



MPO POLICY COMMITTEE

AGENDA - FINAL

Thursday, January 13, 2022

9:30 AM

Please join from your computer, tablet or smartphone.

Join Zoom Meeting

<https://us06web.zoom.us/j/84648891483?pwd=Z0xkNFFNT0gzNW9aUS9ldVNiL0xWZz09>

Meeting ID: 846 4889 1483

Passcode: 189126

One tap mobile

+13126266799,,84648891483#,,,,*189126# US (Chicago)

1.0 Call to Order and Introductions

2.0 Agenda Changes and Announcements

3.0 Approval of Minutes

3.01 CMAP Board and MPO Policy Committee Meeting Minutes from October 13, 2021

[22-010](#)

ACTION REQUESTED: Approval

Attachments: [CMAP Board-MPO Policy Committee 10.13.21 Minutes](#)

4.0 Committee Reports

4.01 Executive Director's Report

[22-011](#)

ACTION REQUESTED: Informational

4.02 CMAP Board Report

[22-012](#)

ACTION REQUESTED: Informational

4.03 Council of Mayors Report

[22-013](#)

ACTION REQUESTED: Informational

5.0 Approval Items

5.01 Appointment of the Chair and Vice-Chair of the CMAP Transportation Committee

[22-007](#)

PURPOSE & ACTION: The memorandum of understanding between the CMAP Board and MPO Policy Committee states that the Policy Committee will appoint the chair and vice-chair of the

Transportation Committee. Staff recommends the appointment of Jessica Hector-Hsu (RTA), previously the Vice-Chair, to Chair and the appointment of Kevin Carrier (Lake County Division of Transportation) as the Vice-Chair of the Transportation Committee in 2022.

ACTION REQUESTED: Approval

5.02 Semi-annual ON TO 2050/TIP Conformity Analysis and TIP Amendment

[22-006](#)

PURPOSE & ACTION: The Conformity Amendment 22-03 and the ON TO 2050/TIP Conformity Analysis was subject to a 30-day public comment period from November 4, 2021 - December 7, 2021. No comments were received regarding the conformity analysis or TIP amendment. At its December 17, 2021 meeting, the Transportation Committee approved the semi-annual ON TO 2050/TIP conformity analysis and TIP Amendment 22-03 and recommends approval by the CMAP Board and MPO Policy Committee.

ACTION REQUESTED: Approval

Attachments: [Conformity Amendment 22-03](#)
[ON TO 2050/TIP Conformity Analysis](#)

5.03 2022 Highway Safety Targets

[22-008](#)

PURPOSE & ACTION: Under federal law, State departments of transportation and MPOs are required to establish quantitative highway safety performance targets on an annual basis and use a set of performance measures to track progress toward the long-term goal of eliminating traffic related fatalities and serious injuries on all public roads. Staff will summarize the proposed 2022 highway safety targets and requests the committee approve recommending the targets to the CMAP Board and MPO Policy Committee for approval.

ACTION REQUESTED: Approval

Attachments: [2022 Highway safety performance targets](#)

6.0 Information Items

6.01 ON TO 2050 Update

[22-029](#)

PURPOSE & ACTION: CMAP is currently developing the federally-required update to ON TO 2050 due in October 2022. Staff will present an overview of plan progress and focused presentations on work to update the region's socioeconomic forecast, revenue and expenditure forecast for the 2023 - 2050 Financial Plan, system performance targets, and Regionally Significant Projects (RSP) process and evaluation.

ACTION REQUESTED: Informational

Attachments: [ON TO 2050 update financial plan for transportation](#)

7.0 Other Business

8.0 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.

9.0 Next Meeting:

The MPO Policy Committee will meet on March 10, 2022

10.0 Adjournment



**Chicago Metropolitan Agency for Planning (CMAP) Board
And Metropolitan Policy Committee
Meeting Minutes
Wednesday, October 13, 2021**

Computer, tablet or smartphone:
<https://us06web.zoom.us/j/88513503685>

Telephone:
+13126266799,,88513503685# US (Chicago)

**CMAP Board
Members
Present:**

Gerald Bennett, Chair-representing southwest Cook County, **Frank Beal** representing the City of Chicago, **Matthew Brolley** – representing Kane/Kendall County, **Karen Darch** – representing northwest Cook County, **Paul Goodrich** – representing the City of Chicago, **Jim Healy** – representing DuPage County, **Nina Idemudia** – representing the City of Chicago, **John Noak** – representing Will County, **Rich Reinbold** – representing south suburban Cook County, **Nancy Roterig** – representing Lake County, **Carolyn Schofield**, representing McHenry County, **Anne Sheahan** – representing the City of Chicago, **Matthew Walsh** – representing west central Cook County, **Diane Williams** – representing Cook County, non-voting member **Abolfazl Mohammadian** – representing the Office of the Governor and non-voting member **Leanne Redden** – representing the MPO Policy Committee

