



DUPAGE MAYORS AND MANAGERS CONFERENCE
1220 Oak Brook Road
Oak Brook, IL 60523
630-571-0480
www.dmmc-cog.org

MEETING AGENDA
TRANSPORTATION POLICY COMMITTEE
Tuesday, January 28, 2020– 2:00 p.m.
DuPage Mayors and Managers Conference
1220 Oak Brook Road, Oak Brook, Illinois 60523

I. WELCOME AND INTRODUCTIONS

A. Attendance

B. Approval of December 3, 2019 Committee Meeting Minutes

For Committee Action

(Attached)

C. Director Keehner's/Deputy Director Townsend's Report

II. PRESENTATIONS

A. Pace Bus – Rapid Transit Program

Ryan Ruehle, Rapid Transit Corridor Planner for Pace, will provide an update on Pace's Rapid Transit Program and associated projects and studies. Included in the report will be an update on the Tri-State (I-294) Market and Facilities Study.

B. Metra Update – Capital Bill Funding

Demetri Skoufis, Community Affairs Representative for Metra, will update the Committee on Metra's plans for funding secured through the *Rebuild Illinois* Capital Bill that was enacted in 2019.

III. POLICY ISSUES

A. DMMC STP Call for Projects

The FY 21-25 DMMC STP Call for Projects is currently open and closes on March 16, 2020. Additional information about the application process can be found on the DMMC website: <https://dmmc-cog.org/surface-transportation-program/>

For Committee Information

B. CMAP 2020 State Legislative Agenda

CMAP's Legislative Agenda for the 101st Illinois General Assembly is attached. Items on CMAP's Legislative Agenda include: Supporting performance-based capital programming, reforming tax policies, and implementing user fees and regional revenues to fund multi-modal transportation. **(Attached)**

For Committee Information

C. Metropolitan Planning Council Universal Mobility Report

The Metropolitan Planning Council has released a report titled “Towards Universal Mobility: Charting a Path to Improve Transportation Accessibility.” The report details challenges that people with disabilities face traveling throughout the Chicago region. The report includes numerous recommendations to improving mobility for individuals with disabilities, including:

- Centralizing information on available transportation services
- Standardizing wayfinding among transit providers
- Eliminating IDOT’s local financial match requirement for sidewalk construction
- Prioritizing funding for universal accessibility of all regional rail stations

The full report and recommendations can be found by visiting:

https://www.metroplanning.org/uploads/cms/documents/universal_mobility_report_dec2019.pdf

For Committee Information

D. DuPage County RTA Technical Assistance Application – Countywide Mobility

DuPage County has submitted an application to the Regional Transportation Authority (RTA) Local Technical Assistance/Community Planning Program to develop a Countywide Mobility Plan. The RTA has listed the application as part of its 2020 Community Planning Program of Projects and is accepting comments on the proposed Program of Projects through February 8. The County’s application is attached. **(Attached)**

For Committee Information

E. CMAP Regional Flood Susceptibility Index

CMAP has created a Regional Flood Susceptibility Index to identify priority areas across the region for flood mitigation activities. Additional information can be found on the CMAP website:

<https://www.cmap.illinois.gov/programs/water/stormwater/flood-index>

For Committee Information

F. CMAP Study on Fines, Fares, and Fees

CMAP is undertaking a study on the impact of transportation related fees, fares, and fines on low-income families and persons of color to develop potential policies to mitigate those effects. Additional information can be found in the attached memo.

For Committee Information

(Attached)

IV. UPDATES FROM TRANSPORTATION PARTNERS

A. Regional Transportation Authority (Attached)

B. Pace

C. Metra

D. Chicago Metropolitan Agency for Planning (Attached)

E. DuPage County

F. Illinois State Toll Highway Authority

G. Illinois Department of Transportation (Attached)

V. STAFF REPORTS

A. CMAP Meetings Memo (Attached)

VI. OTHER BUSINESS

VII. UPCOMING MEETINGS

The next regularly scheduled Committee meeting is Tuesday, February 25 at 2:00 PM.

VIII. ADJOURNMENT



DUPAGE MAYORS AND MANAGERS CONFERENCE

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MINUTES

**DUPAGE MAYORS AND MANAGERS CONFERENCE
TRANSPORTATION POLICY COMMITTEE
TUESDAY, DECEMBER 3, 2019– 2:00 P.M.
DUPAGE MAYORS AND MANAGERS CONFERENCE
1220 OAK BROOK ROAD, OAK BROOK, IL**

I. WELCOME AND INTRODUCTIONS

Director Keehner called the meeting to order at 2:00 P.M.

A. Attendance

Committee Members Attending

Keehner, Rich – Director	Village of Villa Park
Townsend, Brian – Deputy Director	Village of Schaumburg
Pozsgay, Kurtis	Village of Bensenville
Newlon, Nan	Village of Downers Grove
Killian, Howard	City of Elmhurst
Knapp, Patrick	Village of Schaumburg
May, Steve	Village of Westmont
Neal, Gayle	Village of Willowbrook
Horn, Jenny	Village of Woodridge

Guests

Loper, John	DuPage County
Murtha, Tom	CMAP
Plummer, Andy	RTA
Rose, Chris	Pace
Scott, Cheryl	Metropolitan Mayors Caucus
Milburn, Tim	Green Ways 2 Go

DMMC Staff

Knickelbein, Daniel	DMMC Staff
Quintell, Suzette	DMMC Staff

DUPAGE MAYORS AND MANAGERS CONFERENCE

Committee Members Not Attending

Henaghan, Jennifer	Village of Addison
Zuccherro, Lucille	Village of Addison
Moore, TJ	Village of Hanover Park
Louden, Jennifer	City of Naperville

B. Approval of Minutes

Motion by May, second by Knapp to approve the minutes from the September 24th meeting. Motion carried.

D. Committee Director Keehner's/Deputy Director Townsend's Report

Director Keehner wished everyone a happy holiday season.

II. PRESENTATIONS

A. CMAP Grade Crossing Prioritization Presentation

CMAP Senior Planner Tom Murtha introduced himself to the Committee. He began his presentation by showing a video of a train idling at a grade crossing in Dolton and the impact on both drivers and pedestrians. Murtha stated that CMAP is starting a feasibility study to further analyze grade crossing delay at five crossings in the region.

Murtha then discussed ways to reduce delay at crossings, which include: speeding up trains through additional investment in track and sidings, rerouting vehicular traffic through better performing crossings, and building additional grade separations. Murtha mentioned that places with high frequency train service (such as the Metra BNSF line) have difficulty clearing motorists queued at crossings. He summarized his presentation by stating that overall, motorist delay has increased and that there is potential for allocating additional funding to constructing grade separations. He stated that next steps include hiring a consultant to conduct feasibility studies for five crossings and improving data collection on motorist delay.

Keehner asked how the five crossings to get further studied would be determined. Murtha stated that CMAP wants to study crossings that haven't been studied before, have a high volume of traffic, and where there is community support for the study. He added that one of the five crossings have already been selected: Laraway Road in Joliet. Pozsgay asked if the study will include looking at how to get trains in yard quicker. Murtha stated that this falls under the purview of the CREATE Program.

B. Electric Vehicles (EV) Listening Session – Metropolitan Mayors Caucus

Cheryl Scott, a Greenest Region Corps (GRC) Member, introduced herself to the Committee. She provided an overview and background on the Caucus' EV Ready Program. She discussed funding that is available for EV Infrastructure, including the recently passed Illinois Capital Bill, the Volkswagen Emissions settlement, and the CMAP Congestion Mitigation and Air Quality (CMAQ) Program. Scott also discussed the process that the Caucus is undertaking to design an EV Ready Program by May 2020. Scott introduced Tim Milburn, who provided an overview of Electric

Vehicle technology and choices that are available to consumers. He discussed EV charging equipment, ownership and revenue models, and EV charging station installation types. Milburn also highlighted the Alternative Fuels Data Center website, which shows locations of EV charging stations across the United States. Milburn then asked for feedback from Committee Members.

Townsend asked how the electric vehicle charging model is economically sustainable. Milburn stated that this was a “chicken or the egg” problem, as people who are buying electric cars need to ensure there are sufficient places to charge their vehicles but that there also need to be enough electric vehicles on the market for it to make financial sense to pay for the charging installations. Milburn also mentioned California, where some areas are seeing better returns on investment. Newlon stated that Downers Grove has several plug-in vehicles for community service officers that are well used. Killian added that Elmhurst has two vehicles for building inspectors that are 100 % electric. Townsend asked the group if any of their residents have been asking them to make investments in electric vehicle infrastructure. Killian stated that environmental groups in Elmhurst have asked for additional electric vehicle infrastructure. Keehner thanked Scott and Milburn for their presentation.

