



## **TRANSPORTATION COMMITTEE**

### **AGENDA - FINAL**

Friday, May 31, 2024

9:30 AM

**Cook County Conference Room  
433 West Van Buren Street, Suite 450  
Chicago, IL 60607**

**Members of the public who attend in-person can pre-register for a visitor's pass at [info@cmap.illinois.gov](mailto:info@cmap.illinois.gov) until May 30, 2024 at 4:00 p.m. or should plan to arrive early to check-in with the building's information desk for access.**

**You can also join from your computer, tablet or smartphone.**

**<https://us06web.zoom.us/j/89184656879?pwd=PsBFjkgp2bC3t6RhfoTfyLLaFbPHiZX.1>**

**CMAP provides the opportunity for public comment. Individuals are encouraged to submit comment by email to [info@cmap.illinois.gov](mailto:info@cmap.illinois.gov) at least 24 hours before the meeting. A record of all written public comments will be maintained and made publicly available.**

**The total cumulative time for public comment is limited to 15 minutes, unless determined otherwise by the Chair. Public comment is limited to three minutes per person unless the Chair designates a longer or shorter time period. Public comments will be invited in this order: Comments from in person attendees submitted ahead of time; comments from in-person attendees not previously submitted; comments from virtual attendees submitted ahead of time; and comments from virtual attendees not previously submitted.**

**To review CMAP's public participation policy, please visit <https://www.cmap.illinois.gov/committees>.**

**If you require a reasonable accommodation or language interpretation services to attend or join the meeting, please contact CMAP at least five days before the meeting by email ([info@cmap.illinois.gov](mailto:info@cmap.illinois.gov)) or phone (312-454-0400).**

**1.0 Call to Order and Introductions****2.0 Agenda Changes and Announcements****3.0 Approval of Minutes****3.01 Minutes from April 26, 2024**[24-249](#)

ACTION REQUESTED: Approval

**Attachments:** [TC\(DraftMinutes\)04-26-24](#)**4.0 CMAP Updates****5.0 Items for Approval****5.01 FFY 2023-2028 Transportation Improvement Program (TIP) amendments and administrative modifications**[24-250](#)

PURPOSE & ACTION: TIP amendment 24-07 was published to the eTIP web site on May 24, 2024 for committee review and public comment. A memo summarizing formal TIP amendment 24-07 and administrative amendments 24-07.1 and 24-07.2 is included in the meeting materials. Staff requests approval of TIP amendment 24-07.

ACTION REQUESTED: Approval

**Attachments:** [TC\(Memo\)TIP Amend24-07](#)  
[Formal TIP Amendment 24-07](#)  
[Administrative TIP Amendment 24-07.1](#)  
[Administrative TIP Amendment 24-07.2](#)**5.02 ON TO 2050/2023-2028 TIP conformity analysis & TIP amendment**[24-252](#)

PURPOSE & ACTION: ON TO 2050/2023-2028 TIP Conformity Analysis and TIP Amendment 24-08 was released for public comment through May 21, 2024. CMAP staff requests approval recommending the ON TO 2050/2023-2028 TIP conformity analysis and TIP amendment 24-08 to the MPO Policy Committee for their consideration. A memo summarizing the conformity amendment is included in the meeting materials.

ACTION REQUESTED: Approval

**Attachments:** [240613 conformityTCreport draft final \(1\)](#)  
[Formal TIP Conformity Amendment 24-08](#)

**5.03 FFY 2025-2029 STP local programs in the Transportation Improvement Program (TIP)**[24-251](#)

PURPOSE & ACTION: Programming for locally-programmed STP funded projects for all local Councils and the City of Chicago is complete. The programs were subject to 30-day public comment periods from February to May 2024. Staff requests the committee recommend approval to the MPO Policy Committee for the attached amendments to be included in the TIP.

