



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

AGENDA
TRANSPORTATION TECHNICAL COMMITTEE
Thursday, January 23, 2020 - 9:30 a.m.
Lombard Village Hall Community Room
255 E. Wilson Ave- Lombard

I. WELCOME AND INTRODUCTIONS

A. Attendance

B. Approval of October 24, 2019 Transportation Technical Committee Meeting Minutes

For Committee Action

(Attached)

II. COMMITTEE DISCUSSION

A. DMMC STP Call for Projects

The FY 21-25 DMMC STP Call for Projects is currently open through March 16, 2020. Additional information can be found on the DMMC STP website: <https://dmmc-cog.org/surface-transportation-program>. Applications will be submitted using CMAP's eTIP and must include the following, uploaded to the Documents section of the eTIP:

- Supplemental Scoring Form (Roadway or Trail)
- Detailed Cost Estimate/Engineer's Estimate
- Scoring backup documents, if applicable

Sponsors of projects requesting to be grandfathered are reminded that the Grandfather form (available on the DMMC STP website) must be filled out and emailed to dknickelbein@dmmc-cog.org by March 16.

For Committee Information

B. FY 2021-2025 STP Funding Marks

Information on DMMC's FY 2021-2025 STP Funding Mark is contained in the attached memo. This information was also presented at the October 24th STP Workshop.

For Committee Information

(Attached)

C. STP Call for Projects Programming Policy

For the first time in many years, the DMMC STP Call for Projects has funding availability for five fiscal years (2021, 2022, 2023, 2024, and 2025). As part of the application process, applicants must request funding for a specified fiscal year. Staff request Committee action on whether to set a programming policy that offers funding to a higher ranked project in a different fiscal year if the requested year has been fully programmed.

Option 1: Offer funding to a higher ranked project in a different fiscal year if the requested year has been fully programmed. Example: Project A scored a 72 and requested funding in FY 2022. However, FY 2022 has been fully programmed, so Project A is offered funding in FY 2023 ahead of Project B, which scored a 69 and requested funding in FY 2023.

Option 2: Keep projects within their requested fiscal year, regardless of score. Example: Project B, which scored a 69, would be offered funding in FY 2023 ahead of Project A, which scored a 72, since Project A requested funding in FY 2022. Note: This policy would not apply if total funding requested for the fiscal year was lower than DMMC's funding mark for that year.

For Committee Action

D. Green Infrastructure Policy Definition – STP Scoring Criterion

As part of the FY 21-25 STP Call for Projects, a project sponsor that has a Green Infrastructure Policy will receive two points in the Green Infrastructure Scoring Category. Staff request Committee action on further defining a Green Infrastructure Policy to ensure consistency in scoring. Staff recommend defining a Green Infrastructure Policy with the following criteria:

- A standalone policy or plan dealing specifically with Green Infrastructure, Green Streets, sustainability, or water management that has been adopted by the village board/governing board

AND

- Includes one or more references to reducing flooding, improving water quality, promoting natural landscaping, or stormwater management

AND

- Includes one or more strategies the entity is taking to tackle those problems

For Committee Action

E. Approving Final STP Active and Contingency Programs – DuPage Council

CMAAP requires that the final STP Active and Contingency Programs be approved by the DuPage Council. The DuPage Council is comprised of all DuPage

municipalities who are eligible to apply for STP funding through DMMC as well as DuPage County. All eligible DuPage municipalities and a DuPage County representative will be invited to the DMMC Board of Directors meeting where the FY 21-25 DMMC STP Active and Contingency Programs are approved.

For Committee Information

F. DMMC 2020 STP Shared Fund Strategy

Staff have drafted the attached proposed 2020 DMMC STP Shared Fund Strategy for Committee review and action. The next STP Shared Fund Call for Projects will open in January 2021.

For Committee Action **(Attached)**

G. STP Shared Fund Update

At their November 21st meeting, the CMAP STP Project Selection Committee voted not to implement a rolling focus for the 2021 Shared Fund Call for Projects. The Committee also determined that for the 2021 Call for Projects, the deadline for having Phase I Engineering substantially complete will be the same date as the application deadline in March, as opposed to June 1st.

For Committee Information

H. Future TTC Minutes/Agendas – Posted to DMMC Website

In addition to emailing the agenda packet one week prior to the Transportation Technical Committee meeting, staff will begin posting Committee agendas and minutes on the public DMMC STP webpage in order to meet CMAP requirements.

For Committee Information

I. Save the Date: Funding Opportunities Workshop

DMMC is planning a funding opportunities workshop on April 24th from 8:30 – 10:30 AM at Oak Brook Village Hall. Additional information and an invitation will be sent closer to the date.

For Committee Information

III. INNOVATIONS AND TROUBLE SHOOTING

IV. SURFACE TRANSPORTATION PROGRAM

A. Updated DMMC STP Spreadsheet

Please review the attached STP spreadsheet and alert Daniel Knickelbein at 630-576-9137 or dknickelbein@dmmc-cog.org if you see any discrepancies with your records. Note that all projects targeting a letting in Federal Fiscal Year (FFY) 20

after the April letting (and one project targeting the April letting) are currently in FFY 21 due to fiscal constraint. DMMC continues to work with CMAP staff on a letting by letting basis to move funding for projects into FFY 20. **(Attached)**

B. Executing Local Agency Agreements – 2 Days Prior to Service Bulletin

Project sponsors are reminded that IDOT requires executed Local Agency Agreements be submitted to IDOT District 1 two days prior to the Service Bulletin associated with that letting. Additional information can be found in the attached IDOT memo.