III. POLICY ISSUES

A. CMAP STP Call for Projects

Knickelbein stated that the upcoming DMMC STP Call for Projects opens on January 15, 2020 and closes on March 16, 2020.

IV. UPDATES FROM TRANSPORTATION PARTNERS

A. Regional Transportation Authority

Plummer highlighted the RTA 2020-2020 Operating Budget and budget process.

B. Pace

Report contained in the agenda.

C. Metra

No report.

D. Chicago Metropolitan Agency for Planning

Report contained in the agenda.

E. DuPage County

Loper stated that DuPage County has two upcoming ADA Transition Plan public meetings.

F. Illinois State Toll Highway Authority

No report.

G. Illinois Department of Transportation

Report contained in the agenda.

V. STAFF REPORTS

DUPAGE MAYORS AND MANAGERS CONFERENCE

A. CMAP Committee Meeting Memo

There was no discussion.

VI. OTHER BUSINESS

Newlon mentioned that the College of DuPage Public Service Institute is offering an upcoming one-day class on project management. The class will take place on Wednesday, January 15th from 8:00 AM to 4:00 PM.

VII. UPCOMING MEETINGS

The December 2019 Transportation Policy Committee meeting was canceled. The next meeting will be held on January 28, 2020 at 2:00 PM.

VIII. ADJOURNMENT

Motion by Newlon to adjourn. Second by May. Motion carried. The meeting was adjourned at 3:08 PM


Respectfully submitted,

Daniel Knickelbein



**2020
LEGISLATIVE
AGENDA FOR THE
101ST ILLINOIS
GENERAL ASSEMBLY**





The Chicago region has a tradition of seizing its destiny rather than leaving the future to chance. That tradition is founded on ambitious, bold planning. In that vein, the Chicago Metropolitan Agency for Planning (CMAP) was created in 2005 (70 ILCS 1707) to guide planning in northeastern Illinois.

The region is home to one of the world's great economic centers, abundant natural resources, and a vast multimodal transportation system. Adopted in October 2018, CMAP's ON TO 2050 comprehensive regional plan recommends policy changes and legislative actions to capitalize on these vital assets. Framed by three principles — Inclusive Growth, Resilience, and Prioritized Investment — ON TO 2050 builds on past planning efforts to maintain metropolitan Chicago's competitive advantages, address persistent challenges, and achieve regional prosperity.

The 2020 Legislative Agenda presents CMAP's positions on state legislation related to planning, transportation funding and programming, fiscal and tax policy, and support for local governments. A more detailed legislative framework to inform potential state legislation is available at www.cmap.illinois.gov/updates/legislative.



Allocate funds for comprehensive regional planning activities

When the State of Illinois created CMAP, it charged the agency with comprehensively planning for the Chicago region, incorporating land use and transportation planning with work on housing, regional economic growth, water resource management, community development, and environmental issues. CMAP's enabling legislation pledged that "additional funding shall be provided to CMAP to support those functions and programs authorized by [the Regional Planning Act]" (70 ILCS 1707/62). Funding from the state is primarily limited to transportation activities and needs to include funding that supports all of CMAP's planning activities as mandated in the state enabling legislation, with a special emphasis on natural resource planning for CMAP and partner agencies.

CMAP supports dedicated funding for all of CMAP's comprehensive planning activities mandated by the State.

CMAP supports new, sustainable revenues to support state and regional water planning by the Illinois Department of Natural Resources, Illinois State Water Survey, Illinois Water Inventory Program, and regional partners.

Support transparent, performance-based capital programming

The passage of Rebuild Illinois marks an important step towards addressing the state's significant transportation infrastructure needs, but these expanded revenues must be used wisely. Rather than using arbitrary formulas, the State of Illinois and regional implementers should use performance-based criteria to select projects that provide the greatest overall benefit. A more transparent process would ensure that limited resources are steered toward the most critical needs, improve system condition over the long-term, provide more accountability, and reflect regional priorities.

CMAP supports state legislation and administrative actions to advance performance-based programming and prioritize infrastructure investments using asset management principles.

CMAP supports legislation clarifying the eligibility of the Transportation Renewal Fund (35 ILCS 505/8b) to explicitly include transit, freight, bicycle, and pedestrian infrastructure.

Collect and provide data to support decision making and accountability

Robust data is necessary to conduct research, prioritize public investments, and make better and more informed decisions. Data sharing through open governance also improves transparency and accountability by enabling residents to understand how government operates. As technology advances and brings new transportation options to the region, CMAP and planners need better access to information — such as data from transportation network companies (TNCs) like Uber and Lyft — to help guide congestion management, planning, and investment decisions.

CMAP supports legislation to increase data sharing and transparency by state and local agencies.

CMAP supports legislation to increase data and information sharing at a regional scale by TNCs and other private personal mobility companies that aids local and regional planning and decision making.

Reform tax policy to strengthen communities

Fiscal and tax policy decisions made at the state level significantly affect the Chicago region's ability to make infrastructure and community investments recommended in ON TO 2050. Tax policy influences the region's overall economy, including the commercial, industrial, and residential development of communities. Tax policy can also limit the ability of local governments to meet their quality of life goals, create an overreliance on property tax, and hold some communities in a cycle of disinvestment.

Under the current tax structure, communities without sales tax generating businesses or dense commercial development often have few revenue options sufficient to cover the cost of public services and infrastructure. Reforms are needed to improve revenue-generating options for communities that have a very low tax base compared with their costs for providing basic services, helping break the cycle of slow growth or disinvestment. Current policies can inadvertently lead local governments to compete with one another for economic development, with little or no overall gain for the region or state. Changes to the tax system must also reflect the state's economies and demographics, and promote inclusive growth.

Many of the region's local governments face revenue constraints, a backlog of infrastructure needs, and insufficient staffing. Sharing services, consolidating services, or consolidating governments can provide benefits, including improved capacity and resources, greater efficiency, enhanced service quality, and cost savings. The State can help facilitate partnerships and consolidation by providing support to local governments interested in pursuing these strategies.

CMAP supports reforms to the criteria the state uses to direct revenues to local governments in order to reduce wide divergences across municipalities, allow each municipality to support its own desired mix of land uses, and adapt to changing development patterns.

CMAP supports broadening the sales tax base to include more services, in such a way that could allow for lower rates.

CMAP supports a state program that provides funding to local governments for study and implementation of consolidation and other partnerships.

Implement user fees and regional revenues to sustainably fund the region's multimodal transportation system

Metropolitan Chicago is home to an extensive multimodal transportation network, serves as North America's freight hub, and features one of the nation's most extensive public transit networks. While Rebuild Illinois expanded revenues, these reforms still fall short of the level of resources required to support the current system let alone make improvements that are crucial to the region's economic competitiveness.

Additionally, with increasing fuel efficiency and a stagnating population, motor fuel taxes and revenues from vehicle registrations fees will not adequately fund needed infrastructure maintenance and improvements in the long term. Further, the tax burden will grow more inequitable across the system as some vehicles become more efficient and a greater number are powered by alternative fuels. The state urgently needs to begin a pilot study of a per-mile road usage charge to aid in transitioning away from the motor fuel tax.

Increased state and federal investment, while critical, will likely be insufficient to meet the region's significant needs. Metropolitan Chicago should generate robust local revenues and allocate those funds based on performance rather than arbitrary formulas. Regionally raised and regionally invested funds would help complete a significant number of prioritized projects and modernize the system while leveraging private and public funding sources.

Tolling remains a major opportunity to fund the reconstruction of the expressway system. While Rebuild Illinois provided a significant down-payment for I-80, additional improvements are needed along the corridor. A full rebuild of the I-290 Eisenhower is desperately needed and likely cannot be funded without tolling. Further, the region must implement congestion pricing — such as the managed lanes proposal on I-55 — and advance policies where those who gain the most from the system pay for it.

Transportation infrastructure investments must also reflect the changing technological landscape. Lawmakers can shape the development of emerging technologies, such as autonomous vehicles and transportation network companies, to improve mobility throughout the region. Legislation should maintain local authority and avoid prohibiting or mandating specific technologies. New programs should focus on integrating new technologies into existing transportation systems and services in ways that leverage the new services' strengths.

CMAP supports a statewide pilot for a per-mile road usage charge that will become necessary due to the long-term insufficiency and inequity of the motor fuel tax.