ACTION REQUESTED: Approval

**Attachments:** [TC\(Memo\)TIP Amends24-09STP-L](#)  
[Formal TIP Amendment 24-09.1 Chicago](#)  
[Formal TIP Amendment 24-09.2 North Shore](#)  
[Formal TIP Amendment 24-09.3 Nothwest](#)  
[Formal TIP Amendment 24-09.4 North Central](#)  
[Formal TIP Amendment 24-09.5 Central](#)  
[Formal TIP Amendment 24-09.6 Southwest](#)  
[Formal TIP Amendment 24-09.7 South](#)  
[Formal TIP Amendment 24-09.8 DuPage](#)  
[Formal TIP Amendment 24-09.9 Kane/Kendall](#)  
[Formal TIP Amendment 24-09.10 Lake](#)  
[Formal TIP Amendment 24-09.11 McHenry](#)  
[Formal TIP Amendment 24-09.12 Will](#)

**5.04 FFY 2024 FTA subarea allocation between Indiana-Illinois and Wisconsin-Illinois of 5307/5340 Urbanized Area, 5337 State of Good Repair, 5339 Bus and Bus Facilities and 5310 Enhance Mobility of Seniors and Individuals with Disabilities funds**[24-253](#)

At its May 16, 2024 meeting, the RTA Board approved the splits of FFY 2024 FTA §5307/§5340, §5337, §5339 and §5310 funding with northwestern Indiana and southeastern Wisconsin as presented in the attached memo. Staff requests approval recommending the subarea allocations between northwest Indiana- northeastern Illinois and southeastern Wisconsin-northeastern Illinois to the MPO Policy Committee for their consideration.

ACTION REQUESTED: Approval

**Attachments:** [5.04 FTA Funding Splits Memo 2024-05-24](#)

## 6.0 Information Items

### 6.01 RTA Safety and Security Summit recap

[24-255](#)

PURPOSE & ACTION: RTA staff will present on policy recommendations that emerged from the agency's regional Public Transit Safety and Security Summit in February. RTA joined with CTA, Metra, Pace, the City of Chicago, State of Illinois, and other municipal and social service partners to explore holistic solutions to the safety issues the transit system is facing. Attached is the recently released final report which features ideas the transit agencies and their partners inside and outside government can pursue to improve rider and worker personal safety.

ACTION REQUESTED: Information

**Attachments:** [2024-Safety-Summit-Report](#)

### 6.02 Regional Transportation Plan update

[24-254](#)

PURPOSE & ACTION: CMAP staff will present a summary of goals featured in transportation plans adopted in northeastern Illinois to frame a discussion about potential priorities for the Regional Transportation Plan.

ACTION REQUESTED: Information

**Attachments:** [Plan inventory memo](#)

### 6.03 Legislative update

[24-246](#)

PURPOSE & ACTION: Update on legislation related to CMAP funding and operations and an update on recent legislative activity of interest to the Transportation Committee.

ACTION REQUESTED: Information

**Attachments:** [May TC Committee Memo Legislative Update](#)

## 7.0 Other Business

### 8.0 Public Comment

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

### 9.0 Next Meeting

The next meeting is scheduled for Friday, August 2, 2024.

### 10.0 Adjournment



## TRANSPORTATION COMMITTEE

### MEETING MINUTES - DRAFT

Friday, April 26, 2024

9:30 AM

Cook County Conference Room  
433 West Van Buren Street, Suite 450  
Chicago, IL 60607

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You can also join from your computer, tablet or smartphone.

<https://us06web.zoom.us/j/89184656879?pwd=PsBFjkg2bC3t6RhfoTfyLLaFbPHiZX.1>

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## 1.0 Call to Order and Introductions

Chair Kevin Carrier called the meeting to order at 9:31 a.m. and reminded the audience that the meeting was being recorded.

**Present:** CDOT Representative, CMAP Representative, CNT Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OIPI Representative, IDOT - OP&P Representative, IEPA Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, NIRPC Representative, Pace Representative, SEWRPC Representative, Tollway Representative, FHWA Representative, Will Co Representative, and RTA Representative

**Absent:** Academic Research Representative 1, Academic Research Representative 2, and CoM Representative

**Absent (NV):** FTA Representative

Vig Krishnamurthy served as representative to CDOT; Aimee Lee served as representative to CMAP; Pamela Jones served as representative to CNT; Eva DeLaurentiis served as representative to Cook Co; Jennifer Henry served as representative to CTA; John Loper served as representative to DuPage Co; Steve Schilke served as representative to IDOT D1; Chuck Abraham served as representative to IDOT OIPI; Megan Swanson served as representative to IDOT OP&P; Jack Cruikshank served as representative to IEPA; Jackie Forbes served as representative to Kane Co; Heidi Lichtenberger served as representative to Kendall Co; Kevin Carrier (Chair) served as representative to Lake Co; Scott Hennings served as representative to McHenry Co; Lynnette Ciavarella served as representative to Metra; Audrey Wennink served as representative to MPC; Tom Vander Woude served as representative to NIRPC; Eric Llewellyn served as representative to Pace; Chris Hiebert served as representative for SEWRPC; Karyn Robles served as representative to Tollway; Jon Paul Diipla served as representative to FHWA; Christina Kupkowski served as representative to Will Co; Kyle Whitehead served as representative to RTA.