For Committee Information **(Attached)**

V. REGIONAL TRANSPORTATION PARTNER UPDATES

A. DuPage County

B. IDOT **(Attached)**

C. Illinois Tollway

D. Metra

E. Pace

F. RTA **(Attached)**

G. CMAP **(Attached)**

VI. INFORMATION

A. CMAP Meetings Summary Memo

DMMC staff have prepared the attached memo summarizing information from CMAP committee meetings since the previous TTC meeting. **(Attached)**

B. 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)**

C. 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>

D. CMAP State Legislative Agenda

CMAP's Legislative Agenda for the upcoming 101st General Assembly is attached. **(Attached)**

E. CMAP Study on Fines, Fares, and Fees

CMAP's 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. **(Attached)**

F. 2020 PL Budget

DMMC's FY 2020 Planning Liaison (PL) Budget is attached. **(Attached)**

VII. OTHER BUSINESS

VIII. NEXT MEETING

The next meeting of the Transportation Technical Committee is scheduled for Thursday April 23, 2020 at 9:30 AM at Lombard Village Hall.

IV. ADJOURNMENT



DUPAGE MAYORS AND MANAGERS CONFERENCE

1220 Oak Brook Rd
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MINUTES

**DUPAGE MAYORS AND MANAGERS CONFERENCE
TRANSPORTATION TECHNICAL COMMITTEE**

THURSDAY, OCTOBER 24, 2019– 9:30 AM

LOMBARD COMMUNITY ROOM

255 E. WILSON AVE., LOMBARD IL 60148

I. WELCOME AND INTRODUCTIONS

Director May called the meeting to order at 9:30 AM.

A. Attendance

A sign-in sheet was provided and the following were registered as present:

<i>Committee Members Attending</i>	
May, Steve - Director	Village of Westmont
Grabowski, Jim – Deputy Director	City of Elmhurst
Melin, Joel	Village of Addison
Prohaska, Bob	Village of Bloomingdale
Preissig, Dave	Village of Burr Ridge
Cleveland, Bill	Village of Carol Stream
McLaughlin, Brendan	Village of Clarendon Hills
Newlon, Nan	Village of Downers Grove
Nielson, Scott	Village of Glendale Heights
Daubert, Rich	Village of Glen Ellyn
Deeter, Dan	Village of Hinsdale
Beissel, John	Village of Itasca (Robinson Eng.)
Goldsmith, Carl	Village of Lombard
Lew, Matthew	Village of Lombard
Louden, Jennifer	City of Naperville
Patchin, Doug	Village of Oak Brook
Young, Karen	Village of Roselle
Salerno, Rich	Village of Villa Park
Kuchler, Phil	City of Warrenville
Flatter, Rob	City of West Chicago

DUPAGE MAYORS AND MANAGERS CONFERENCE

Lagvankar, Sarang	City of Wheaton
Laoang, Vince	City of Wheaton
Coons, Joseph	Village of Willowbrook
Watson, Dan	Village of Winfield
Lange, Alan	City of Wood Dale
<i>Guests</i>	
Snyder, Chris	DuPage County
Shah, Dave	Village of Hanover Park
Slattery, Tom	Baxter + Woodman
Sullivan, Robert	IDOT D1
Cwynar, Joe	Engineering Enterprises
Plunkett, Nathan	City of Wheaton
<i>DMMC Staff</i>	
Knickelbein, Daniel	DMMC Staff
Quintell, Suzette	DMMC Staff
Persky, Dan	DMMC Consultant

B. Approval of Meeting Minutes from September 26, 2019 Meeting

Motion by Lagvankar to approve the minutes from the September 26, 2019 Committee meeting. Second by Goldsmith. The motion carried.

II. COMMITTEE DISCUSSION

A. STP Application Scoring Supplement

There was no discussion.

B. STP Grandfather Form

Snyder requested that DMMC send out the most up to date Surface Transportation Program (STP) with project letting dates.

C. Detailed Cost Estimate – Inclusion with STP Application

Knickelbein stated that previous DMMC STP applications have required the inclusion of a detailed cost estimate/engineers estimate with application submittal. He added that with

the new scoring methodology in place, staff are looking for Committee feedback on whether to continue requiring the inclusion of a detailed cost estimate. Committee members felt that detailed cost estimates should continue to be included in DMMC STP applications.

D. 2020 Committee Meeting Schedule

Motion by Grabowski to approve the 2020 Transportation Technical Committee meeting schedule included in the agenda packet. Second by McLaughlin. The motion carried.

III. INNOVATIONS AND TROUBLE SHOOTING

McLaughlin brought up the issue of Verizon 5G pole placement in communities and stated that Clarendon Hills has received lots of requests to place poles in town. Members discussed the impact that pole placement is having on their towns. May noted that companies that want to place poles in communities are empowered due to state legislation that pre-empts municipalities from regulating pole placement.

IV. SURFACE TRANSPORTATION PROGRAM

A. IDOT Local Roads and Streets Status Sheets for DuPage STP Projects

May noted that the IDOT Local Roads and Streets Status Sheets were attached and asked project sponsors to review for accuracy.