CMAP supports new, sustainable, regionally raised revenues for transportation to make multimodal investments that meet the region's unique transportation needs.

CMAP supports congestion pricing and other operational improvements to ensure people and goods can move efficiently.

About CMAP

The Chicago Metropolitan Agency for Planning (CMAP) was created in 2005 by state statute (70 ILCS 1707) and CMAP's Policy Committee is the federally designated Metropolitan Planning Organization (MPO) for the seven counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will plus portions of Grundy and DeKalb. State and federal mandates require CMAP to conduct comprehensive regional planning, prioritize transportation investments, provide technical assistance for communities, and compile data resources that enhance decision making.

CMAP is focused on implementing ON TO 2050 — the region's comprehensive plan, which was adopted in October 2018 by leaders from across the seven counties. ON TO 2050 is an innovative, policy-based plan that establishes coordinated strategies to help the region's 284 communities address transportation, economic development, open space, water, energy, housing, and other quality-of-life issues. Three principles guide the plan and unify the goals and implementation strategies: Inclusive Growth, Resilience, and Prioritized Investment.

Implementation of ON TO 2050 is CMAP's main priority. There are three primary ways CMAP is working to achieve regional goals — hands-on technical assistance to local governments, aligning capital investments through performance based decision-making, and through collaborative research and analysis.

- **Local Technical Assistance (LTA) Program.** CMAP has initiated over 220 LTA projects in partnership with counties, municipalities, and nongovernmental organizations who are planning for increased livability, sustainability, and economic vitality.
- **Performance-Based Programming.** ON TO 2050 recommendations guide the allocation of federal transportation dollars in northeastern Illinois through the following programs that CMAP administers:
 - » \$381 million invested over five years (federal FY 2020-2024) as a part of the Congestion Mitigation and Air Quality Improvement program to enhance mobility and improve air quality throughout the region.
 - » \$198 million approved via the STP-Shared Fund for federal FY 2020-2024, developed through coordination with subregional Councils of Mayors and the City of Chicago to address regional infrastructure priorities. The subregional councils will have their next call for projects in 2020.
 - » \$32.4 million allocated as part of the Transportation Alternatives Program for federal FY 2020-24 to support alternative modes of transportation and help complete CMAP's Regional Greenways and Trails Plan.
 - » \$13 billion in total, accounted for in the Transportation Improvement Program (TIP), which includes all federally funded and otherwise regionally significant projects for federal FY2020-2024.
- **Policy Research and Analysis.** CMAP conducts extensive, data-driven research and analysis related to policy objectives contained in ON TO 2050, including diverse economic factors such as workforce, innovation, and state and local tax policies. CMAP helps to coordinate collaborative efforts to build partnerships involving educational institutions, government entities, and industries to strengthen our region's economy.

Contact

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2019/2020 Local Technical Assistance and Community Planning Programs

Application Number: 34

Project Title: DuPage County DOT Mobility Plan

Applicant: DuPage County Division of Transportation



Project Description:

In DuPage, evolving demographics are conflicting with the ability to provide mobility. Public transit service reductions, elimination of government-sponsored programs, and the rise of mobility-as-a-service companies make it increasingly difficult for disadvantaged demographic groups to find affordable transportation across boundaries.

Employers wish to attract quality labor at all levels, but find themselves at a disadvantage to Chicago companies and often do not know what employee assistance options are available. Local government agencies understand the change in socioeconomic conditions, and oftentimes they understand their constituents' needs but lack a coordinated long-term vision for augmenting and supporting a more mobile population; or, they lack the resources to sustain the transportation needs of the community.

In recognition of the need for regional coordination, DuPage County is seeking to develop its first county-wide Mobility Plan. The Plan will identify ways to overcome the barriers presented to disadvantaged demographics in DuPage, particularly older adults, people with disabilities, transit-dependent workers, and people undergoing economic hardship. As a replacement for the DuPage Area Transit Plan (DATP), the County will coordinate with transit providers, mobility management agencies, communities, and bike/ped advocates to create a unified, intermodal mobility vision for DuPage.

Mobility Plan Goals and Objectives

Goal 1: Framework for the future

Vision for DuPage

Change Mobility in DuPage

- o Develop Focus Areas, Actionable Pilots

Forge partnerships

Goal 2: Partnerships

Roles and Responsibilities

Mobility Advisory Committee

- o Information network for flexible advocacy

- o Develop strategic approach

- Use model agreements

Encourage public and private partnerships

Annual Developer, Corporate, HR Director Forum

Integrate ChooseDuPage, workNet and ED agencies

Develop partnerships with ANL and State agencies for PILOT programs

Investment

- o Grants

- o Incentives and Benefits

- o Cost trends

- o Subsidies and subsidy standards

Land use and transit coordination

- o Mobility-friendly corridor design

- o Transit-oriented development

- o Smart Growth

2019/2020 Local Technical Assistance and Community Planning Programs

- o Municipal partnerships
- o Annual Agency Coordination Forum

Goal 3: Mobility for All

Inclusivity

Connected Multi-modal network

- o Service Gap analysis “where are services falling short? Where can they be augmented?”
 - o First/Last Mile: Examine logical FMLM options for key areas and corridors of the County
 - o Flexible Microtransit: agency or privately supported?
 - o On Demand services: are these right for DuPage commuters?
 - o RideDuPage: analysis of service locations and support
 - o Paratransit: where are there needs and are we addressing the needs?
 - o Non-Motorized network

Safety: coordinate with State, County and municipal ADA

- o Reduce or eliminate bike/ped KAB crashes

Digital Mobility

- o OMF: digital mobility platform development
- o Equity: digital mobility across the economic spectrum

Trails: County, Forest preserve and community vision for mobility and use in FMLM

- o Coordinate plans with subarea plans like EOWA Bike/Ped Plan and DC Trails Policy Plan

Multi-modalism and highways

- o Policy recommendations supporting mixed mode on regional arterials and expressways
- o Support for fair and equitable pricing and multi-modal use of managed lanes and use of managed lane receipts

DuPage County believes partnership with RTA and CMAP is essential but recommends use of a consultant for executing the plan.

Project Location: DuPage County - county-wide, specific subareas and corridors to be determined



MEMORANDUM

To: Equity in transportation funding resource group

From: CMAP Staff

Date: October 22, 2019

Re: Equity in transportation funding

A forthcoming CMAP report will evaluate the equity impacts of several transportation fines, fares, and fees. These include: transit fares, congestion pricing, tolling, the federal and state motor fuel tax, road usage charge, priced parking, motor vehicle registration fees, local vehicle fees, moving violations and delinquency fines. This memo establishes a transportation equity definition for that report and proposes a transportation equity framework to guide its equity assessment and inform its policy recommendations.

The forthcoming report will support the ON TO 2050 plan's recommendations to assess the vertical equity (defined later in the memo) impacts of a number of transportation funding mechanisms. Those that disproportionately impact lower-income residents or increase financial burden upon those residents are regressive. Specifically, the report will identify ways to ensure all users contribute to funding the transportation system while mitigating the financial burden on lower income residents.

Equity in transportation funding

Transportation plays a critical role in the region's continued growth and prosperity. The region's vast multimodal system of roads, transit, bridges, and waterways serves as a key competitive asset, facilitating the effective movement of both people and goods. The transportation system is a literal route to opportunity for the region's residents, connecting them to jobs, education, and services. However, the transportation system has been underfunded historically. As a result, the transportation system –road and transit – experiences broad state of good repair issues that make travel unreliable, can cause safety issues, and increase costs due to the need for frequent or emergency maintenance. Transit has been particularly underfunded, posing equity and access issues for the region's lowest income residents. Thus, the quality of the transportation system may have equity impacts, yet so may raising taxes and fees to improve the transportation system, but doing so also imposes costs on residents and businesses. As the state and region raise transportation revenues, we must ensure that those new revenues do not impose an undue burden on low income residents.

[ON TO 2050](#) recommends various strategies to sustainably fund the transportation system. The State of Illinois recently enacted [Rebuild Illinois](#) – its first capital package in a decade – which includes funding for transportation capital projects. Among other sources, the package increases the state motor fuel tax and indexes the rate to inflation. Overall, the legislation takes a significant step toward adequately funding the state’s roads, bridges, and transit system. Despite this success, more work is needed to fully fund the region’s transportation system, and to understand how these increased revenues affect transportation access and affordability for low income residents.

The region’s transportation system plays a key role in advancing [inclusive growth](#). The decisions that lawmakers and transportation agencies make in funding the system impact resident accessibility to the system. ON TO 2050 emphasizes the importance of implementing transportation policies so as to ensure that transportation fines, fares, and fees [support inclusive growth](#).