**Staff Present:** Laurant Ahiablame, Erin Aleman, Victoria Barrett, Bill Barnes, Lindsay Bayley, Nora Beck, Brett Brown, John Carpenter, Karly Cazzato, Teri Dixon, Kama Dobbs, Austen Edwards, Ryan Ehlke, Kate Evasic, Doug Ferguson, Elizabeth Ginsberg, Jane Grover, Ryan Gougis, Jonathan Haadsma, Noah Harris, Kasia Hart, Craig Heither, Jaemi Jackson, Leroy Kos, Tony Manno, Alexis McAdams, Martin Menninger, Matt Marth, Nikolas Merten, Jason Navota, Richard Norwood, Stephane Phifer, Russell Pietrowiak, Julie Reschke, Elizabeth Scott, Clarke Shupe-Diggs, Mike Sobczak, Ryan Thompto, Jennie Vana, Isaura Velez, Blanca Vela-Schneider, Laura Wilkison, You Zhou

**Others Present:** Leon Rockingham, Daniel Thomas, Mike Klemens, Chad Riddle, George Kandathil, Zubair Haider, Brian Larson, Joe Surdam, Dean Mantjes, Jill Ziegler, Leslie Rauer, Mellissa Meyer, Heather Zuber, Neil James, PS Sriraj, Tavis Farmer, Drew Duffin, Jennifer Hyman, Hugo Coronado, Jaque Henderson, Katie Herdus, Matt Pasquini, Joe Surdam, Garland Armstrong, Michael Vanderhoof, David Kralik, Rochelle Jackson, Baird Bream, Robert Kastigar, Ryan Gall, Sonali Tandon, Tom Caldwell, Kevin Brubaker, Henry Guerriero, Kristi DeLaurentiis, Mike Sullivan, Jeffrey Yoshihara, Niki Nutter, Brenda Anderson, Lindy Austin, Carl Goldsmith, Amanda Kleinwachter, Bonnie Innis, Chuck Stenzel, Brenton Boitse, Nikolas Merten, Colbye Prim, Anshu Jain, Edith Portales, Andrea Gunning, Anna Kutryn, Douglas Delille, Tobin Greenwald, BJ Murray, Rocco Zuccherro, John Paul Jones, Jon Vana, John Greuling, Jada Porter, Matt Smith, John Yonan, Brandon Geber, Sophie Blumenstein, Sheng Chen,

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Alexis Billingslea, Todd Schmidt, Bill Mooney, Kevin Brubaker, Henry Guerriero, Holly Bieneman, Brittany Matyas, Quinn Kason, Ed Lednard, Brian Smith, Erin Fiorni, Eric Czarnota

## 2.0 Agenda Changes and Announcements

### 2.01 Requests for agenda changes and announcements

[24-205](#)

Chair Kevin Carrier introduced new committee members, FHWA Representative Jon Paul Diipla and CNT Representative Pamela Jones.

Tollway Representative, Karen Robles, mentioned the Tollway's transition to sticker tags and brought samples to share.

### 2.02 CMAP updates

[24-206](#)

Aimee Lee, Deputy of Transportation, Research, Analysis, and Programming, discussed updates including the success of the 2024 technical call for projects with more than 120 applications.

She gave a reminder about CMAP's spring ADA accessibility trainings scheduled for May 1-2 and noted that meeting materials, including recordings, would be made available online.

The 2020 land use inventory is now available for northeastern Illinois and contains data to inform future land development and the changes that occur over time.

The launch of the Household Travel Survey pilot will run through May.

Deputy Lee provided an update on greenhouse gas emissions and noted that a judge recently overturned the federal rules for states and metropolitan planning organizations setting greenhouse gas emission targets.

She also provided updates on the Comprehensive Climate Action Plan and the Safe Travel for All Roadmap program that has goals to improve traffic safety.