B. Removal of York Street-Prairie Path Underpass from DuPage Council Program

May noted that the City of Elmhurst provided the attached letter removing the York Street-IL Prairie Path Underpass project (08-14-0030) from the DuPage Council STP. Grabowski added that the Elmhurst City Council approved a resolution returning the STP funding and that there was community opposition to placing an underpass in that location.

C. Removal of Three DuPage County Projects from DuPage Council Program

May noted that DuPage County has provided the attached letter removing three projects from the DuPage Council STP, including: Illinois Prairie Path – Eola Road to Batavia Spur (08-12-0041), E. Branch DuPage River Trail – Maple to Mulligan (08-07-0021), and E. Branch DuPage River Trail – Benedictine Connector (08-04-0011).

D. Scope Change: Garfield Street (Hinsdale)

May stated that the Village of Hinsdale is requesting to change the scope of work on the Garfield Street project from LAFO to concrete reconstruction. Young asked if the change in scope of work could have changed the score of the project when it was originally awarded funding. Deeter stated that the Village Board requested the scope change to reconstruction after the funding had been awarded. Motion by Preissig to approve the scope change, second by Lange. The motion carried.

V. REGIONAL PARTNER UPDATES

A. DuPage County

No report.

B. IDOT

Sullivan noted that an updated Management Monitoring Schedule (MMS) is included on the table with handouts and that two new projects in DuPage have been added. He added that communities should contact him if they have new projects to include in future IDOT Multi-Year Plans (MYP).

C. Illinois Tollway

No report.

D. Metra

Report contained in the agenda packet.

E. Pace

No report.

F. RTA

No report.

G. CMAP

Report contained in the agenda packet.

VI. INFORMATION

A. CMAP Meetings Summary Memo

Report contained in the agenda packet.

VII. OTHER BUSINESS

Newlon stated that the College of DuPage Public Service Institute will be holding a class on Project Management and that attendance would be beneficial for public sector professionals. Newlon also announced her retirement from Downers Grove. Snyder stated that he recently attended a meeting of county engineers in Illinois, where they discussed the delay in processing agreements at IDOT. He added that IDOT has recently stated they hope to get agreements processing time down to two months.

VIII. NEXT MEETING

The next Committee meeting is scheduled for January 23, 2020 at 9:30 AM at Lombard Village Hall.

IV. ADJOURNMENT

Motion by Newlon to adjourn the meeting. Second by Loudon.

The meeting was adjourned at 10:03 AM.

Respectfully submitted,

Daniel Knickelbein



MEMORANDUM

To: Subregional Planning Liaisons and CDOT staff

Cc: Council of Mayors Executive Committee, STP Project Selection Committee

From: CMAP Staff

Date: October 18, 2019

Re: FFY 2021 – 2025 Local STP programming marks

In accordance with the terms of the Surface Transportation Program (STP) agreement between the Council of Mayors and City of Chicago, CMAP staff has prepared programming marks for the subregional councils and City of Chicago for federal fiscal years (FFYs) 2021 through 2025 (Table 1). The allotment each year is conservatively assumed to be the same as the FFY 2020 allotment to the CMAP region (\$144,709,745), adjusted each year to account for the STP-Shared Fund set-aside, and is subject to adjustment prior to the beginning of each FFY based on the actual amount of federal funds allotted to the CMAP region.

Table 1. FFY 2021-2025 STP-L Programming Marks

Council	FFY 21	FFY 22	FFY 23	FFY 24	FFY 25
Central	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000
Chicago	\$57,483,991	\$53,874,994	\$52,251,747	\$52,251,747	\$52,251,747
DuPage	\$12,178,598	\$12,681,337	\$12,235,052	\$12,235,052	\$12,235,052
Kane/Kendall	\$9,008,966	\$8,656,711	\$8,325,415	\$8,325,415	\$8,325,415
Lake	\$8,148,133	\$7,819,790	\$7,512,406	\$7,512,406	\$7,512,406
McHenry	\$3,879,276	\$3,669,512	\$3,480,707	\$3,480,707	\$3,480,707
North Central	\$3,890,830	\$3,680,745	\$3,491,619	\$3,491,619	\$3,491,619
North Shore	\$4,145,394	\$4,355,692	\$4,147,282	\$4,147,282	\$4,147,282
Northwest	\$9,269,713	\$8,910,214	\$8,571,675	\$8,571,675	\$8,571,675
South	\$6,740,451	\$7,141,126	\$6,853,132	\$6,853,132	\$6,853,132
Southwest	\$4,831,670	\$5,440,765	\$6,039,214	\$6,039,214	\$6,039,214
Will	\$7,661,747	\$7,390,142	\$7,095,034	\$7,095,034	\$7,095,034
Total	\$130,238,771	\$126,621,027	\$123,003,283	\$123,003,283	\$123,003,283

The programming marks were developed by applying the performance-based formula included in the STP agreement:

$$\text{Council Mark } (\$) = \text{Regional Mark}(\$) \times \text{Performance } (\%)$$

where:

$$\text{Performance } (\%) = \left(\frac{\text{Council } M_1}{\text{Region } M_1} + \frac{\text{Council } M_2}{\text{Region } M_2} + \frac{\text{Council } M_3}{\text{Region } M_3} + \frac{\text{Council } M_4}{\text{Region } M_4} + \frac{\text{Council } M_5}{\text{Region } M_5} \right) / 5$$

“Council” in this formula means each of the eleven individual subregional councils and the City of Chicago. M_1 , M_2 , etc. represent the individual performance measures, which are weighted equally, and the 5 in the formula is the number of measures. Each measure is described in detail below. Table 2 contains a summary of each council’s performance data.