**Board Members
Absent:**

Stefan Schaffer – representing the City of Chicago

**MPO Policy
Committee
Members
Present:**

Omer Osman, Chair-representing IDOT), **Gia Biagi** – representing CDOT, **Frank Beal** – representing CMAP, **Matt Brolley** – representing CMAP, **Michael Connelly** – representing CTA, **Jesse Elam** - representing Cook County, **Jeff Schielke** – representing Council of Mayors, **Christopher Snyder** – representing DuPage County, **John Donovan** – representing FHWA, **Anthony Greep** - representing FTA, **Jose Alvarez** – representing ISTHA, **Corinne Pierog** – representing Kane County, **Scott Gryder** – representing Kendall County, **Shane Schneider** – representing Lake County, **Scott Hennings** – representing McHenry County, **David Kralik** – representing Metra, **Rick Kwasneski** – representing Pace, **Leanne Redden** –

representing RTA, **Jennifer Bertino-Tarrant** – representing Will County, **Liisa Starks** – representing Class I Railroads

Staff Present: Michelle Agunloye, Erin Aleman, Jonathan Burch, Dustin Calliari, Alison Case, Anthony Cefali, Daniel Comeaux, Brian Daly, Stephen Di Benedetto, Teri Dixon, Kama Dobbs, Penny DuBernat, Doug Ferguson, Caitlin Goodspeed, Jane Grover, Mark Heiden, Craig Heither, Elliott Lewis, Jen Maddux, Patty Mangano, Angela Manning Hardimon, Tony Manno, Jessica Matthews, Alexis McAdams, Amy McEwan, Tim McMahon, Martin Menninger, Jason Navota, Dan Olson, Jared Patton, Stephane Phifer, Russell Pietrowiak, Katie Piotrowskia, Yousef Salama, Todd Schmidt, Elizabeth Scott, Joey Silberhorn, Gordon Smith, Matthew Stern, Molly Talkington, Blanca Vela-Schneider, Mary Weber, Simone Weil, Laura Wilkison, Beatrix Yan

Others Present: Philip Banea, Holly Bienemann, Elain Bottomley, Dustin J. Clark, Eric Czarnota, Jon Paul Diipla, Jackie Forbes, Jonathan Haadsma, Jessica Hector-Hsu, Kendra Johnson, Tom Kelso, Terry Kernc, Mike Klemens, Scott Koeppel, Jill Leary, Aimee Lee, Heidi Lichtenberger, Erik Llewellyn, Brittany Matyas, Melissa Meyers, Adam Miliszewski, Tara Orbon, Ryan Peterson, Leslie Phemister, Lindsay Rask, Tom Rickert, Leon Rockingham, Tina F Smith, Vicky Smith, Joe Surdam, Mike Vanderhoof, Rocco Zuccherro

1.0 Call to order and Introductions

9:30 a.m.

CMAP Board

Chair Bennett called the meeting of the CMAP Board to order at 9:36 a.m. and reminded the members that the meeting was being live-streamed. Executive Director Aleman read the governor's disaster declaration and called the roll:

Mayor Bennett	Present	Nina Idemudia	Present	Anne Sheahan	Present
Frank Beal	Present	Mayor Noak	Present	Matt Walsh	Present
President Brolley	Present	President Reinbold	Present	Diane Williams	Present
Mayor Darch	Present	Mayor Rotering	Present		
Paul Goodrich	Present	Stefan Schaffer	Absent	Abolfazl Mohammadian	Present
Jim Healy	Present	Carolyn Schofield	Present	Leanne Redden	Present

MPO Policy Committee

Chair Osman called the meeting of the MPO Policy Committee to order.
Executive Director Aleman called the roll:

IDOT – Secretary Omer Osman	Present	DuPage County - Christopher Snyder	Present	McHenry County - Scott Hennings	Present
CDOT – Gia Biagi	Present	FHWA - John Donovan	Present	Metra - David Kralik	Present
CMAP – Frank Beal	Present	FTA - Anthony Greep	Present	Pace - Rick Kwasneski	Present
CMAP – Matt Brolley	Present	ISTHA - Jose Alvarez	Present	RTA - Leanne Redden	Present
CTA – Mike Connelly	Present	Kane County - Corinne Pierog	Present	Will County - Jennifer Bertino-Tarrant	Present
Cook County - Jesse Elam	Present	Kendall County - Scott Gryder	Present	Class I Railroads – Lisa Starks	Present
Council of Mayors - Mayor Schielke	Present	Lake County - Shane Schneider	Present		