*CMAP updates were presented.*

## 3.0 Approval of Minutes

### 3.01 Minutes from March 1, 2024

[24-210](#)

**Attachments:** [TC\(DraftMinutes\)03-01-24](#)

*A motion was made by IEPA Representative Jack Cruikshank, seconded by DuPage Co Representative John Loper, that the March 1, 2024 committee meeting minutes be approved. The motion carried by the following vote:*

- Aye:** CDOT Representative, CMAP Representative, CNT Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OIPI Representative, IDOT - OP&P Representative, IEPA Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, NIRPC Representative, Pace Representative, SEWRPC Representative, Tollway Representative, FHWA Representative, Will Co Representative, and RTA Representative
- Absent:** Academic Research Representative 1, Academic Research Representative 2, and CoM Representative
- Absent (NV):** FTA Representative

#### 4.0 Items for Approval

##### 4.01 FFY 2023-2028 Transportation Improvement Program (TIP) amendments and administrative modifications

[24-207](#)

- Attachments:** [TC\(Memo\)TIP Amend24-06](#)  
[Formal TIP Amendment 24-06](#)  
[Administrative TIP Amendment 24-06.1](#)  
[Administrative TIP Amendment 24-06.2](#)  
[Administrative TIP Amendment 24-06.3](#)

Russell Pietrowiak, Senior Analyst, presented a request for the approval of TIP Amendments 24-06. A total of 121 formal amendments were submitted for an increase of \$1.1 billion in the current and future years. Administrative Amendments 24-06.1, 24-06.2 and 24-06.3 include the conversion of project phases to or from Advance Construction, cost changes below CMAP's amendment thresholds, and other administrative changes in Advance Construction status.

*A motion was made by Kendall Co Representative Heidi Lichtenberger, seconded by Will Co Representative Christina Kupkowski, that the FFY 2023-2028 Transportation Improvement Program (TIP) amendments and administrative modifications be approved. The motion carried by the following vote:*

- Aye:** CDOT Representative, CMAP Representative, CNT Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OIPI Representative, IDOT - OP&P Representative, IEPA Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, NIRPC Representative, Pace Representative, SEWRPC Representative, Tollway Representative, FHWA Representative, Will Co Representative, and RTA Representative
- Absent:** Academic Research Representative 1, Academic Research Representative 2, and CoM Representative
- Absent (NV):** FTA Representative



## 5.0 Information Items

### 5.01 ON TO 2050/2024-2028 TIP Conformity Analysis & TIP Amendment Memo

[24-214](#)

**Attachments:** [240613 conformityTCreport draft final](#)

Russell Pietrowiak, Senior Analyst, reported the ON TO 2050/2024-2028 TIP Conformity Analysis & TIP Amendment 24-08 is out for public comment. Fourteen projects were submitted for TIP conformity amendments. The TIP Conformity Analysis and TIP amendment memo will be submitted to the MPO Policy Committee for consideration at their June 13 meeting.

*The ON TO 2050/2024-2028 TIP Conformity Analysis & TIP Amendment Memo was presented.*

### 5.02 Regional Transportation Plan update

[24-200](#)

**Attachments:** [Regional Transportation Plan update TC memo](#)

Ryan Thompto, Regional Policy and Implementation Principal, presented an update on the Regional Transportation Plan beginning with CMAP's plan to provide updates at each Transportation Committee meeting moving forward. The Regional Transportation Plan serves as a long-range transportation plan for northeastern Illinois and must be adopted by October 2026 per federal requirements.

The goals and objectives phase of the project have commenced with a plan inventory to assess federal, state, and local goals as well as review regional agencies' plans, focusing on overarching themes and working to reflect the information attained. More information will be presented at the next Transportation Committee meeting May 31, 2024.

CMAP has also started work on the existing conditions research that involves a comprehensive analysis of the current state of transportation infrastructure, services and travel patterns. This will also include forecasting future population, employment and land use trends. He highlighted CMAP's commitment to a data-driven approach, that a technical advisory group is helping to guide the regional forecast using common industry practices and standards, and a local advisory group is advising on how municipalities use the data and what improvements can be made to provide this information. Regional trends will be reflected in the Regional Transportation Plan. More details and information will be presented at a future Transportation Committee meeting.

Next, he shared an update on regionally significant projects policies and procedures and financial plan that have been reviewed monthly since January. CMAP is looking forward to reviewing multiple factors to help think through what changes might need to be considered.

CMAP has contracted with High Street Consulting Group to providing consulting services related to the Regional Transportation Plan.

Discussion ensued regarding the need to involve stakeholders in the strategy process and how travel demand updates may effect the development of the plan.