Pavement Condition

Measured as lane-miles in poor condition as defined in 23 CFR 490. CMAP hired a consultant to collect pavement condition data on all non-National Highway System (NHS) federal aid eligible roads under local jurisdiction in the region in 2018. For the NHS and Highway Performance Monitoring System (HPMS) roads under local jurisdiction, CMAP used IDOT’s pavement condition data of similar vintage. To calculate pavement condition according to 23 CFR 490, the data collected included International Roughness Index (IRI), cracking percent, rutting, and faulting. For asphalt pavement or jointed concrete pavement, at least two of the condition values (IRI, cracking percent, and rutting for asphalt pavement and IRI, cracking percent, and faulting for jointed concrete pavement) need to be defined as “poor” for the segment condition to be defined as “poor.” For continuous reinforced concrete pavement two of the condition values (IRI and percent cracking) need to be defined as “poor” for the segment condition to be defined as “poor.” The total lane-miles of pavement in poor condition was totaled within each council.

Congestion

Measured as the peak hour excessive delay (PHED) as defined in 23 CFR 490 and tabulated as annual person-hours of delay. Excessive delay is incurred when travel times are longer than the travel time at 20 mph or 60% of the posted speed limit travel time, whichever is greater. Peak travel hours are defined as 6:00 – 10:00 am and 4:00 – 8:00 pm. Total excessive delay is weighted by vehicle volumes and occupancy. CMAP obtained 2018 traffic speed data from IDOT collected by the firm HERE. If a local-jurisdiction federal aid road link did not have any speed data available for the analysis, CMAP used the council average to fill in the missing data for that link. Speed limit and volume data for 2018 were obtained from the Illinois Roadway Information System (IRIS) produced annually by IDOT. The total PHED by council was calculated by summing the annual hours of excessive delay on all local jurisdiction federal aid eligible roadways within each council.

Safety

Measured as the number of annual serious injuries and fatalities for the most recent year from IDOT's annual crash data extract. The data includes fatal and serious injury crashes occurring within the council boundary on local jurisdiction federal aid roads. The analysis was based on 2016 crash data because changes in IDOT's processing of the 2017 data incorrectly assigned crashes on the local jurisdiction federal aid eligible system.

Bridge Condition

Measured as square feet of deck area on bridges in poor condition as defined in 23 CFR 490. CMAP obtained 2018 bridge condition data from the National Bridge Inventory (NBI). 23 CFR 490 defines a bridge as in poor condition when the deck, substructure, or superstructure is rated as 4 or below. The square footage of deck area for all local jurisdiction bridges in poor condition within each council was totaled.

SOV Travel

Measured as the total number of single occupant vehicle (SOV) commuters based on the most recent US Census Bureau American Community Survey (ACS). CMAP tabulated 2017 ACS five-year data for workers that drove alone by council area.

Table 2. Council Performance Data

Council	Lane-miles in poor condition	Peak hour excessive delay (annual hours)	Number of annual serious & fatal crashes	Sq. ft. of deck on bridges in poor condition	Number of SOV commuters
Central	18.10	217,745.84	62	7,888	81,204
Chicago	264.04	6,994,241.60	1188	1,864,474	634,326
DuPage	192.62	1,515,929.58	229	64,440	365,003
Kane/Kendall	78.26	570,734.36	223	142,282	288,501
Lake	85.45	571,900.20	132	143,412	273,266
McHenry	34.85	158,262.97	84	72,409	135,260
North Central	37.82	363,194.90	95	37,400	110,924
North Shore	65.32	454,275.36	110	33,906	96,248
Northwest	196.39	663,250.22	122	14,877	291,745
South	156.01	262,594.12	187	37,355	175,883
Southwest	134.09	312,678.44	117	84,505	138,765
Will	82.85	563,514.24	163	98,126	249,422
Total	1,346	12,648,322	2,712	2,601,075	2,840,547

Applying equal weights to each of the five measures, each council's total performance was calculated and is shown in Table 3.

Table 3. Total performance by Council

Council	Pavement Condition	Congestion	Safety	Bridge Condition	SOV Travel	Total performance
Central	1.35%	1.72%	2.29%	0.30%	2.86%	1.70%
Chicago	19.62%	55.30%	43.81%	71.68%	22.33%	42.55%
DuPage	14.31%	11.99%	8.44%	2.48%	12.85%	10.01%
Kane/Kendall	5.82%	4.51%	8.22%	5.47%	10.16%	6.84%
Lake	6.35%	4.52%	4.87%	5.51%	9.62%	6.17%
McHenry	2.59%	1.25%	3.10%	2.78%	4.76%	2.90%
North Central	2.81%	2.87%	3.50%	1.44%	3.91%	2.91%
North Shore	4.85%	3.59%	4.06%	1.30%	3.39%	3.44%
Northwest	14.59%	5.24%	4.50%	0.57%	10.27%	7.04%
South	11.59%	2.08%	6.90%	1.44%	6.19%	5.64%
Southwest	9.96%	2.47%	4.31%	3.25%	4.89%	4.98%
Will	6.16%	4.46%	6.01%	3.77%	8.78%	5.84%
Total	100.00%	100.00%	100.00%	100.00%	100.00%	100.00%

The total performance for each council from Table 3 was multiplied by the regional mark for the local programs, then, per the agreement, the results of the formula were “smoothed” to prevent any council from receiving less than \$3 million in any year, and to prevent any council from receiving 10% more or less than their FFY 2017 mark in the first FFY and 20% more or less than their FFY 2017 mark in the second year. The smoothing process is iterative, requiring the addition or subtraction of funds to be applied proportionally across councils until the required thresholds are satisfied. The smoothed application of the performance-based formula results in the programming marks provided in Table 1.

