transfer tax revenues reserved for the CTA. The forecast equals 30 percent of the forecasts of these revenues.

Other state transit - $0.7 billion

The State has provided funding 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 at current levels annually for the planning period, $17.6 million and $8.4 million respectively.

RTA sales tax - $59.2 billion

The RTA sales tax is equivalent to 1.25 percent of sales in Cook County (including the RTA sales tax and the RTA's share of the state sales tax) and 0.75 percent of sales in DuPage, Kane, Lake, McHenry, and Will counties. The RTA receives two-thirds of the collar county revenues. Sales tax revenues accruing to the RTA are assumed to grow 2.8 percent annually throughout the planning period. The RTA also receives disbursements of state use tax, which are expected to grow at a rate of 3.3 percent on average.

A third of collar county revenues generated from the RTA sales tax, Collar County Transportation Empowerment Funds, are returned to DuPage, Kane, Lake, McHenry, and Will counties to be used for roads, transit, and public safety. During the planning period, revenues total $6.7 billion and annual growth averages 3.0 percent. Growth assumptions were based on projected population growth combined with inflationary assumptions.

Chicago real estate transfer tax (RETT) - $2.2 billion

The $1.50 per $500 of value of the City of Chicago's RETT is transferred to the Chicago Transit Authority (CTA). Revenues were forecast to grow at an average rate of 2.7 percent annually.

Transit passenger fares and other transit operating revenue - $45.8 billion

This includes passenger fares for the CTA, Metra, Pace, and Pace ADA and other revenues for the RTA, CTA, Metra, Pace, and Pace ADA such as advertising revenue, investment income, and Medicaid reimbursements. Revenues were forecast to grow at an average rate of 2.0 percent annually. To the extent that ridership does not substantially return to normal levels by the beginning of the planning period, it is assumed that fare revenue will be supplemented by other federal or state operating support. Other operating revenues are assumed grow at a rate of 1.2 percent annually, based on assumed rates of growth in system revenue and ridership.

Other local revenues - $76.6 billion

These are funding sources used for transportation purposes by counties, townships, and municipalities, such as property tax revenue, sales tax revenue, local motor fuel taxes and impact fees. Revenues were calculated for municipalities and townships using 2017 U.S. Census of Governments data. 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 percent inflationary adjustment. Average annual growth regionwide was 3.0 percent.

County MFTs for DuPage, Kane, Lake, McHenry, and Will counties 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. These revenues are expected to total $2.2 billion over the planning period.

Reasonably expected revenues

Reasonably expected revenues are estimated based on reasonable assumptions for how these recommendations for transportation funding sources could be implemented. The following methodology is intended to be congruent with CMAP recommendations, but the assumptions do not necessarily constitute proposals for precisely how these would be imposed.

Replace state MFT with a revenue neutral road usage charge - $10 billion

Northeastern Illinois would receive revenues from replacing the state motor fuel tax with a road usage charge in the first five years of the planning period at a rate of 2 cents per mile. The rate would be indexed to an inflationary measure, assumed to be 2.5 percent annually for the purposes of the forecast. The forecast assumes that fund would accrue to northeastern Illinois in the same manner as the state MFT currently does.

Expand the sales tax base to additional services - $9 billion

Expansion of the sales tax to additional services would result in additional RTA sales tax revenues, as well as state sales tax disbursements to the RTA. The forecast assumes that additional consumer services would be added to the sales tax base in approximately 2026, resulting in a 15 percent increase in the base. Revenues are assumed to grow at a rate of 3.6 percent annually, which is the average annual growth rate for personal consumption expenditures in Illinois for certain consumer services over the prior twenty years. The forecast assumes no additional Public Transportation Fund revenue. This forecast does not include revenues that would accrue to the state or other local jurisdictions due to a sales tax base expansion.

Local parking pricing expansion - $2 billion

Municipalities in the region would increase the number of priced parking spots in the region throughout the planning period. Pricing of unpriced parking spots would be phased in annually, starting with 600 spaces in the first year. The number of priced spaces would accelerate as the concept gained popularity. Prices and rate structures would vary by location, and it was assumed that the regional average would total $5 per day, with inflationary rate increases of 2.5 percent annually for the purposes of this forecast. Given the local nature of parking pricing, these revenues be used for local transportation investments.

Regional revenue source - $4 billion

Given the unique investment needs of northeastern Illinois, a regional revenue source could help match federal funds, implement regional transportation priorities, and advance modernization initiatives. The forecast assumes that the regional revenue source would be imposed as a 5 percent fee on the trip fares paid to TNCs. Base trip and fare assumptions for the region were derived from an analysis of City of Chicago data and CMAP's My Daily Travel survey. The forecast assumes the tax base would grow 2.5 percent annually throughout the planning period as a result of increases in trips and fares.