Defining transportation equity

Equity refers to the [distribution of impacts](#) (such as benefits and costs) among different user groups, such as lower and higher income groups, and whether that distribution is considered fair and appropriate. Transportation policies have significant equity implications because of the system’s contributions to quality of life, including facilitating access to jobs, education, and other opportunities. Transportation equity is generally concerned with whether all residents, regardless of socioeconomic background, can access the transportation system’s benefits and afford its costs.

EXAMPLES OF BENEFITS	EXAMPLES OF COSTS
User benefits (accessibility, mobility)	Monetary (e.g. fares, road tolls)
Transit service quality (e.g. speed, frequency, etc.)	Negative externalities (e.g. noise, emissions)
Roadway quality (e.g. infrastructure in a state of good repair)	Travel inefficiencies (e.g. long commute times, congestion)

Today, transportation fines, fares, and fees are generally assessed without consideration of income or ability to pay. They are regressive when they require low income individuals to pay a larger share of their income than high income individuals. The financial burden on lower income individuals can impose serious negative externalities on well-being and overall quality of life. For example, fines, fares, and fees may hinder lower income individuals’ ability to access transit or to be able afford to drive. Additionally, unpaid fines and fees can [create additional consequences](#) including towing, driver’s license suspension, and garnishments of state tax returns.

Other equity concerns in fine, fare, and fee implementation also exist. For example, transportation stakeholders are often concerned with establishing equity between rural and



urban commuters. Others are concerned with ensuring equitable access for persons with a physical disability. Transportation enforcement and safety also pose equity concerns. These equity concerns are also significant but are outside the report's scope.

Types of transportation equity

The forthcoming CMAP report will be primarily focused on equity related to income and financial means, in other words, with vertical equity as described below. There are two main types of transportation equity related to cost of travel and financial burden:

- **Horizontal equity:** Horizontal equity concerns the distribution of impacts between similarly situated individuals. In transportation, the principle of horizontal equity requires that system users are treated similarly with regards to the costs they pay and benefits they receive. Horizontal equity is most prevalent in the implementation of user fees. User fees – such as road tolls, motor fuel taxes, a road usage charge, and others – charge only those who use the system. For example, tolls are only implemented for those who drive on tolled roadways. ON TO 2050 supports horizontal equity, [recommending](#) that revenues be collected from those who benefit from the transportation system via direct user fees, such as tolling.
- **Vertical equity:** Vertical equity concerns the distribution of impacts between differently situated individuals, in this case individuals that differ by income or means. A vertically equitable transportation policy favors low income individuals in order to compensate for overall inequities. Vertical equity in transportation requires that users pay into the system according to their ability to pay and supports the use of mechanisms that subsidize transportation costs for lower income users. Policies and programs that are vertically equitable impose lower costs or increased benefits on those with fewer financial resources and greater need. For example, a program that offers free transit passes for those with low incomes would generally be considered vertically equitable. ON TO 2050 [supports vertical equity](#), emphasizing that “new user fees must be implemented carefully to avoid undue burdens on lower income residents”.

Challenges in implementing vertical transportation equity

Though ON TO 2050 establishes the importance of advancing vertical transportation equity, doing so poses some challenges. These include:

- **Tradeoffs with other transportation goals and between horizontal and vertical equity:** Decision-makers may implement transportation fines, fares, and fees with a number of objectives in mind, including addressing safety concerns, managing congestion, altering travel behavior, or generating revenue. Mechanisms to support equity objectives may at times conflict with these other goals. For example, horizontal equity requires that a low income driver pay the same toll as every other driver who benefits from using a toll road, but vertical equity requires a discount for the low income driver to compensate for income inequity. The tradeoffs between revenue generation and equity are specifically



relevant to this report, and it is difficult to identify the most appropriate balance between the two. In particular, establishment of transportation user fees is often intended to ensure that drivers or riders are charged fairly for their use of the system. However, those user fees may support horizontal equity while undermining vertical equity.

- **Implementation costs:** Advancing vertical equity often requires subsidizing transportation costs for lower-income travelers. Additionally, mechanisms to advance equity might require substantial administrative costs, such as staff time and programming costs. Governments and transportation agencies must generate the funds needed to implement such subsidies and cover administrative costs. This is particularly important as subsidies may also result in revenue losses.
- **Political infeasibility:** Advancing equity mechanisms in transportation may at times be politically infeasible. Social factors may incentivize politicians and political institutions to not implement specific policies even when they are effective. For example, when public opinion is not in favor of a transportation fee, it can be difficult to generate support for its implementation.
- **Statutory restrictions:** In certain cases, agencies may be prohibited or disincentivized from implementing equity policies by existing statutes or regulations. For example, the Regional Transportation Authority is [required](#) to demonstrate that system-generated revenues account for half of the region's transit system operating expenses; this may create a disincentive for adopting equity policies that lower fare revenues.
- **Information limitations:** Though governments, transportation agencies, and other stakeholders may want to advance equity, a lack of information might limit the ability to do so. For example, decision-makers may not have access to adequate information on the travel patterns of relevant populations or how fines, fares, and fees might impact them.

Existing equity policies in the region and nation

Cities, regions, and states across the country are working with transportation decision-makers to address transportation inequities. The following summarizes current approaches to promoting equity in transportation costs. Subsequent analysis will utilize these and potential new solutions as interventions to reduce the cost burden of transportation fines, fares, and fees.

Nationwide policies take many approaches to promoting equity

Policies to improve equity can take a number of forms. Not all are targeted to lower income individuals or involve the creation of a separate program. For example, broad state or regional policies that support walkability, carpooling, and transit are likely to improve equity, as [these modes are frequently used by lower income individuals](#). However, a number of policies are targeted to more specifically improve vertical equity. Some work to directly lower the financial



burden of accessing a service. Others attempt to reform policies that disproportionately impact lower income individuals. Finally, some attempt to mitigate the financial impact of a policy by adjusting an unrelated policy.

Lowering the financial burden

Policies to lower the fees or fares required to access the transportation system can decrease the financial burden placed upon lower-income individuals. Across the U.S. and internationally, a number of jurisdictions and transit agencies offer discounts to low income transit riders. While the programs vary, they generally provide rides at one-third to two-thirds of the full fare, and eligibility is often determined by participation in other governmental assistance programs for low income individuals. Examples in the U.S. include [Portland](#), [New York City](#), [Los Angeles Metro](#), and [Seattle](#). Internationally, [Toronto](#) and [London](#) have programs that provide discounts for low income riders.

In northeastern Illinois, programs providing discounts to low income individuals include the [RTA's Ride Free program](#) and the [Illinois Tollway's I-PASS Assist](#). The Ride Free program provides free rides on fixed-route transit – such as CTA, Metra, and Pace routes that operate with specific routes and schedules -- for low-income Illinois seniors and low income Illinois residents with disabilities. The Tollway's I-PASS Assist allows individuals who are enrolled in Medicaid¹ to obtain an I-PASS transponder for \$20 (\$10 refundable deposit and \$10 in prepaid tolls) rather than \$30 (\$10 refundable deposit and \$20 in prepaid tolls) by visiting a Tollway Customer Service Center to enroll.

Reforming policies that disproportionately impact low income individuals

Another group of policies aims to [change existing structures and systems](#) that -- while not seemingly inequitable -- analyses have shown to disproportionately impact low income individuals.

Across the country, many localities have started to assess their fine and fee policies to understand how they impact lower income residents. Some of these efforts were spurred by the U.S. Department of Justice's [investigation](#) of Ferguson, Missouri's police department, which revealed that many of the city's fine, fee, and enforcement policies were intended to maximize revenue generation and had a disproportionate impact on the city's black residents. Following this report, the City of San Francisco established its [Financial Justice Project](#) to assess and reform how its fees and fines impact low income residents. Building on that effort, the National League of Cities established its [Cities Addressing Fines and Fees Equitably](#) (CAFFE) project to help six cities assess their fine and fee structures and learn ways to reduce inequity.

In the Chicago region, the [City of Chicago passed an ordinance and announced administrative intent](#) regarding a number of reforms to fine and fee policies. The reforms identified four main areas: eliminating driver's license suspensions for non-driving violations; reducing city vehicle sticker penalties, making payment plans more accessible, and increasing flexibility for motorists

¹ Certain low income individuals are eligible for Medicaid: <http://www2.illinois.gov/hfs/Pages/default.aspx>



when their vehicle has been booted. Many of the reforms were recommended by the [Chicago Fines, Fees, and Access Collaborative](#), a Chicago City Clerk-led effort to evaluate and make recommendations around fine and fee policies. That effort was spurred in part by previous work from the [Woodstock Institute](#), [Chicago Jobs Council](#), and a series of media reports.