###

DMMC 2020 STP Shared Fund Strategy

Strategy Components

- Assistance to Individual Communities
 - Helping to identify potential projects
 - Optimizing projects for maximum points
- Coordination with Members and Partners
 - Conducting a scan of potential projects in cooperation with transportation partners
 - Assisting local communities develop projects
 - Conducting a scan of projects in other Councils that may benefit DuPage
- Member Communications and Training
 - Standing agenda item for Shared Fund at each TTC meeting to discuss potential projects
 - Hosting a training workshop on the Shared Fund
- Bonus Points
 - Looking at possible changes to the DMMC approach for bonus points

Timeline

January 2020

- January 23: TTC Meeting
 - Update from November 2019 STP PSC Meeting
 - Approval of DMMC STP Shared Fund Strategy
- January 30: CMAP STP PSC Meeting (Expected agenda topic: Setting schedule for in-depth discussions in the coming months)

February/March

- DMMC staff outreach with transportation partners (Pace, DuPage County, IDOT, Metra) to identify potential Shared Fund projects

April

- April 23: TTC Meeting
 - Update from January 30 CMAP STP PSC Meeting
 - Standing Shared Fund agenda item
 - Report on DMMC staff outreach to transportation partners
- April 24: DMMC Funding Workshop (Featuring Shared Fund as well as other funding opportunities)
- April 30: STP PSC Meeting (Expected agenda topic: In-depth scoring discussion)

May/June

- Applicants from 2019 Call for Projects encouraged to contact DMMC to review lessons learned

July

- July 16: STP PSC Meeting (expected agenda topic: In-depth scoring discussion)
- July 23: TTC Meeting
 - Updates from April and July STP PSC Meetings
 - Standing Shared Fund agenda item

August/September

- DMMC staff outreach with member communities to discuss potential applications for 2021 Call for Projects
- September 3: STP PSC Meeting (Expected agenda topic: Draft application booklet)
- DMMC submit comments to CMAP on draft application booklet, if applicable

October

- October 22: TTC Meeting
 - Update from September STP PSC Meeting
 - Discussion of DMMC criteria for awarding bonus points, if applicable
 - Standing Shared Fund agenda item
- October 29: STP PSC Meeting (Expected agenda topic: Final application booklet and training materials)
- DMMC Shared Fund informational workshop

November

- DMMC staff outreach with member communities to review planned Shared Fund applications
- DMMC staff outreach to other Councils to review planned applications that could impact DuPage County

December

- December 17: TTC Meeting
 - Update from October STP PSC Meeting
 - Standing Shared Fund agenda item
 - Discussion/decision on DMMC process and criteria for awarding bonus points

DMMC STP-L Update January 2019

<u>Project</u>	<u>Work Type</u>	<u>HWY or</u>		<u>TIP ID</u>	<u>Total Funding Target</u>		<u>Letting</u>	<u>Year in eTIP</u>	<u>Notes</u>
		<u>TCM</u>	<u>Project Sponsor</u>		<u>STP Funding</u>	<u>(CON/CE)</u>			
Gary Avenue Trail	Bike/Ped	TCM	DuPage County	08-12-0040	\$1,870,140	\$3,303,194	Jan-20	FFY 20	<i>Cost increase allowed up to \$2,234,000 STP</i>
Woodward Ave	LAFO	HWY	Woodridge	08-18-0017	\$672,252	\$960,360	Mar-20	FFY 20	
IL 53	Bike/Ped	TCM	Woodridge	08-17-0023	\$189,139	\$252,185	Mar-20	FFY 19	<i>Funds authorized in FFY 19</i>
Main Street	LAFO	HWY	Lombard	08-18-0016	\$964,250	\$1,633,916	Mar-20	FFY 20	
83rd from IL 53 to Janes	LAFO	HWY	Woodridge	08-18-0011	\$598,379	\$854,827	Mar-20	FFY 20	
75th Street	LAFO/Int. Improvement	HWY	DuPage County	08-17-0009	\$1,706,040	\$5,170,000	Mar-20	FFY 20	
York at Harger	Bike/Ped & Int. Improvement	HWY	Oak Brook	08-17-0002	\$2,027,960	\$7,492,300	Mar-20	FFY 20	
President Street	LAFO	HWY	Wheaton	08-15-0021	\$373,411	\$561,116	Mar-20	FFY 20	
Manchester Road	LAFO	HWY	Wheaton	08-15-0018	\$425,324	\$607,606	Mar-20	FFY 20	
Bike Racks/Lockers	Bike/Ped	TCM	Elmhurst	08-18-0019	\$178,320	\$222,900	Q1 2020	FFY 20	<i>Locally Let</i>
IL 83	Bike/Ped	TCM	Bensenville	08-16-0001	\$89,487	\$1,158,895	Apr-20	FFY 20	
N. Aurora Road	Add Lanes	HWY	Naperville	08-16-0013	\$6,000,000	\$12,832,000	Apr-20	FFY 20	
Prince Crossing Road	LAFO	HWY	West Chicago	08-18-0013	\$719,511	\$1,027,873	Apr-20	FFY 20	
31st Street	LAFO & Int. Improvement	HWY	DuPage County	08-15-0005	\$3,309,000	\$7,029,965	Apr-20	FFY 20	
Chicago Ave.	LAFO	HWY	Hinsdale	08-13-0030	\$532,000	\$1,475,000	Apr-20	FFY 21	
Eastern Ave Ped Bridge	Bike/Ped	TCM	Clarendon Hills	08-18-0020	\$156,750	\$273,700	Jun-20	FFY 21	
Clarendon Hills Road	LAFO	HWY	D.G. Township	08-18-0014	\$489,899	\$699,845	Jun-20	FFY 21	
Green Trails/Abbeywood	LAFO	HWY	Lisle	08-17-0016	\$535,300	\$1,070,600	Jul-20	FFY 21	
Lambert Road	LAFO	HWY	Milton Township	08-18-0015	\$816,970	\$1,317,100	Nov-20	FFY 21	