Operations and administration expenditures

This category includes the cost of administering, operating, and servicing debt for the region's existing 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.

Roadway expenditures - $120.0 billion

The forecast consists of operations and administrative costs for IDOT District 1, Illinois Tollway, counties, townships, and municipalities, including Tollway debt service and state debt service for Series A bonds. Tollway and IDOT District 1 operating and administrative expenditures were forecasted linearly based on the most recent 20 years of available data. During the planning period, annual growth averaged 2.6 percent for IDOT District 1 and 2.1 percent for the Illinois Tollway. Tollway interest payments were forecast based on past trends, and growth averaged 2.0 percent annually during the planning period. Series A bond payments were forecast to grow linearly at an average rate of 1.8 percent annually during the planning period, and it was assumed that 45 percent of these costs were attributable to the region.

County budget documents provided baseline county expenditures for 2019. Municipal and township expenditures were estimated from the local highway operations expenditures reported to the 2017 Census of Governments, and adjusted to the current year based on inflation and population growth. County, township, and municipal expenditures were assumed to grow at an average rate of 3.0 percent annually during the planning period due to growth in the region's population and growth in inflation.

Transit expenditures - $136.3 billion

The forecast includes operating, administration, and debt service costs for the RTA, CTA, Metra, Pace, and Pace ADA. Operating and administrative expenditures were forecast to grow an average of 2.7 percent annually during the planning period. The interest portion of debt service payments were forecasted to grow an average of 0.7 percent annually.

Capital maintenance expenditures to maintain current asset conditions

The forecast includes the cost of capital maintenance on the region's roadway and transit system based on maintaining current conditions. 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. These expenditure forecasts include capital maintenance expenditures completed in tandem with RSPs but do not include any costs that would address a need for increased capacity on the transportation system.

Based on analysis and input from transportation agencies, staff inflated maintenance unit costs for year-of-expenditure using a 2.5 percent rate, which was also used in ON TO 2050. Over the past 20 years, the average annual percent change in the U.S. Consumer Price Index was 2 percent. FHWA's National Highway Construction Cost Index has experienced average annual increases of 2.2 percent over the past decade.

Roadway capital expenditures - $109.4 billion

Capital maintenance includes costs for expressways, arterials, collectors, local roads, bridges, and signals. The scenarios used assumed that current asset conditions would be maintained during the planning period. Various transportation departments provided feedback on modeling assumptions, unit costs, and lifecycle assumptions.

For roadways with condition data, CMAP staff used IDOT's asset management spreadsheet tool to forecast the cost to maintain pavement condition in its current condition. IDOT's tool is able to evaluate the impacts of different investment options for both pavements and bridges. CMAP only utilized the pavement tool because CMAP had its own in-house bridge model already developed. The spreadsheet tool facilitates the analysis of programming funds for different pavement treatments using deterioration rates and treatment costs. Overall, 90 percent of the roadway miles included in the model are in acceptable condition (Interstates 89 percent, other NHS 92 percent, and other IDOT facilities 87 percent).

The main inputs for the IDOT tool are pavement condition and roadway improvement costs. Pavement condition, measured in Condition Rating Survey (CRS), used in the model came from the 2020 Illinois Roadway Information System public file. The roadway miles were broken down by facility type and CRS rating. The roadway improvement costs used in the model were developed through collaboration with CMAP stakeholders. The improvement costs were broken down by improvement and facility type (Interstate and Non-Interstate). Upcoming IDOT and Illinois Tollway pavement improvement projects were accounted for in the forecast.

CMAP staff used its bridge model to forecast capital maintenance expenditures for bridges, based on deterioration curves for Illinois from National Bridge Inventory 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.

Staff forecasted capital maintenance expenditures on other roadway assets, such as local roads and traffic signals, based on assumptions of the typical cycles with which roadway maintenance projects are performed today. These assumptions are then applied to the inventory of roadway assets in the region.

Transit capital expenditures - $63.7 billion

This includes capital maintenance costs for the CTA, Metra, Pace, and Pace ADA. RTA's Capital Optimization Support Tool provided data to forecast asset condition and investment needs for a period of 2023-45, with extrapolation for the final five years of the planning period. The scenario assumed that the current condition of assets would be maintained across the planning period. Expenditures were inflated 2.5 percent annually.

Next steps

Over the coming months, CMAP staff will refine the forecast based on feedback. The financial plan for transportation will be a component of the full plan update document that will be shared for public comment in June 2022.

ACTION REQUESTED: Discussion

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