*The Regional Transportation Plan update was presented.*

**5.03 I-290 Eisenhower Expressway/Blue Line Forest Park Branch (I-290/Blue Line) corridor****[24-213](#)****Attachments:** [I290 Blue Line TC memo v1](#)

Laura Wilkison, Senior Director and Policy Advisor, Steve Schilke, IDOT D1 Representative and Bureau Chief, and Erin Fiorini CTA Director of Infrastructure and Capital Oversight, gave a joint presentation on the I-290 Eisenhower Expressway/Blue Line Forest Park Branch (I-290/Blue Line) corridor. Senior Director Wilkison emphasized the overall importance of this corridor and how it effects the entire region. She highlighted the partnership between CMAP, IDOT and CTA working toward a multimodal vision.

Next, IDOT D1 Bureau Chief Schilke noted existing conditions and challenges facing the 70 year old corridor and the need for \$6 billion of repairs and updates to meet current standards. In total, eight blue line head houses and four stations will be reconstructed and updated to meet ADA compliance.

IDOT D1 Bureau Chief Schilke highlighted current IDOT projects that are supporting long-term improvement plans for I-290. He provided a rendering of the proposed Austin Boulevard updates detailing the reconstruction. He also presented information regarding bike and pedestrian safety improvements along Prairie Path to Columbus Park, the extension of two trails, and plans to address drainage issues. He also mentioned how the TIP will contribute to repairing structurally deficient overhead bridges and improving bike and pedestrian conditions.

CTA Director of Infrastructure and Capital Oversight Fiorini highlighted CTA projects that support long-term improvement plans for I-290. She provided an overview of the CTA Blue Line Vision Study identifying state of good repair and operational improvements that can be made. Train track infrastructure, slow zones, accessibility and improving customer experience are among the issues that will be addressed.

CTA has invested \$268 million dollars in the Congress Branch Phase 1 project involving track reconstruction, traction power improvements and improvements to the Racine Station.

She explained the CTA project approach based on the results of the Blue Line Study. She identified track work, station accessibility upgrades and substation replacements as top priorities for funds.

Senior Director and Policy Advisor Wilkison defined CMAP's role in planning for the corridor and fostering inter-agency collaboration, strategizing innovation, and reconnecting community goals. CMAP will be procuring a corridor development office to coordinate and sequence projects, develop a comprehensive financing plan, and provide program management. IDOT, CTA and CMAP have signed a joint statement of understanding committing to a unified vision for the corridor. A governance structure has been put in place to help coordinate the work. CTA and IDOT near-term next steps were provided.

Discussion ensued regarding the opportunity to incorporate upgrades as identified in the 2017 CTA Pedestrian Access Plan, the complexity of developing a multi-modal and unified vision, and the timing of when the project could begin.

*An update on the I-290 Eisenhower Expressway/Blue Line Forest Park Branch (I-290/Blue Line) corridor was presented.*

**5.04 Improving coordination between local partners and IDOT for safety improvements**[24-212](#)

**Attachments:** [Memo TC IDOT Coordination 26.April.2024](#)

Steve Schilke, IDOT D1 Representative and Bureau Chief, presented on improving coordination between local partners and IDOT for safety improvements. IDOT has received questions about how local municipalities and residents can access information on upcoming projects. Information can be found online through IDOT's website, updates that are regularly provided at the Council of Mayors and Managers meetings, and by tracking projects on the Illinois Roadway Analysis Database System (IROADS).

Bureau Chief Schilke gave an overview of the Long-Range Transportation plan including the budget (\$41 billion statewide), the Transportation Asset Management Plan, performance measures and the inclusion of bike and pedestrian policies in project planning. He also noted IDOT Safety Initiatives such as the Illinois Vulnerable Road User Assessment, bike travel assessments and the ADA accessible pedestrian signal implementation policy. He reviewed the different types of projects IDOT performs and the levels of public outreach during different phases of work. He also noted grant and funding opportunities that are available to communities.

Discussion ensued regarding the bike travel assessment process and where project comments and concerns should be directed.

*An update on improving coordination between local partners and IDOT for safety improvements was presented.*

**5.05 Legislative update**[24-199](#)

**Attachments:** [TC\(Memo\)LegUpdatev2](#)

Kasia Heart, Intergovernmental Affairs Senior, provided a legislative update on the SB3388/HB5077: Regional Planning Act (RPA) Appropriation Bill and the SB3389/HB5078: RPA Modernization Bill. Additionally, staff is working with the Illinois Municipal League to propose amended language to the Open Meetings Act statute that would allow more flexibility for virtual participation in certain, limited circumstances. She also mentioned that some additional updates are included in the agenda packet.