2.0 Agenda Changes and Announcements

Chair Osman remarked on former MPO Member Erik Varela who has assumed the role of Illinois Port Director. Liisa Stark, Assistant Vice-President of Public Affairs of Union Pacific, will now serve as representative of the Class I Railroads. Member Starks provided introductory remarks.

Chair Osman reported that IDOT has hired Steve Travia as its Director of Highways Chief Engineer. Mr. Travia is from the District 1's Schaumburg Office and has 32 years of experience in operations, traffic engineering, expressway design, and construction.

3.0 Approval of CMAP Board Minutes – September 8, 2021

CMAP Board

A motion was made by Member Healy, seconded by Member Rotering, to approve the September 8, 2021, minutes. On a roll call vote, the motion was unanimously approved:

Mayor Bennett	Aye	Nina Idemudia	Aye	Anne Sheahan	Aye
Frank Beal	Aye	Mayor Noak	Aye	Matt Walsh	Aye
President Brolley	Aye	President Reinbold	Aye	Diane Williams	Aye
Mayor Darch	Aye	Mayor Rotering	Aye		
Paul Goodrich	Aye	Stefan Schaffer	Absent	Abolfazl Mohammadian	-
Jim Healy	Aye	Carolyn Schofield	Aye	Leanne Redden	-

4.0 Approval of MPO Policy Committee Minutes – June 10, 2021

MPO Policy Committee

A motion was made by Member Kwasneski, seconded by Member Alvarez, to approve the June 9, 2021, minutes. Member Pierog identified scrivener's errors with the misspelling of her name in the minutes. The errors will be corrected in the minutes. On a roll call vote, the motion was unanimously approved:

IDOT – Secretary Omer Osman	Aye	DuPage County - Chris Snyder	Aye	McHenry County - Scott Hennings	Aye
CDOT – Gia Biagi	Aye	FHWA - John Donovan	-	Metra - David Kralik	Aye
CMAP – Frank Beal	Aye	FTA - Tony Greep	-	Pace - Rick Kwasneski	Aye
CMAP – Matt Brolley	Aye	ISTHA - Jose Alvarez	Aye	RTA - Leanne Redden	Aye
CTA – Mike Connelly	Aye	Kane County - Corinne Pierog	Aye	Will County - Jennifer Bertino- Tarrant	Aye
Cook County - Jesse Elam	Aye	Kendall County - Scott Gryder	Aye	Class I Railroads – Lisa Starks	Aye
Council of Mayors - Mayor Schielke	Aye	Lake County - Shane Schneider	Aye		

5.0 Agency Reports

5.1 Executive Director's Report

Executive Director Erin Aleman's report included updates on the following: the State of the Region event, legislative updates, the ONTO 2050 plan, the work of the Safety Resources Group, information on mobility recovery, committee restructuring, and Call for Projects.

5.2 CMAP September Board Meeting Update

MPO Policy Member Redden provided an update regarding the September 8, 2021 meeting including the FLIP Program and legislative updates. She noted that significant discussion occurred regarding committee restructuring and requested that the MPO Policy Committee be included in the discussion.

5.3 Council of Mayors Update

Member Schielke provided an update of the July 20, 2021, Council of Mayors Executive Committee meeting which included information regarding the work occurring at the STP Project Selection Committee level, an overview of the CMAQ/TAP L and STP shared fund programs, and presentations and

updates of various committees and organizations. The next Council of Mayors meeting will occur October 19, 2021. Member Schielke remarked on staff's efforts to be more inclusive and better understand the issues facing the region.

5.4 Cook and Collar Caucuses

Upon the request from Member Healy, Director Aleman provided an update regarding the Collar County Caucuses, noting that the Theory into Practice contract was discussed, the City of Chicago's initiatives that impact the entire region, and applications for federal programs related to ARPA and other funding sources that can be collaboratively worked on that could strengthen our Chicagoland applications and further the goals of CMAP's ONTO 2050 Plan and other regional priorities.