Fare capping in transit systems also removes a barrier disproportionately impacting lower income individuals. Weekly and monthly unlimited ride passes provide a discount for regular users of transit, but low income riders may be unable to afford the upfront cost or may be uncertain if they will take enough trips to justify purchase of an unlimited pass. If their total single ride pass purchases add up to more than the cost of an unlimited pass, they have in essence paid more per ride than someone who purchased the unlimited pass up front. Fare capping stops charging for single ride fares once a rider's accrued payment reaches the cost of an unlimited ride pass. Fare capping has been implemented in [Portland](#), [Dublin](#), and [London](#), among other cities. The region's current payment system contractor, Cubic, has implemented fare capping in other cities.

Mitigating financial impacts through tax policies

Policies that attempt to mitigate the impact of increased transportation-related fines, fares, and fees can extend beyond the transportation sphere. For example, a number of states have tied increases in their motor fuel tax rates to increases in the [earned income tax credit](#) (EITC). This credit against earned income is targeted to low and moderate income working individuals. Combining an EITC increase with an MFT increase acknowledges that lower income motorists are disproportionately impacted by MFT increases and attempts to offset some of the new tax via their income tax return. In recent years, [South Carolina](#) and [Ohio](#) have enacted EITC increases along with MFT increases, and [Michigan](#)'s Governor proposed this approach as well.

Current CMAP efforts to promote transportation equity

[ON TO 2050](#) emphasizes the need to advance equity in transportation and, more broadly, to leverage the transportation system to promote inclusive growth in the Chicago region. To do this, we must ensure our transportation decisions are equitable and inclusive. As the region continues to address the transportation system's revenue problems, lawmakers and other decision-makers must consider the equity impacts of transportation policies used to generate revenues, such as those selected for the forthcoming report.

CMAP has advanced a number of efforts to address transportation equity, primarily focused on directing transportation investments, trends, and pilots. These include:

- Screening for equity outcomes in the evaluation of regional transportation projects, including in the [allocation of federal transportation dollars](#) (Congestion Mitigation and Air Quality Improvement Program and local Surface Transportation Program funds).



- Identifying [gaps in the transportation system](#) for economically disconnected areas and populations, articulating the individual, local, and regional growth benefits of better transportation connections and targeted infrastructure investments.
- Tracking transportation trends and disaggregating data by race, ethnicity, and income, as appropriate and feasible.
- Developing a policy-based methodology for future investments in the transit system, with a particular emphasis on inclusive growth, [enabling transit to be more competitive](#).
- Identifying and exploring solutions for [mitigating the negative impacts of freight](#) on adjacent development, particularly in economically disconnected areas.
- Exploring opportunities to work with or support local communities and other partners in developing future pilot projects that explore new methods of providing quality connections for low income commuters and commuters of color.

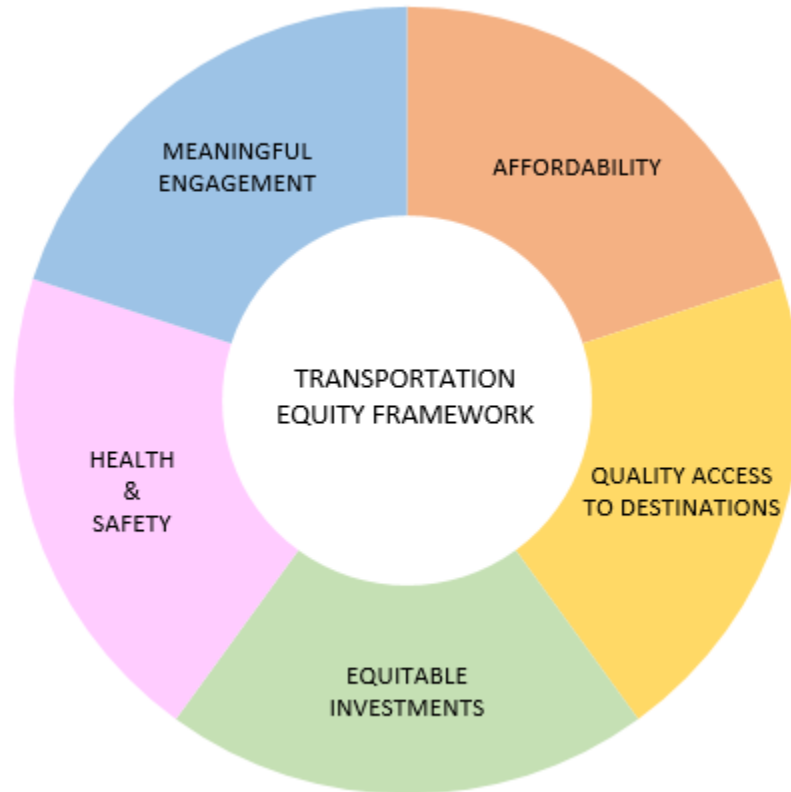
The forthcoming report builds upon these existing and ongoing efforts, expanding into transportation costs and their equity implications. The report will suggest policy recommendations, pilot projects, and other mitigation mechanisms to reduce disproportionate impacts upon lower-income individuals.

Transportation equity framework

A transportation system that serves all people equitably must prioritize and adequately respond to the mobility needs of lower-income individuals. To achieve this, government and transportation decision makers must advance policies and implement programs that dismantle existing transportation inequities. The forthcoming report will offer a transportation equity framework that identifies five principles for decision-makers to consider in policy and legislative change, investment decisions, and planning processes. Progress in these priority areas will advance these values. The report will focus on the first of these principles: affordability.



Transportation Equity Framework



Transportation equity provides affordable transportation options, create quality connections and deploy equitable investments while protecting the health and safety of all communities and individuals and including community in decision-making.



Affordability

Policy and decision makers should consider transportation costs, and whether decisions create financial barriers to accessibility. Questions to ask include:

- Do transportation costs increase? For whom and to what extent?
- Do transportation costs serve as a barrier to access for lower-income individuals?
- Are lower-income individuals disproportionately burdened?
- What mechanisms can decrease the financial burden to lower-income individuals?
- Do fair alternatives exist?



Quality Access to Destinations

Policy and decision makers should consider access to quality service that improves connections to important destinations, such as employment opportunities. Questions to ask include:

- How is service (e.g. transit service) or mobility (e.g. congestion on roadways) impacted for lower-income individuals? Is quality impacted?



- How are commute times for low income, minority workers impacted?
- Is mobility improved for lower-income individuals?
- Is access to jobs and other important destinations improved for lower income individuals?



Equitable Investments

Policy and decisions makers should consider whether investments in the transportation system are deployed equitably and support the framework’s other equity principles. Questions to ask include:

- Do decisions prioritize investment in high-need areas?
- Are the burdens and benefits of transportation investments shared equitably?
- How do transportation investments impact affordability and accessibility?



Health and Safety

Policy and decisions makers should consider whether transportation decisions result in unacceptable health and safety impacts, and whether they are disproportionately imposed upon lower-income individuals. Questions to ask include:

- What are the potential health impacts (e.g. pollutants), and do they disproportionately impact lower-income individuals?
- What are the safety impacts, and do they disproportionately impact lower-income individuals?
- How will it improve or exacerbate disparities in health and safety?
- How are low income people with disabilities and seniors impacted?



Meaningful Engagement

Policy and decisions makers should meaningfully and authentically engage the community in decision-making. Community needs should be prioritized and opportunities for participatory and democratic decision-making explored. Questions to ask include:

- Has the community been engaged? How?
- Are community needs -- as defined by the community -- addressed?
- Are participatory and democratic decision-making processes in place?

Concerned with the financial impacts of transportation fines, fares, and fees and vertical equity, the report is primarily concerned with the framework’s first principle, affordability. The impacts of fines, fares, and fees on affordability will guide the recommendations made in the report.

Next steps

CMAP staff will begin assessing disparate impacts of the selected fines, fares and fees, as well as gathering information on best practices and innovative solutions from other states and regions. Staff will present initial findings at the February resource group meeting.



RTA Report

January 2020

On January 10, 2020 the RTA released its proposed 2020 Community Planning Program of Projects for public review during a comment period that will last through February 8, 2020.