*A legislative update was presented.*

**6.0 Other Business**

IEPA Representative Jack Cruikshank announced that the state of Illinois has \$110 million available through IDOT's National Electric Vehicle Infrastructure (NEVI) Program and \$17 million available for electric school buses through the Driving a Cleaner Illinois Program.

**7.0 Public Comment**

Garland Armstrong commented on his concerns regarding the lack of sidewalks by Will County's bus stops, noting that many are located in non-ADA compliant areas such as grassy areas. He also commented on fire safety prevention on buses.

John Paul Jones expressed his appreciation for gateway planning funding support for the Englewood community. He noted his concern of soil contamination in Englewood as it sits along a former

railroad. He also encouraged CMAP and partners to help communities better coordinate, improve and leverage ways to do more to engage the public.

Brian Smith of AECOM submitted a public comment card requesting that the Joint Statement of Understanding for the I-290/Blueline project be made publicly available. Aimee Lee, Deputy of Transportation, Research, Analysis, and Programming, responded that the document will be placed on CMAP's website shortly.

*Comments from the public were received.*

## 8.0 Next Meeting

The next meeting is scheduled for May 31, 2024.

## 9.0 Adjournment

Chair Kevin Carrier called for a motion to adjourn the meeting.

*A motion was made by IEPA Representative Jack Cruikshank, seconded by Tollway Representative Karen Robles, that the meeting be adjourned. The motion carried by the following vote:*

**Aye:** CDOT Representative, CMAP Representative, CNT Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OIPI Representative, IDOT - OP&P Representative, IEPA Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, NIRPC Representative, Pace Representative, SEWRPC Representative, Tollway Representative, FHWA Representative, Will Co Representative, and RTA Representative

**Absent:** Academic Research Representative 1, Academic Research Representative 2, and CoM Representative

**Absent (NV):** FTA Representative

The meeting was adjourned at 11:25 am.

Minutes prepared by Evan Hay

## MEMORANDUM

**To:** CMAP Transportation Committee

**From:** CMAP Staff

**Date:** May 24, 2024

**Subject:** Transportation Improvement Program (TIP) Amendments

**Action Requested:** Approval of Formal TIP Amendment 24-07

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Since the committee’s last meeting, project programmers submitted 42 formal amendments for Transportation Committee consideration. Additionally, 100 administrative amendments were submitted, reviewed, and accepted by staff. Summary information is presented below. A list of projects and report of the full change details for each amendment are available on the Amendments tab of the [eTIP public web page](#). Staff requests committee approval of Formal Amendment 24-07.

### Formal Amendment 24-07

A total of 42 formal amendments were submitted for Transportation Committee approval on amendment 24-07. Most (29) were due to cost changes exceeding the thresholds for administrative approval. These changes added \$141.8 million in total cost and increased federal participation in projects by \$78.0 million. Cost changes made with project phases moving into or out of the active years (FFY 2024 to 2028) of the TIP on six (6) projects added \$9.2 million in total cost and \$9.0 million in federal participation. Four (4) new projects added \$5.5 million in total cost, with \$4.2 million in federal participation. Three (3) projects were removed from the TIP, totaling \$15.9 million with \$6.6 million in federal funding. The overall change in total project cost within all prior, current, and future years due to this amendment is the addition of \$140.6 million in total cost, and \$84.5 million in federal participation, as summarized below.