6.0 Procurements and Contract Approvals

6.1 **Contract for the purchase of five servers for the research and programming division for land use modeling from Dell.**

6.2 **Contract with Theory into Practice (TIP) Strategies for a post-COVID assessment and implementation action plan to address transportation impacts and regional economic recovery.**

Angela Manning-Hardimon, Finance Deputy Executive Director, presented two contract procurements for approval. The Dell contract is for \$150,000 and the Theory into Practice contract is for \$185,000. Member Redden sought additional information regarding the Theory into Practice Strategies contract.

CMAP Board

A motion was made by Member Noak, seconded by Member Reinbold, to approve the two contracts. On a roll call vote, the motion was unanimously approved:

Mayor Bennett	Aye	Nina Idemudia	Aye	Anne Sheahan	Aye
Frank Beal	Aye	Mayor Noak	Aye	Matt Walsh	Aye
President Brolley	Aye	President Reinbold	Aye	Diane Williams	Aye
Mayor Darch	Aye	Mayor Rotering	Aye		
Paul Goodrich	Aye	Stefan Schaffer	Absent	Abolfazl Mohammadian	-
Jim Healy	Aye	Carolyn Schofield	Aye	Leanne Redden	-

7.0 Election of MPO Policy Committee Vice-Chair

Member Schielke reported that the MPO Nominating Subcommittee's recommendation is to reappoint Leanne Redden as the Vice-Chair of the MPO Policy Committee for a second, one-year term.

MPO Policy Committee

A motion was made by Member Schielke, seconded by Member Kwasneski, to reappoint Leanne Redden to serve as Vice-Chair of the MPO Policy Committee for a second one-year term. On a roll call vote, the motion was unanimously approved.

IDOT – Secretary Omer Osman	Aye	DuPage County - Chris Snyder	Aye	McHenry County - Scott Hennings	Aye
CDOT – Gia Biagi	Aye	FHWA - John Donovan	-	Metra - David Kralik	Aye
CMAP – Frank Beal	Aye	FTA - Tony Greep	-	Pace - Rick Kwasneski	Aye
CMAP – Matt Brolley	Aye	ISTHA - Jose Alvarez	Aye	RTA - Leanne Redden	Aye
CTA – Mike Connelly	Aye	Kane County - Corinne Pierog	Aye	Will County - Jennifer Bertino- Tarrant	Aye
Cook County - Jesse Elam	Aye	Kendall County - Scott Gryder	Aye	Class I Railroads – Lisa Starks	Aye
Council of Mayors - Mayor Schielke	Aye	Lake County - Shane Schneider	Aye		

8.0 FFY 2022 – 2026 Surface transportation Program (STP) Shared Fund Program and Transportation Improvement Program (TIP)

CMAP staff Kama Dobbs reported that the STP Selection Committee approved a program of 17 projects to be funded through the STP Shared Fund for Federal Fiscal Years 2022 – 2026. This program includes eight projects that were programmed in the previous call for projects cycle and nine new projects. The selected projects are throughout the region and include roadway reconstructions, bridge improvements, safety improvements, and bicycle/pedestrian barrier eliminations. Three comments were received during the public comment period regarding methodology and eligible project types. Sponsors for all other projects that have met the program eligibility requirements but were not selected, will have the option to participate in a contingency program which could be advanced should additional funding become available to the region. This would be contingent upon original project ranking and available funding.

The Project Selection Committee approved program has been incorporated into TIP amendment 22-00.3 which the Transportation Committee has recommended the CMAP Board and MPO Policy Committee approve.

CMAQ Board

A motion was made by Member Noak, seconded by Member Healy, to approve the FFY 2022 – 2026 Shared Fund Program and TIP amendments. On a roll call vote, the motion was unanimously approved by the CMAQ Board.

Mayor Bennett	Aye	Nina Idemudia	Aye	Anne Sheahan	Aye
Frank Beal	Aye	Mayor Noak	Aye	Matt Walsh	Aye
President Brolley	Aye	President Reinbold	Aye	Diane Williams	Aye
Mayor Darch	Aye	Mayor Rotering	Aye		
Paul Goodrich	Aye	Stefan Schaffer	Absent	Abolfazl Mohammadian	-
Jim Healy	Aye	Carolyn Schofield	Aye	Leanne Redden	-

MPO Policy Committee

A motion was made by Member Redden, seconded by Member Biagi, to approve the FFY 2022 – 2026 Shared Fund Program and TIP amendments. On a roll call vote, the motion was unanimously approved by the CMAQ Board.