This is the 21st year of the program in which the RTA has invested \$21 million during that time in over 200 projects that includes roughly half the suburban communities that have transit service. It has lead the way in making the region a leader in TOD planning and development. In addition to TOD related grants the program also has and can fund development of special transit funding districts, transit corridor plans (something several COG's have taken advantage of) and neighborhood transit mobility improvement plans.

More details on the program, the projects selected and the 200 projects previously selected on the RTA RTAMS web page.

Of the nine projects selected by the RTA for the 2020 program six were in the suburban area and all of the 6 were proposed by local government.

In the South suburban area

Calumet Park

The Village is requesting RTA funding to convene a TOD developer panel to elicit expertize on how to attract development proposals for a vacant 6 acre site adjacent to the Metra Electric Ashland Avenue station.

Harvey

This request from Harvey is to update it's 15 year old TOD plan to address population loss, leverage current improvements at the Transportation Center and revisit decisions on development issues such a density.

University Park

This is a request to update to the Village's 18 year old TOD plan around the Metra University Park station.

In the Northwest Cook and DuPage area

Hanover Park

The village is requesting assistance in updating their zoning code to enable the type of development envisioned in their TOD Plan to address issues such as parking, dwelling density and allowable land use.

DuPage County

The county is seeking assistance in developing it first county-wide multi-modal mobility plan to access system gaps, changing markets and better address variable employment needs in the county.

In Kane County

Elburn

This request by the village is for assistance to develop a TOD Plan near the Elburn Metra station and downtown Elburn with the objective of unifying the downtown district with TOD development with the station as a focal point

Program Status Updates

- **Congestion Mitigation and Air Quality (CMAQ)**

Projects requiring cost, schedule or scope changes for the April and June lettings should submit requests no later than January 16, 2020 for consideration at the January 30, 2020 Project Selection Committee meeting. Change request deadlines for the upcoming year are:

CMAQ & TAP project change requests due	CMAQ & TAP Project Selection Committee	Transportation Committee	IDOT construction lettings
01/16/20	01/30/20	02/21/20	April & June
04/16/20	04/30/20	05/22/20	July & September
07/02/20	07/16/20	08/07/20	November
08/20/20	09/03/20	09/18/20	January 2021
10/15/20	10/29/20	12/11/20	March 2021

Staff Contact: [Jen Maddux](#) (321-386-8691) or [Doug Ferguson](#) (312-386-8824)

- **Surface Transportation Program – Local (STP-L)**

Coordination efforts between the PLs, IDOT, and CMAP remain critical. Project sponsors/consultants need to immediately notify the Planning Liaison of any changes to the status of an STP-L funded project, particularly if there is a funding or target letting change. The available resources in FFY 20 (\$133M) are significantly less than what was available in FFY 19. As a result there are only enough programming dollars in the TIP to accommodate construction targeting the January and March lettings. Any construction targeting a letting after March 2020 is programmed in FFY 2021 or later at this time. Project status will be reviewed for each letting, and the TIP will be adjusted. CMAP has been discussing options for securing additional funding through IDOT to meet the needs of the region as demonstrated by the record obligations the last two years but at this time there is no change in the amount of STP-L funds available to program in the TIP.

Staff Contact: [Russell Pietrowiak](#) (312-386-8798)

- **Surface Transportation Program – Shared Fund (STP-SF)**

At their November 21st meeting, the STP Project Selection Committee concurred with staff’s recommendation to not implement rolling focus for the 2021 shared fund call for projects. Additional discussions regarding eligible project types will be a part of “lessons learned” discussions that will occur in early 2020. The committee also determined that for the 2021 call for projects cycle, the deadline for projects to have Phase 1 Engineering (or equivalent) substantially complete will be the same date as the application deadline in March of 2021, as opposed to June 1, 2021. To help facilitate a consistently applied definition of substantially complete, additional application materials will be developed.

Staff Contact: [Kama Dobbs](#) (312-386-8710)

Calls for Projects

- **FY 2021 and 2022 Local Rail-Highway Grade Crossing Safety Program**

IDOT has released a Notice of Funding Opportunity for the local rail-highway grade crossing safety program (Section 130 Funds) via Circular Letter 2019-20. Improvements such as crossing closures, warning devices, circuitry, surface renewal, and others will be considered. The maximum federal share is 90%. Applications are due January 30, 2020. Contact: DOT.LRSRail@illinois.gov or 217-782-3568

Public Comment

- **ON TO 2050/TIP Conformity Analysis and TIP Amendment**

CMAP released a [conformity analysis](#) of ON TO 2050 and the FFY 2020-2024 TIP on January 9, 2020. Comments on the analysis and [TIP Amendment 20-03](#) may be submitted to CMAP by mail, email (transportation@cmapp.illinois.gov), or phone (312-454-0400) through Friday, February 7, 2020.

Staff Contact: [Leroy Kos](#) (312-386-8780)

- **2020 RTA Community Planning Projects**

The Regional Transportation Authority (RTA) invites public comment on the 2020 Community Planning program through Saturday, February 8, 2020. The [nine projects](#) were chosen from among 14 applications submitted September 17 to October 17, 2019. Eligible activities include transit-oriented development (TOD) plans, transit corridor plans, TOD zoning code updates, TOD developer discussion panels, transit neighborhood mobility improvement plans, plans to develop special funding districts in transit areas, and other innovative implementation approaches. Send comments to applications@rtachicago.org. The final 2020 Community Planning projects will be announced Thursday, February 20, at the RTA Board of Directors meeting.

- **FRA Launches Web Portal for Public to Report Blocked Rail Crossings**

The FRA announced it has established a new, dedicated webpage for the public and law enforcement to report blocked highway-rail grade crossings: www.fra.dot.gov/blockedcrossings. The site requests specific information from users — including date, time, location and duration and expects it will take an average of 3 minutes for users to complete the report. FRA will use the information collected to gain a more complete picture of where, when, and for how long such obstructions occur at the nation's approximately 130,000 public grade crossings, and what impacts result from this. FRA will share the information with stakeholders, using it to help facilitate local solutions to blocked crossing issues.

- **National Freight Strategic Plan public comment**

The U.S. Department of Transportation has issued a [Request for Information](#) on the National Freight Strategic Plan. They are seeking input from the public, including state and local agencies, private owners and operators, industry trade groups, shippers, and beneficial cargo owners. Comments must be received on or before Monday, February 10, 2020. Read more in [Transport Topics](#).

CMAP Products and Data

- **Regional Flood Susceptibility Index**

CMAP has developed urban and riverine flood susceptibility indexes (FSI) to identify priority areas across the region for flood mitigation activities. Locations highlighted in the FSI may be more susceptible to riverine or urban flooding than other parts of the region. Streets and buildings within these areas could be more susceptible to overbank flooding, surface ponding, overland flow, water seepage, and basement backups due to the presence of flood-related physical conditions that are correlated with reported flood damages. The FSIs are spatially-depicted through raster grids and are available for the seven counties of northeastern Illinois. More information about the FSI methodology, as well as the FSI index rasters and flood-related factor data, are available for download on the [CMAP Data Hub](#). CMAP is currently using the index to integrate stormwater management strategies into CMAP Local Technical Assistance (LTA) projects. See the Guide to Flood Susceptibility and Stormwater Planning for information on how to use the FSI in planning activities. CMAP developed the FSI with critical support from John D. and Catherine T. MacArthur Foundation.

Staff contact: [Nora Beck](#) (312-386-8677)

ON TO 2050

- **Climate Change guidebook**

The American Planning Association (APA) has published a new [guidebook](#) that will help planners in the Great Lakes region use local plans to prepare for the effects of climate change. The guide, Using Climate Information in Local Planning, was developed with support of the National Oceanic and Atmospheric Administration (NOAA). It provides a framework for incorporating climate projections, data on natural hazards, and local knowledge to boost resilience through plans. The guidebook is based in part on [CMAF's work with four communities in the Local Technical Assistance \(LTA\) program](#) to pilot an approach to assessing climate vulnerability. To download the guidebook and learn more about the project, visit APA's [website](#).

- **Regional Climate Action Planning**

Please join the Metropolitan Mayors Caucus Environment Committee and the CMAF for an [interactive session](#) on Tuesday, January 21, at the Montgomery Village Hall Board Room (200 N. River St., Montgomery) to develop a regional climate action plan. The plan will connect the Chicago area's Greenest Region Compact to the Global Covenant of Mayors for Climate and Energy, which encompasses 10,000 cities in 135 countries. Attendees will provide input on prioritizing strategies and will build on foundational work completed by CMAF to inventory greenhouse gas emissions in the region.