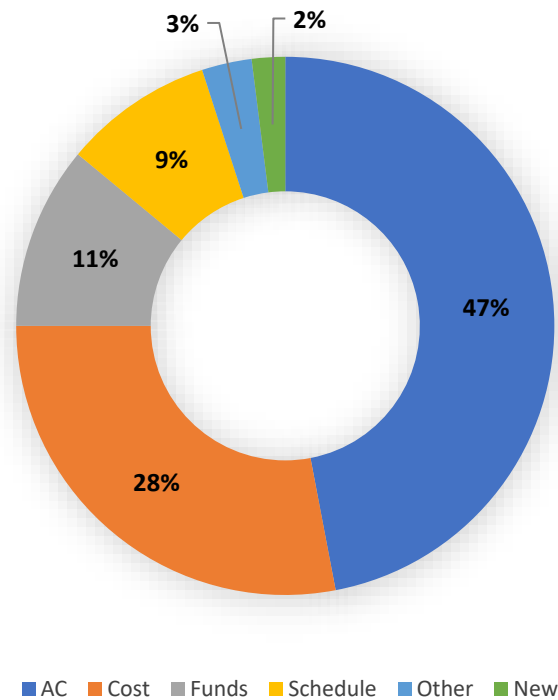
Type of change	# of projects	Change in total cost	Total cost before	Total cost after	Change in federal cost	Federal cost before	Federal cost after
Cost change	29	\$141.8	\$2,674.3	\$2,816.1	\$78.0	\$1,501.2	\$1,579.2
Phase(s) moved into or out of TIP years	6	\$9.2	\$212.0	\$221.2	\$9.0	\$163.9	\$172.8
New Project	4	\$5.5	\$0.0	\$5.5	\$4.2	\$0.0	\$4.2
Delete project	3	-\$15.9	\$15.9	\$0.0	-\$6.6	\$6.6	\$0.0
<b>Grand Total</b>	<b>42</b>	<b>\$140.6</b>	<b>\$2,902.2</b>	<b>\$3,042.8</b>	<b>\$84.5</b>	<b>\$1,671.6</b>	<b>\$1,756.2</b>

All costs in \$ millions

### Administrative Amendments 24-07.1 and 24-07.2

A total of 100 Administrative Amendments were submitted, reviewed, and accepted by staff on amendments 24-07.1 and 24-07.2. Administrative amendments include new projects that are not federally funded or have all federal funds in future years, conversion of project phases to or from Advance Construction (AC), cost changes that are below CMAP's amendment thresholds, changes to project schedules within the years of the TIP, changes to fund sources, and other miscellaneous changes that do not affect the scope, schedule, or funding of projects in a way that requires committee approval.

**24-07.1 & 24-07.2 Administrative Amendments - Type of Changes**



The majority of the administrative changes were to place project phases in Advance Construction (AC) status (30 projects) or to convert project phases from Advance Construction (AC) status (17 projects). Financial adjustments made with these changes resulted in \$0.5 million in total cost being added to the TIP. Cost changes were made administratively on 28 projects, adding \$1.0 million in total cost. Two new projects added \$16.5 million in total cost with \$14.5 million in federal participation planned for years beyond the active years (FFY 2024 to 2028) of the TIP. Changes to fund sources continued this cycle to maximize the region's use of STP funding for 11 projects. Twelve (12) projects had schedule or other changes such as the addition of project IDs and updating project contact information without any financial changes. The overall result of the administrative changes was the addition of \$18.0 million in total cost and \$10.0 million in additional federal participation in projects. Total cost includes all fund sources and all project phases in prior, current, and future years of the TIP. Federal cost includes only federal fund sources for all project phases in prior, current, and future years of the TIP. The type of change, number of projects affected, total project cost, and federal project cost information is shown in the table below.

Type of change	# of projects	Change in total cost	Total cost before	Total cost after	Change in federal cost	Federal cost before	Federal cost after
Phase(s) placed in AC	30	\$1.0	\$391.8	\$392.8	\$0.4	\$290.3	\$290.8
Phase(s) converted from AC	17	-\$0.5	\$110.2	\$109.7	-\$0.4	\$78.3	\$77.8
Cost change	28	\$1.0	\$4,244.0	\$4,245.0	\$1.7	\$3,763.0	\$3,764.7
New Project	2	\$16.5	\$0.0	\$16.5	\$14.5	\$0.0	\$14.5
Fund sources	11	\$0.0	\$161.6	\$161.6	-\$6.2	\$101.3	\$95.1
Schedule change	9	\$0.0	\$917.1	\$917.1	\$0.0	\$502.7	\$502.7
Other	3	\$0.0	\$13.9	\$13.9	\$0.0	\$4.0	\$4.0
<b>Grand Total</b>	<b>100</b>	<b>\$18.0</b>	<b>\$5,838.5</b>	<b>\$5,856.5</b>	<b>\$10.0</b>	<b>\$4,739.5</b>	<b>\$4,749.5</b>