IDOT – Secretary Omer Osman	Aye	DuPage County - Chris Snyder	Aye	McHenry County - Scott Hennings	Aye
CDOT – Gia Biagi	Aye	FHWA - John Donovan	-	Metra - David Kralik	Aye
CMAQ – Frank Beal	Aye	FTA - Tony Greep	-	Pace - Rick Kwasneski	Aye
CMAQ – Matt Brolley	Aye	ISTHA - Jose Alvarez	Aye	RTA - Leanne Redden	Aye
CTA – Mike Connelly	Aye	Kane County - Corinne Pierog	Aye	Will County - Jennifer Bertino-Tarrant	Aye
Cook County - Jesse Elam	Aye	Kendall County - Scott Gryder	Aye	Class I Railroads – Lisa Starks	Aye
Council of Mayors - Mayor Schielke	Aye	Lake County - Shane Schneider	Aye		

9.0 FFY 2022 – 2026 Congestion Mitigation and Air Quality Improvement Program (CMAQ) and FFY 2022 – 2026 Transportation Alternatives Program-Local (TAP-L) Programs and Transportation Improvement Program (TIP) Amendments

CMAQ staff Doug Ferguson reported that the CMAQ Project Selection Committee developed a program of 30 projects to be funded with CMAQ Funds and 12 projects to be funded with TAP-L funding in FFYs 2022 – 2026. These projects are located throughout the region and include transit facility improvements, transit service improvements,

access to transit improvements, traffic flow improvements, new bicycle facilities and direct emission reduction projects. These projects were incorporated into TIP amendments 22-00.1 and 22-00.2, approved by the Transportation Committee on September 24, 2021, and recommended to be sent to the CMAP Board and MPO Policy Committee for their approval. Discussion ensued regarding Lake County's demonstration project.

CMAP Board

A motion was made by Member Noak, seconded by Member Healy, to approve the FFY 2022 – 2026 Shared Fund Program and TIP amendments. On a roll call vote, the motion was unanimously approved by the CMAP Board.

Mayor Bennett	Aye	Nina Idemudia	Aye	Anne Sheahan	Aye
Frank Beal	Aye	Mayor Noak	Aye	Matt Walsh	Aye
President Brolley	Aye	President Reinbold	Aye	Diane Williams	Aye
Mayor Darch	Aye	Mayor Rotering	Aye		
Paul Goodrich	Aye	Stefan Schaffer	Absent	Abolfazl Mohammadian	-
Jim Healy	Aye	Carolyn Schofield	Aye	Leanne Redden	-

MPO Policy Committee

A motion was made by Member Schielke, seconded by Member Bertino-Tarrant, to approve the FFY 2022 – 2026 Shared Fund Program and TIP amendments. On a roll call vote, the motion was unanimously approved by the CMAP Board.

IDOT – Secretary Omer Osman	Aye	DuPage County - Chris Snyder	Aye	McHenry County - Scott Hennings	Aye
CDOT – Gia Biagi	Aye	FHWA - John Donovan	-	Metra - David Kralik	Aye
CMAP – Frank Beal	Aye	FTA - Tony Greep	-	Pace - Rick Kwasneski	Aye
CMAP – Matt Brolley	Aye	ISTHA - Jose Alvarez	Aye	RTA - Leanne Redden	Aye
CTA – Mike Connelly	Aye	Kane County - Corinne Pierog	Aye	Will County - Jennifer Bertino-Tarrant	Aye
Cook County - Jesse Elam	Aye	Kendall County - Scott Gryder	Aye	Class I Railroads – Lisa Starks	Aye
Council of Mayors - Mayor Schielke	Aye	Lake County - Shane Schneider	Aye		

10.0 Presentation on the Illinois Department of Transportation (IDOT) Data Driven Decisions Tool

Holly Bienemann, IDOT, provided a presentation regarding IDOT's data driven decision tool. The data-driven decision tool will be used to facilitate a more transparent, equitable, and data driven decision process in its project selection statewide. The tool includes five goals with 13 selection criteria. Discussion ensued regarding how IDOT is accounting for traffic volumes given the effect of the pandemic and the need for IDOT to reconsider its intermodal criteria for rural parts of the state.

8.0 Presentation on the potential CMAP ADA Title II Compliance Program

CMAP staff Jonathan Burch provided a presentation regarding the CMAP's work to develop a program which will help bring the communities within the region into compliance with the requirements outlined in Title II of the Americans with Disabilities Act. A report published by the Metropolitan Planning Council indicated that of the 200 communities in CMAP's region who must comply with Title II, 22 have adopted transition plans but not all 22 plans met best practices of ADA transition plans. CMAP must certify that those receiving transportation funding through the organization must comply with ADA; agencies that are non-compliant could jeopardize future federal funding. CMAP has been working on defining a program to help the region's communities comply with Title II and to make progress on implementing recommendations identified in the self-evaluation process. Outreach, public engagement, and education are critical to the success of the program. The Title II compliance program creates a process to support communities in completing transition plans and implementing recommendations. It will be municipality-focused, multi-faceted, and transportation-focused. CMAP is still finalizing details of the program but recognizes it will need to prioritize some communities.