Events

- **Community Workshop: [Route 83 Corridor Plan](#)**

January 20, 2020 | 6:00 – 8:00 p.m.

Wood Dale Park District | 111 S. Wood Dale Rd.

January 29, 2020 | 6:00 – 8:00 p.m.

Villa Park Library | 305 Ardmore Ave.

IDOT News

- **Elimination of Class III Truck Routes**

IDOT issued [Circular Letter 2020-01](#) on January 10, 2020 describing changes to truck route classifications that went into effect with Public Act 101-0328 on January 1. The changes eliminate both state and local Class III routes and make other changes including adjusted distance allowances for semis travelling from designated to non-designated routes. Local agencies are encouraged to review the circular letter and should direct questions to the Local Policy Unit by email (dot.localpolicy@illinois.gov).

- **IDOT Bridge Preservation Guide**

In early December IDOT announced via [Circular Letter 2019-22](#) the release of the first [IDOT Bridge Preservation Guide](#). This guide provides goals, measures, and strategies for the preservation of Illinois bridges and contains criteria used to identify condition based and non-condition based cyclical preservation, maintenance, and improvement work actions for bridges to maximize system-wide life expectancy and performance of bridges. Questions or comments regarding the guide should be directed to William Beisner, Bridge Management and Inspection Unit Chief at DOT.BBS.BridgeMgmt@illinois.gov.

Revised January 10, 2020

DuPage Mayors and Managers Conference

Management Monitoring Schedule

FY 2020-2025 Proposed Highway Improvement Program

**Target lettings for projects in the MYP are contingent upon contract plan
readiness, land acquisition and funding availability.**

**Mike Sullivan, Area Programmer
(847) 705-4078
E-mail : Robert.Sullivan@illinois.gov**

**Illinois Department of Transportation
DUPAGE COUNTY MANAGEMENT MONITORING SCHEDULE**

1

REGIONAL COUNCIL: DuPage County

DATE: January 10, 2020

IDOT Web Site is www.dot.il.gov

IDOT FY 2020-2025 Proposed Transportation Improvement Program is on-line at:

<http://www.idot.illinois.gov/Assets/uploads/files/Transportation-System/Reports/OP&P/HIP/2020-2025/district/dupage.pdf>

Summary of Changes Since Previous Meeting

Projects Scheduled for January 17, 2020 Letting:

I-55 S Frontage Rd: Lemont Rd to Cass Ave – Resurfacing; Pedestrian Ramps/ADA

Projects Under Construction:

I-290 over Salt Creek – Superstructure Replacement

US 20: W of Summerfield Dr to W of I-355 – Resurfacing; Pedestrian Ramps/ADA

US 34: Ivanhoe Ave to E of IL 83 – Resurfacing; Pedestrian Ramps/ADA

IL 59 at Army Trail Rd – Intersection Reconstruction; ADA Improvements

IL 59 at Stearns Rd – Intersection Reconstruction; ADA Improvements

Completed Projects:

IL 53: Sidney Ave to St. Charles Rd – Resurfacing; Pedestrian Ramps/ADA

IL 53: 0.1 Mi S of I-88 to 59th St – Resurfacing; Pedestrian Ramps/ADA

IL 56: Naperville Rd to IL 53 – Resurfacing; Pedestrian Ramps/ADA; Traffic Signal Modernization

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Project & Limits	Work	Cost (X000)	Design Approval Date	Right-of-Way Required Yes or No	Target for Contract to be Available for Letting	Fiscal Year Funds Available	Comments
I-55: Weber Rd to Willow Springs Rd	Crack and Joint Sealing	6,000 NHPP	PS & E	No	1 st Qtr CY21	MYP	1-78762-0400
I-55, I-90, I-94 Various Ramps	Ramp Modifications (Ramp Metering)	3,520 CMAQ	PS & E	No	4 th Qtr CY23	MYP	1-79744-0000
I-55 over Lemont Rd	Bridge Replacement	11,000 NHPP	11/21/16	No	3 rd Qtr CY20	MYP	1-70250-0000 Woodridge
I-55 at Clarendon Hills Rd	Bridge Rehabilitation; Bridge Superstructure	2,000 NHPP	12/23/18	TBD	3 rd Qtr CY22	MYP	1-79405-0000
I-55 over stream 0.9 Mi E of Cass Ave	Culvert Repair	465 NHPP	11/21/16	No	1 st Qtr CY23	MYP	1-79123-0000
I-55 over Madison St	Bridge Sub-structure; Deck Overlay; Joint Repair	1,250 NHPP	11/21/16	No	1 st Qtr CY21	MYP	1-79333-0000 Burr Ridge, Woodridge
I-290 over Salt Creek	Superstructure Replacement	14,500 NHPP	12/17/13	No	Under construction through 8/31/20 Contract: 62C24	2018	1-77942-0000 Addison
US 20 at Gary Ave	Traffic Sig Mod; Channelization; Signing	2,930 HSIP	12/28/17	Yes	2 nd Qtr CY21	MYP	1-79212-0000 Hanover Park
US 20: W of Summerfield Dr to W of I-355	Resurfacing; Pedestrian Ramps/ADA	1,300 NHPP	PS & E	No	Under construction through 8/31/20 Contract: 62G64	2019	1-79521-0000 Roselle, Bloomingdale, Addison
US 34 at Rickert Dr	Intersection Improvements	1,500 HSIP	E12/31/19	TBD	2 nd Qtr CY22	MYP	1-79887-0000 Naperville

- Entries in bold print indicate updates made since the last Transportation Technical Committee Meeting.
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Project & Limits	Work	Cost (X000)	Design Approval Date	Right-of-Way Required Yes or No	Target for Contract to be Available for Letting	Fiscal Year Funds Available	Comments
US 34: Ivanhoe Ave to E of IL 83	Resurfacing; Pedestrian Ramps/ADA	7,221 NHPP	PS & E	No	Under construction through 8/31/20 Contract: 62G62	2019	1-79523-0000 Lisle, Downers Grove, Westmont, Clarendon Hills, Hinsdale
IL 19: 0.3 Mi W of Mitchell Blvd to Baker Dr	Resurfacing; Pedestrian Ramps/ADA	2,890 NHPP	PS & E	No	3 rd Qtr CY24	MYP	1-79480-0000 Schaumburg, Roselle, Itasca
IL 38: E of Technology Blvd to Winfield Rd	Resurfacing; Pedestrian Ramps/ADA	4,266 NHPP	PS & E	No	2 nd Qtr CY22	MYP	1-79830-0000 West Chicago
IL 38 at Winfield Rd	Intersection Reconstruction	6,000 NHPP	04/09/08	Yes	2 nd Qtr CY22	MYP	1-76924-0100 Winfield
IL 38: Winfield Rd to County Farm Rd	Widening; Resurfacing	2,000 NHPP	PS & E	Yes	2 nd Qtr CY22	MYP	1-79707-0000 Wheaton, Winfield
IL 38 at County Farm Rd	Intersection Improvement; Bridge Replacement	6,950 NHPP	12/09/11	Yes	2 nd Qtr CY22	MYP	1-77096-0000 Wheaton, Winfield
IL 38: County Farm Rd to Pierce Ave	Resurfacing	577 NHPP	PS & E	No	2 nd Qtr CY22	MYP	1-77096-0000 Wheaton, Winfield
IL 53 over Great Western Trail 0.8 Mi S of IL 64	Bridge Replacement	4,805 NHPP	7/9/08	No	4 th Qtr CY20	MYP	1-79896-0000 Lombard
IL 53 at Parkview Blvd/Surrey Ln	Traffic Signal Installation	315 NHPP	E12/31/19	No	2 nd Qtr CY21	MYP	1-77228-0000 Glen Ellyn
IL 53: Fullerton Ave/Collins Ave to IL 64	Signal Timing/Progression	154 CMAQ	PS & E	No	1 st Qtr CY21	MYP	1-80657-0000 Addison, Lombard