Grand Avenue	LAFO	HWY	DuPage County	08-18-0010	\$1,546,440	\$3,423,600	Nov-20	FFY 21	
Hobson/63rd St	Bike/Ped	TCM	DuPage County	08-16-0018	\$569,000	\$956,000	Nov-20	FFY 21	
Fairview Ave	LAFO	HWY	Downers Grove	08-16-0006	\$595,000	\$850,000	Nov-20	FFY 21	
87th at Woodward	Int. Improvement	HWY	DuPage County	08-13-0027	\$2,278,000	\$4,220,000	Nov-20	FFY 21	
Bloomingtondale Road	Reconstruction	HWY	Itasca	08-14-0021	\$1,672,510	\$2,389,300	Jan-21	FFY 21	
Elmhurst Metra Station	Transit Station	TCM	Elmhurst	08-18-0005	\$2,400,000	\$21,267,455	Mar-21	FFY 21	
W. Branch DuPage River Trail	Bike/Ped	TCM	DuPage Forest Preserve	08-16-0019	\$778,000	\$4,050,000	Mar-21	FFY 21	
Batavia Road	LAFO	HWY	Warrenville	08-16-0011	\$265,195	\$378,850	Mar-21	FFY 21	
Kuhn Road	Bike/Ped	TCM	Carol Stream	08-14-0024	\$275,000	\$367,000	Mar-21	FFY 21	
Lies Road	Bike/Ped	TCM	Carol Stream	08-14-0022	\$385,000	\$513,000	Mar-21	FFY 21	
Garfield Street	Reconstruction	HWY	Hinsdale	08-15-0008	\$565,000	\$807,000	Apr-21	FFY 21	
Prairie Path Trailhead	Bike/Ped	TCM	Warrenville	08-17-0022	\$377,500	\$503,333	Oct-21	FFY 21	
Mack Road	Bike/Ped & Bridge	TCM	Warrenville	08-16-0016	\$563,648	\$4,161,530	Oct-21	FFY 21	
N. Central DuPage Regional Trail	Bike/Ped	TCM	DuPage Forest Preserve	08-16-0017	\$1,500,000	\$2,000,000	Nov-21	FFY 21	
S.E. Carol Stream Bike Path	Bike/Ped	TCM	Carol Stream	08-17-0021	\$1,021,000	\$1,767,000	Jan-22	FFY 22	
North York Street Sidewalk	Bike/Ped	TCM	Elmhurst	08-17-0024	\$295,243	\$1,021,300	Mar-22	FFY 22	
Devon/Ontarioville	LAFO	HWY	Hanover Park	08-18-0012	\$305,283	\$436,118	Jul-22	FFY 22	
Glen Ellyn CBD Resurfacing	LAFO	HWY	Glen Ellyn	08-17-0008	\$474,925	\$863,500	Mar-23	FFY 23	
31st Street Trail	Bike/Ped	TCM	DuPage County	08-11-0023	\$1,640,325	\$2,187,100	Mar-25	FFY 25	
	Project targeting a letting in FFY 20 but funds are in FFY 21								



Illinois Department of Transportation

Memorandum

To: All IDOT District One Local Public Agencies

From: Anthony J. Quigley

Subject: District One Agreement Requirement
for Projects Targeting State Letting

Date: May 29, 2019

This is to inform all parties that effective with September 20, 2019 State Letting, and all future lettings, Local Public Agencies sponsoring a project will be required to have their locally executed agreements in the District by close-of-business two (2) days prior to Service Bulletin date. For the September 20, 2019 letting that date is Wednesday, August 14, 2019.