9.0 State and Federal Legislative Update

No update was provided.

10.0 Other Business

No other business was discussed.

11.0 Public Comment

No members of the public requested to provide comment.

12.0 Next Meeting

CMAP Board Chair Bennett reported that the next meeting is on November 10, 2021.

MPO Policy Committee Chair Secretary Osmon reported that the next meeting is on January 13, 2022.

13.0 Adjournment
CMAP Board

A motion was made by Member Noak, seconded by Member Healy, to adjourn the meeting. On a voice vote, the motion was unanimously approved.

Mayor Bennett	Aye	Frank Beal	Not present	President Brolley	Aye
Mayor Darch	Aye	Paul Goodrich	Aye	Jim Healy	Aye
Nina Idemudia	Aye	Mayor Noak	Aye	President Reinbold	Aye
Mayor Rotering	Aye	Carolyn Schofield	Aye	Anne Sheahan	Aye
Matt Walsh	Aye	Diane Williams	Aye	Leanne Redden	-
Abolfazl Mohammadian	-				

MPO Policy Committee

A motion was made by Member Schielke, seconded by Member Biagi, to adjourn the meeting. On a voice vote, the motion was unanimously approved by the CMAP Board.

IDOT – Secretary Omer Osman	Aye	DuPage County - Chris Snyder	Aye	McHenry County - Scott Hennings	Aye
CDOT – Gia Biagi	Aye	FHWA - John Donovan	-	Metra - David Kralik	Aye
CMAP – Frank Beal	Aye	FTA - Tony Greep	-	Pace - Rick Kwasneski	Aye
CMAP – Matt Brolley	Aye	ISTHA - Jose Alvarez	Aye	RTA - Leanne Redden	Aye
CTA – Mike Connelly	Aye	Kane County - Corinne Pierog	Aye	Will County - Jennifer Bertino-Tarrant	Aye
Cook County - Jesse Elam	Aye	Kendall County - Scott Gryder	Aye	Class I Railroads – Lisa Starks	Aye
Council of Mayors - Mayor Schielke	Aye	Lake County - Shane Schneider	Aye		

The meeting was adjourned at 10:58 a.m.

Respectfully submitted,

Blanca Vela-Schneider
Executive Operations Manager

10/29/2021



Chicago Metropolitan
Agency for Planning

433 West Van Buren Street
Suite 450
Chicago, IL 60607
312-454-0400
cmap.illinois.gov

MEMORANDUM

To: CMAP Board and MPO Policy Committee
From: CMAP Staff
Date: January 5, 2022
Re: 2022 Highway safety performance targets

Metropolitan planning organizations (MPOs) contribute to the federal transportation performance management process to track national goals at the state and regional level for highway safety, highway asset condition, system performance, congestion mitigation and air quality (CMAQ), transit asset condition, and transit safety. Under federal law, State departments of transportation (DOTs) and MPOs are required to establish quantitative highway safety performance targets on an annual basis and use a set of performance measures (PMs) to track progress toward the long-term goal of eliminating traffic related fatalities and serious injuries on all public roads.¹ MPOs have the choice to support any or all the state's highway safety targets, develop their own highway safety targets for any or all individual measures. Last year staff provided a [memo](#) to the CMAP Board and MPO Policy Committee that included background on the Safety PM rule. This memo reviews IDOT's 2022 statewide highway safety targets, CMAP's safety efforts that support the state's highway safety targets, and next steps.

CMAP has initiated several efforts to develop actionable steps to improve regional roadway safety. The numerous projects underway range from policy development, research, to localized planning; they are described below. As the region continues to develop strategies to address safety on the roadways, CMAP staff will again recommend that the CMAP Board and MPO support IDOT's 2022 highway safety targets, which reflect a two percent reduction in the five-year average for all performance measures. **CMAP staff recommends that the CMAP Board and MPO Policy Committee support IDOT's 2022 highway safety targets.**

IDOT 2022 safety performance targets

State DOTs and MPOs are required to establish annual highway safety targets as five-year rolling averages, in this case 2018-2022, on all public roads for the following metrics: (1) number of fatalities, (2) rate of fatalities per 100 million vehicle miles traveled (VMT), (3) number of

¹ The safety performance measure (Safety PM) requirements are set out in the Federal Highway Administration's [National Performance Management Measures: Highway Safety Improvement Program](#) final rule.

serious injuries, (4) rate of serious injuries per 100 million VMT, and (5) number of non-motorized fatalities and non-motorized serious injuries. The five-year average smooths large changes from year to year that can occur with fatalities and serious injuries from traffic crashes as they can vary considerably due to numerous factors.