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Project & Limits	Work	Cost (X000)	Design Approval Date	Right-of-Way Required Yes or No	Target for Contract to be Available for Letting	Fiscal Year Funds Available	Comments
IL 53: St Charles Rd to Madison St	Signal Timing/Progression	266 CMAQ	PS & E	No	1 st Qtr CY21	MYP	1-80658-0000 Lombard
IL 53: 22 nd St to Sheehan Ave	Signal Timing/Progression	120 CMAQ	PS & E	No	1 st Qtr CY21	MYP	1-80656-0000 Glen Ellyn
IL 53: Park Blvd to I-88 WB	Signal Timing/Progression	92 CMAQ	PS & E	No	1 st Qtr CY21	MYP	1-80659-0000
IL 53: Hobson Rd to 83 rd St	Signal Timing/Progression	336 CMAQ	PS & E	No	1 st Qtr CY21	MYP	1-80660-0000 Woodridge
IL 56: W of IL 53 to W of I-355 and at IL 53	Intersection Reconstruction; Bridge Rehabilitation; Reconstruction; Noise Barriers; Retaining Wall; Additional Lanes; ADA Improvements	25,145 NHPP	9/15/14	Yes	2 nd Qtr CY21	MYP	1-76978-0000 Downers Grove
IL 56 / 22 nd St: IL 59 to IL 50 (Cicero Ave)	Traffic Signal Modernization; Signal Timing; ADA Improvements; Changeable Message Signs	13,505 STP-U / NHPP	E12/31/19	Yes	3 rd Qtr CY21	MYP	1-79916-0000
IL 59 at Stearns Rd	Intersection Reconstruction; ADA Improvements	4,386 CMAQ	12/01/14	Yes	Under construction through 12/31/19 Contract: 62A99	2017	1-78852-0000 Bartlett

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Project & Limits	Work	Cost (X000)	Design Approval Date	Right-of-Way Required Yes or No	Target for Contract to be Available for Letting	Fiscal Year Funds Available	Comments
IL 59 at Army Trail Rd	Intersection Reconstruction; ADA Improvements	3,340 HSIP	5/24/17	Yes	Under construction through 10/31/20 Contract: 62F19	MYP	1-79211-0000 Bartlett
IL 59 at James Ave and at Joliet St	Traffic Signal Modernization; Intersection Improvement	1,713 HSIP	7/11/19	Yes	3 rd Qtr CY22	MYP	1-79740-0000 West Chicago
IL 59: Forest Ave to Glen Ave	Retaining Wall	200 NHPP	PS & E	No	2 nd Qtr CY21	MYP	1-79968-0000
IL 59 at Gary's Mill Rd	Traffic Signal Installation; Channelization	750 HSIP	11/9/18	No	1 st Qtr CY22	MYP	1-79652-0000 West Chicago
IL 64: Smith/Kautz Rd to IL 50 (Cicero Ave)	Traffic Signal Modernization; Signal Timing; ADA Improvements; Changeable Message Signs	14,001 CMAQ	E12/31/19	Yes	3 rd Qtr CY22	MYP	1-79935-0000
IL 83: Third Ave to IL 171	Traffic Signal Modernization; Safety Improvements	1,801 HSIP	PS & E	No	2 nd Qtr CY20	2020	1-80177-0000
IL 83 over Ditch (SB IL 83 at WB IL 38 ramp)	Culvert Replacement	2,000 NHPP	E12/31/19	No	2 nd Qtr CY21	MYP	1-78892-0000 Oakbrook Terrace
IL 83 at I-88	Bridge Deck Overlay; Bridge Joint Repair	1,800 NHPP	PS & E	No	1 st Qtr CY23	MYP	1-88882-0000 Oak Brook
IL 83 over Ditch 0.6 Mi E of 91 st St	Culvert Replacement	250 NHPP	E12/31/19	No	1 st Qtr CY22	MYP	1-79124-0000

- Entries in bold print indicate updates made since the last Transportation Technical Committee Meeting.
- Target lettings for projects in the MYP are contingent upon contract plan readiness, land acquisition and funding availability.

**Illinois Department of Transportation
DUPAGE COUNTY MANAGEMENT MONITORING SCHEDULE**

REGIONAL COUNCIL: DuPage County

DATE: January 10, 2020

IDOT Web Site is www.dot.il.gov

IDOT FY 2020-2025 Proposed Transportation Improvement Program is on-line at:

<http://www.idot.illinois.gov/Assets/uploads/files/Transportation-System/Reports/OP&P/HIP/2020-2025/district/dupage.pdf>

Project & Limits	Work	Cost (X000)	Design Approval Date	Right-of-Way Required Yes or No	Target for Contract to be Available for Letting	Fiscal Year Funds Available	Comments
IL 83 at Bluff Rd	Traffic Signal Modernization	600 HSIP	E12/31/19	TBD	1 st Qtr CY22	MYP	1-80111-0000
I-55 N Frontage Rd (Joliet Rd): IL 83 to S Elm St	Resurfacing; Pedestrian Ramps/ADA	775 STP-U	PS & E	No	3 rd Qtr CY20	MYP	1-78542-0000 Burr Ridge, Willowbrook
I-55 S Frontage Rd: Lemont Rd to Cass Ave	Resurfacing; Pedestrian Ramps/ADA	1,400 STP-U	PS & E	No	Tentatively scheduled for January 17, 2020 Letting	2020	1-79535-0000 Woodridge, Darien
York Rd: I-290 to US 20	Signal Timing/Progression	115 CMAQ	PS & E	No	1 st Qtr CY21	MYP	1-80666-0000 Elmhurst

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To: Suzette Quintell, Executive Director
From: Daniel Knickelbein, Transportation Project Manager
Date: January 16, 2020
Subject: October 2019 – January 2020 CMAP Meetings

Council of Mayors Executive Committee (October 29th)

The Council of Mayors Executive Committee held its regularly scheduled meeting on October 29th. The Committee heard a presentation on the methodology for the calculation of final programming marks for the FY 2021-2025 STP Local Program. The Committee also heard updates on the Embedded Staff Planner Program, pavement management techniques, and a legislative update.

STP Project Selection Committee (October 31st)

The Committee held its regularly scheduled meeting on October 31st. The Committee heard options for incorporating an improvement metric into the STP Local distribution formula when the next set of funding marks are calculated in 2024. The Committee also discussed “lessons learned” from the first STP Shared Fund Call for Projects. Items discussed included whether to have a rolling focus of project types for future Calls, the deadline for completing Phase I Engineering, and overall Program goals. Staff also presented the FY 2021-2025 STP Local Program funding marks.

CMAQ Project Selection Committee (October 31st)

The Committee held its regularly scheduled meeting on October 31st. The Committee approved several project changes, none of which were DuPage projects. The Committee also discussed changes to the Phase I Engineering deadline for the next Call for Projects, similar to the deadline change for the STP Shared Fund.

CMAP Board (November 13th)

The CMAP Board held its regularly scheduled meeting on November 13th. The Board received an update on the LTA (Local Technical Assistance) Program and recently completed LTA/RTA Call for Projects. A total of 81 applications from 70 applicants were received. CMAP and RTA staff are currently evaluating the applications received. The Board also heard a presentation on climate resilience and flooding susceptibility. CMAP created the Flood Susceptibility Index to help communities prepare for flooding. Additional information on the tool can be found here:

<https://www.cmap.illinois.gov/programs/water/stormwater/flood-index>.

Transportation Committee (November 15th)

The Transportation Committee held its regularly scheduled meeting on November 15th. The Committee approved formal TIP amendment 20-01 and administrative TIP amendments 20-01.1 and 20-01.2. The Committee also approved CMAP’s 2020 Highway Safety Targets, which are the same as IDOT’s targets. Members discussed creating a task force or other group to continue discussing efforts to improve safety in the Chicago region. The Committee also heard updates from McHenry County DOT and Pace Bus. Finally, staff presented a federal and state legislative update.

STP Project Selection Committee (November 21st)

The STP Project Selection Committee held its regularly scheduled meeting on November 21st. The Committee decided not to implement a rolling focus for the 2021 STP Shared Fund Call for Projects, and determined that for the 2021 Call, Phase I Engineering will be required to be substantially complete by the application submittal deadline in March.

CMAP Board (January 8th)

The CMAP Board held its regularly scheduled meeting on January 8th. The Board received a presentation on FY 2021 Unified Work Program (UWP) development. Proposals for planning projects for the FY 2021 UWP are due on January 30, 2020. The Board also reviewed targets for transportation performance measures and voted to adopt the same targets as IDOT. The Board also approved CMAP's 2020 State Legislative Agenda.

MPO Policy Committee (January 9th)

The MPO Policy Committee held its regularly scheduled meeting on January 9th. The Committee approved the appointment of Chris Snyder (DuPage County), as Chair of the CMAP Transportation Committee. The Committee also approved TIP Amendment 20-01.3, which only contained IDOT projects recently included in the Multi-Year Program targeting the March 2020 letting. The Committee also approved the transportation performance measure targets as adopted by the CMAP Board. Finally, the Committee heard a presentation on a new study CMAP is undertaking, an Equity Analysis of Transportation Fines, Fares, and Fees.