For all lettings, the Service Bulletin date can be viewed as part of the letting schedule available on the IDOT website, under Doing Business. For convenience, the dates as related to lettings through calendar year 2020 are as follows:

<u>Letting Date</u>	<u>Service Bulletin Date</u>	<u>Locally Executed Agreement Due Date</u>
11/8/2019	10/4/2019	10/2/2019
1/17/2020	12/6/2019	12/4/2019
3/6/2020	1/31/2020	1/29/2020
4/26/2020	3/20/2020	3/18/2020
6/12/2020	5/8/2020	5/6/2020
7/31/2020	6/26/2020	6/24/2020
9/18/2020	8/14/2020	8/12/2020
11/6/2020	10/2/2020	9/20/2020

If you have any questions or concerns, please contact Charles F. Riddle, P.E., Program and Office Engineer, Bureau of Local Roads and Streets, at 847-705-4406 or by e-mail at charles.riddle@illinois.gov.

cc: Greg Lupton

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

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

REGIONAL COUNCIL: DuPage County

DATE: January 10, 2019

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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.
- 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

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

REGIONAL COUNCIL: DuPage County

DATE: January 10, 2020

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

REGIONAL COUNCIL: DuPage County

DATE: January 10, 2020

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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

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

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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

- 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.

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.

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.

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



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.

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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.

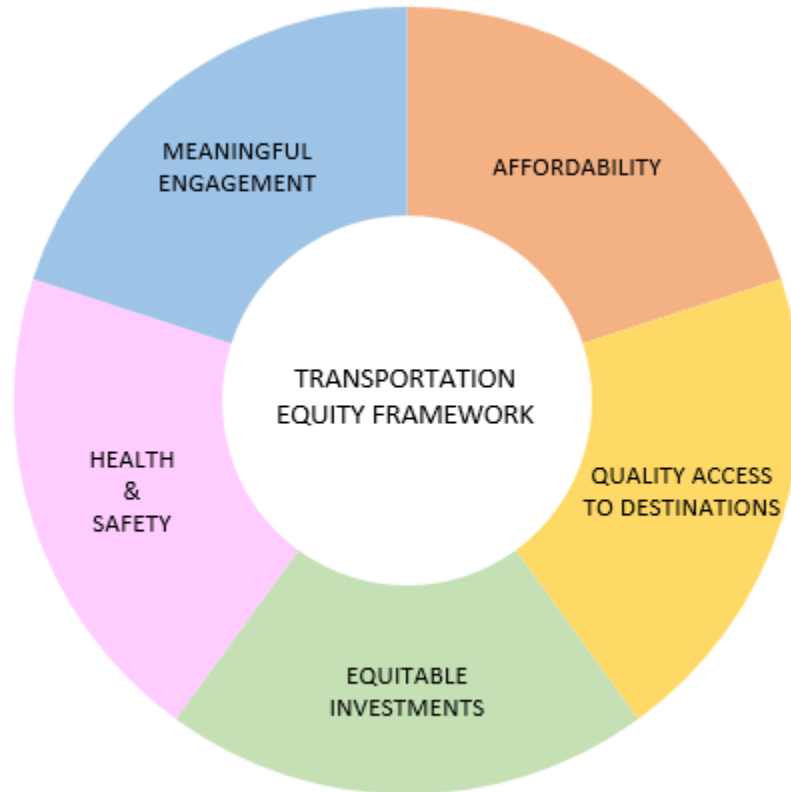
The forthcoming report builds upon these existing and ongoing efforts, expanding into transportation costs and their equity implications. The report will suggest policy recommendations, pilot projects, and other mitigation mechanisms to reduce disproportionate impacts upon lower-income individuals.

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.



**FY 2020 Budget Submittal
 PI. Budget - Cumulative**

Council(s): DuPage Mayors and Managers Conference
 Contracting Agency:

I. Personnel Services

A. Name & Title: Daniel Knickelbein, Transportation Project Manager			
Number of hours:	1816		
Effective hourly rate:	\$46.72	(see derivation of effective hourly rate form)	
Cost			\$84,843.52
B. Name & Title: Suzette Quintell, Executive Director			
Number of hours:	794		
Effective hourly rate:	\$94.40	(see derivation of effective hourly rate form)	
Cost			\$74,953.60
C. Name & Title: Joe Brelinig, Deputy Executive Director			
Number of hours:	210		
Effective hourly rate:	\$72.20	(see derivation of effective hourly rate form)	
Cost			\$15,162.00
D. Name & Title: Andie Trucco, Policy Analyst			
Number of hours:	140		
Effective hourly rate:	\$45.70	(see derivation of effective hourly rate form)	
Cost			\$6,398.00
E. Name & Title: Stephanie Ostrowski, Member Services Associate			
Number of hours:	190		
Effective hourly rate:	\$22.46	(see derivation of effective hourly rate form)	
Cost			\$4,267.40
F. Name & Title: Kenneth Cammarata, Management Analyst			
Number of hours:	98		
Effective hourly rate:	\$31.53	(see derivation of effective hourly rate form)	
Cost			\$3,089.94
G. Name & Title: Marianne Devo-Green, Member Services Associate			
Number of hours:	57		
Effective hourly rate:	\$23.32	(see derivation of effective hourly rate form)	
Cost			\$1,329.24

I. Total Personnel Costs (includes benefits/leave)	\$190,043.70
II. Consultant Services	\$24,960.00
III. Data Collection or other Regional COM projects	\$0.00
IV. Travel/Meetings	\$1,200.00
V. Professional Development	\$865.29
VI. Office Rent + Utilities/Operating (see rent + utilities derivation sheet)	\$41,888.00
VII. Office Phone	\$0.00
VIII. Cell Phone	\$0.00
IX. Office Supplies/Postage/Copies	\$1,200.00
X. Equipment Purchases or Leases	\$2,500.00
XI. Reserve for Adjustments to Above	\$2,023.10
Total Program Contract Costs	\$264,680.09