As in past years, for 2022, all IDOT's safety targets are set using a policy-based two percent annual reduction in the five-year rolling average. IDOT's statewide safety targets along with statewide and CMAP region's rolling five-year average are in table 1 below.

Following national trends, both the state and region have experienced an increasing trend in the five-year average for fatalities and rate of fatalities per 100 million VMT. While fatalities have been trending up, the serious injury related measures, number of serious injuries and rate of serious injuries per 100 million VMT, have been trending down in the last five years for both the state and region. The non-motorized measure saw a decrease in the 2020 five-year average compared to previous years. According to FHWA's most recent assessment, IDOT did not meet or make significant progress toward meeting the 2015-2019 fatality related and non-motorized targets. However, significant progress was made on the serious injuries targets.

Table 1. IDOT Statewide and CMAP Region's Highway Safety Performance Measures and 2022 Safety Targets

	5-year average					2022 Target
Performance Measure	2012-2016	2013-2017	2014-2018	2015-2019	2016-2020	2018-2022¹
Number of Fatalities - Statewide	989.4	1,016.20	1,025.00	1,042.00	1,081.00	1,038.20
Number of Fatalities - CMAP	426.2	443.8	453.2	471	503.6	-
Rate of Fatalities - Statewide	0.938	0.956	0.96	0.972	1.04	0.99
Rate of Fatalities - CMAP	0.722	0.746	0.759	0.783	0.866	-
Number of Serious Injuries - Statewide	12,184.40	12,182.40	11,971.60	11,448.60	10,704.00	10,280.10
Number of Serious Injuries - CMAP	6,662.80	6,720.80	6,613.20	6,426.20	5,980.40	-
Rate of Serious Injuries - Statewide	11.553	11.476	11.224	10.682	10.17	9.77
Rate of Serious Injuries - CMAP	11.306	11.325	11.104	10.708	10.179	-
Number of Non-Motorized Fatalities and Serious Injuries - Statewide	1,498.80	1,505.80	1,526.00	1,548.80	1,490.60	1,431.60
Number of Non-Motorized Fatalities and Serious Injuries - CMAP	1,149.00	1,182.00	1,215.00	1,238.40	1,162.40	-

¹ IDOT target based on a two percent annual reduction in five-year average.

CMAP Roadway Safety Efforts

By agreeing to support IDOT's highway safety targets, the MPO is not agreeing to any specific share of the decrease in fatalities and serious injuries. Instead, it is agreeing to integrate the targets as goals in the metropolitan planning process and to plan and program projects that help meet the State's targets. The selection of the target does not directly affect the allocation of funding at the MPO level. However, the targets selected for different measures should inform funding priorities.

Metropolitan Chicago has unique safety needs. The CMAP region greatly influences the safety performance trends at the statewide level because of its share of the state's population and multimodal transportation system. The region accounts for 47 percent and 56 percent of the state's 5-year average for fatalities and serious injuries, respectively. When it comes to non-motorized fatalities and serious injuries, the region accounts for roughly 78 percent of the state's total. This is due to the high number of pedestrians and pedal-cyclists compared to the rest of the state.

Fatal and serious injury crashes occur on all public roads regardless of jurisdiction. According to a CMAP analysis of IDOT crash data, the share of fatalities and serious injuries that occurred on local jurisdiction roads over the past 5 years (2016-2020) was 40 percent and 48 percent, respectively. To help reduce the number of fatalities and serious injuries that occur every year on the region's roadways, CMAP staff are dedicated to incorporating traffic safety in its planning and programming efforts. IDOT has the Bureau of Safety Programs and engineering that is focused on roadway safety efforts on the state jurisdiction roadways, but municipalities across the CMAP region do not have the staff to support traffic safety on an ongoing basis. Because of this, CMAP has committed to assisting local agencies across the region in traffic safety efforts.