Projected Funding

A. Planning Liaison Program			
Federal Metropolitan Planning Funds	80%	\$117,581.45	
Planning Agency (Match)	20%	\$29,395.36	
Total			\$146,976.81
B. Planning Liaison Program			
Federal Metropolitan Planning Funds	50%	\$58,851.64	
Planning Agency (Match)	50%	\$58,851.64	
Total			\$117,703.28
PROGRAM TOTALS			
Federal Metropolitan Planning Funds		\$176,433.09	
Planning Agency (Match)		\$88,247.00	
Total			\$264,680.09

Title of Authorized Representative: Suzette Quintell, Executive Director
 Signature of Authorized Representative: 

**FY 2020 Budget Submittal
PL Budget - 80/20 Match Position**

Council(s): **DuPage Mayors and Managers Conference**

Contracting Agency:

I. Personnel Services

A. Name & Title: Daniel Knickelbein, Transportation Project Manager			
Number of hours:	1816		
Effective hourly rate:	\$46.72	<i>(see derivation of effective hourly rate form)</i>	
Cost			\$84,843.52
B. Name & Title:			
Number of hours:			
Effective hourly rate:	\$0.00	<i>(see derivation of effective hourly rate form)</i>	
Cost			\$0.00
C. Name & Title:			
Number of hours:			
Effective hourly rate:	\$0.00	<i>(see derivation of effective hourly rate form)</i>	
Cost			\$0.00
D. Name & Title:			
Number of hours:	0		
Effective hourly rate:	\$0.00	<i>(see derivation of effective hourly rate form)</i>	
Cost			\$0.00

I. Total Personnel Costs (includes benefits/leave)	\$84,843.52
II. Consultant Services	\$12,480.00
III. Data Collection or other Regional COM projects	\$0.00
IV. Travel/Meetings	\$1,200.00
V. Professional Development	\$865.29
VI. Office Rent + Utilities/Operating (see derivation sheet)	\$41,888.00
VII: Office Phone	\$0.00
VIII. Cell Phone	\$0.00
IX. Office Supplies/Postage/Copies	\$1,200.00
X. Equipment Purchases or Leases	\$2,500.00
XI. Reserve for Adjustments to Above	\$2,000.00
XII. Other costs (specify)	\$0.00

Total Program Contract Costs **\$146,976.81**

Projected Funding

A. Planning Liaison Program			80/20 Totals
Federal Metropolitan Planning Funds	80%	\$117,581.45	Federal: \$117,581.45
Planning Agency (Match)	20%	\$29,395.36	Local: \$29,395.36
Total		\$146,976.81	Total: \$146,976.81

**FY 2020 Budget Submittal
PL Budget - 50/50 Match Position**

Council(s): **DuPage Mayors and Managers**
Contracting Agency:

I. Personnel Services

A. Name & Title: Suzette Quintell, Executive Director

Number of hours: 794
Effective hourly rate: \$94.40 *(see derivation of effective hourly rate form)*
Cost **\$74,953.60**

B. Name & Title: Joe Breinig, Deputy Executive Director

Number of hours: 210
Effective hourly rate: \$72.20 *(see derivation of effective hourly rate form)*
Cost **\$15,162.00**

C. Name & Title: Andie Trucco, Policy Analyst

Number of hours: 140
Effective hourly rate: \$45.70 *(see derivation of effective hourly rate form)*
Cost **\$6,398.00**

D. Name & Title: Stephanie Ostrowski, Member Services Associate

Number of hours: 190
Effective hourly rate: \$22.46 *(see derivation of effective hourly rate form)*
Cost **\$4,267.40**

E. Name & Title: Kenneth Cammarata, Management Analyst

Number of hours: 98
Effective hourly rate: \$31.53 *(see derivation of effective hourly rate form)*
Cost **\$3,089.94**

F. Name & Title: Marianne Devo Green, Member Services Associate

Number of hours: 57
Effective hourly rate: \$23.32 *(see derivation of effective hourly rate form)*
Cost **\$1,329.24**

I. Total Personnel Costs (includes benefits/leave)	\$105,200.18
II. Consultant Services	\$12,480.00
III. Data Collection or other Regional COM projects	\$0.00
IV. Travel/Meetings	\$0.00
V. Professional Development	\$0.00
VI. Office Rent + Utilities/Operating(see rent + utilities derivation sheet)	\$0.00
VII: Office Phone	\$0.00
VIII. Cell Phone	\$0.00
IX. Office Supplies/Postage/Copies	\$0.00
X. Equipment Purchases or Leases	\$0.00
XI. Reserve for Adjustments to Above	\$23.10
XII. Other costs (specify)	\$0.00
Total Program Contract Costs	\$117,703.28

Projected Funding

A. Planning Liaison Program			50/50 Totals
Federal Metropolitan Planning Funds	50%	\$58,851.64	Federal: \$58,851.64
Planning Agency (Match)	50%	\$58,851.64	Local: \$58,851.64
Total		\$117,703.28	Total: \$117,703.28