To facilitate progress on highway safety targets, many of the recommendations identified in the 2017 traffic safety white paper are currently being implemented. CMAP has incorporated highway safety into its annual work plan and programming decisions. Traffic safety has become an annual work plan item and CMAP is assisting communities in traffic safety planning through CMAP's Local Technical Assistance (LTA) and Surface Transportation Program-Shared Fund programs. In addition, traffic safety continues to be included as a component of project evaluation for CMAP's planning and programming efforts.

The safety action agenda annual work plan item is a multi-year effort to develop a regional strategy for improving traffic safety. This project lays out policy research that CMAP and potentially other agencies need to undertake to help improve traffic safety at the state, regional, and local level. CMAP staff formed a resource group consisting of regional partners working on various aspects of safety to help guide and develop a regional strategy for improving traffic safety. For the current fiscal year, the resource group identified speed management and bicycle and pedestrian safety as the focus areas for the safety action agenda. CMAP staff continue to engage with the group to compile best practices and develop actionable recommendations and

strategies to reduce traffic fatalities and serious injuries on all roadways, regardless of jurisdiction.

In addition, CMAP applied for and awarded a State Planning and Research (SPR) grant to take a deeper dive into speeding related crashes and identify problem locations. The SPR grant includes funding to purchase data and hire a consultant to analyze regional vehicle speed data to identify corridors where vehicle speed issues coincide with high rates of crashes. CMAP plans to potentially work with the agency that has jurisdiction over the identified corridor and help implement safety countermeasures and policies to make the corridor safer for all roadway users through speed management. In addition to purchasing and analyzing the speed data, the SPR grant will allow CMAP to purchase equipment that can track vehicle speed through a corridor. This equipment, along with crash data, will be used to capture the impact of the countermeasure and/or policies implemented along the corridor.

Local solutions will be critical to addressing challenges in different types of communities. CMAP's LTA program has expanded its focus on traffic safety by including traffic safety specific project types in its program and has incorporated traffic safety in projects where possible. The initial traffic safety related project awarded through the LTA program, a local road safety plan for the Village of Flossmoor will be completed this winter and is being developed through stakeholder engagement, collaboration, and data analysis to tailor it to the local safety issues on all roads in the village. Furthermore, the CMAP LTA program just awarded three communities (Bellwood, Calumet City, and Riverdale) with site-specific safety plans for four intersections and one corridor. For the intersection locations, CMAP will work with the community and a consultant to develop an intersection design study and safety action plan. A consultant, with input from CMAP and the community, using a complete streets approach will complete the corridor safety study.

CMAP continues to include traffic safety in program and project evaluations. The CMAQ and STP-L Shared Fund programs incorporate safety into project evaluations and many of the eleven Council of Mayors STP project evaluation included safety as a measure. Traffic safety is included in the evaluation of regional significant projects in the ON TO 2050 regional plan and plan update.

While these efforts will continue and ideally expand, making a significant impact on deaths and serious injuries requires more work. Further work across the region, for example, will be necessary to address other dimensions such as racial inequities or disparities for other sensitive populations. CMAP will continue to work with its partners to explore new avenues to address traffic safety through its planning and programming activities.

Next steps

Following consideration by the CMAP Board and MPO Policy Committee, CMAP staff requests approval of the recommended 2022 highway safety targets. CMAP staff will continue to keep the Transportation Committee, Board, and MPO Policy Committee informed and engaged on the efforts underway to improve roadway safety for all users of the transportation system.

ACTION REQUESTED: Approval

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MEMORANDUM

To: CMAP MPO Policy Committee

From: CMAP staff

Date: January 6, 2022

Re: ON TO 2050 update financial plan for transportation – draft forecast

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	\$200.4
Local revenues	\$208.4
Total baseline revenues	\$489.6
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	\$60.1

CMAAP 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, CMAAP 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 \$20 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	\$7 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	\$22 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 IJJA 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. IJJA 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. IJJA 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 transit connections. Currently, 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.

Baseline 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 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

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

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

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 - \$46.6 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 \$18.5 billion. The Regional Transportation Authority also receives funding based on allocations set in statute, which is forecast to total \$10.6 billion. This forecast also includes statutory disbursements to counties, townships, and municipalities, forecasted to total \$17.6 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 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

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

reach a fleetwide average of 29.3 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 - \$5.8 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 - \$65.9 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 - \$76.9 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 \$2.4 billion over the planning period.

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. CMAP staff will also begin to draft forecasts for improving asset condition to meet the plan's condition targets. At the March 2022 MPO Policy Committee meeting, CMAP staff will share draft allocations toward meeting these targets, investing in enhancing the system, and building regionally significant projects. 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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