All costs in \$ millions



## MEMORANDUM

**To:** CMAP Transportation Committee and MPO Policy Committee

**From:** CMAP Staff

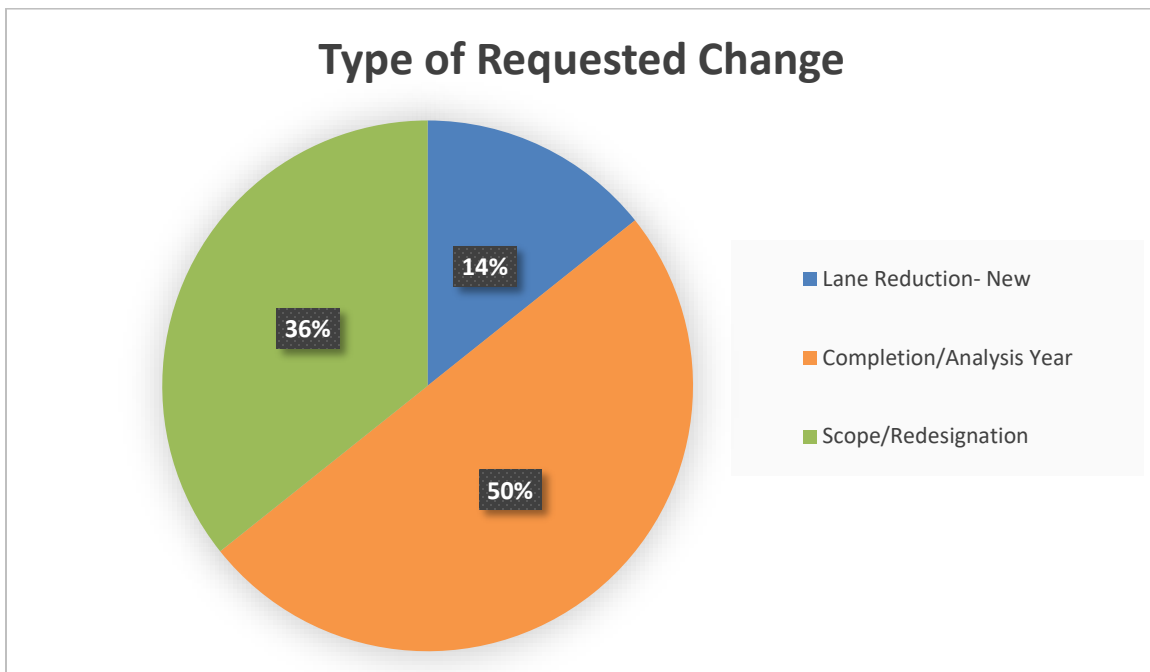
**Date:** April 26, 2024

**Re:** ON TO 2050/2024-2028 TIP Conformity Analysis & TIP Amendment 24-08 release for public comment

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In accordance with the required plan update conformity analysis policy, CMAP staff asked programmers to submit changes, additions, or deletions to projects that are currently included or are being submitted for inclusion in the FFY 2024-28 TIP/ON TO 2050 plan that are Not Exempt from air quality emissions analysis and are required to being included in the regional emissions analysis. Fourteen projects submitted TIP changes, shown on conformity amendment 24-08. These changes will be included in CMAP's regional emissions analysis. Below is a summary by type of requested changes.





If the 2024-28 TIP conformity amendment is approved, two new Not Exempt projects and twelve previously conformed projects will be included in the fiscally constrained and conformed TIP.

The Transportation Improvement Program (TIP) is required under federal regulations to be both fiscally constraint and conformed. As a Metropolitan Planning Organization (MPO) CMAP is responsible for insuring that the TIP is fiscally constrained by determining that sufficient resources will be available to construct projects shown in the TIP. Careful selection of these projects must meet the federal standard of fiscal constraint, while also helping to achieve regional goals. These types of projects are included in the conformity analysis because funding for phases beyond preliminary engineering has been identified in the TIP or within the planning horizon of ON TO 2050. Not exempt projects with only preliminary engineering funding and exempt tested projects are excluded from conformity analysis. Transportation Conformity is a requirement of the Clean Air Act section 176(c).

The newly Not Exempt projects to be conformed are:

- TIP ID [03-18-0014](#): resurfacing of Busse Highway from US 14 to Touhy Ave to remove a travel lane in each direction to accommodate the addition of on street bicycle lanes and intersection improvements.
- TIP ID [07-21-0022](#): resurfacing of Dixie Highway from Sycamore Dr to Harwood Ave to remove a travel lane in each direction to accommodate the addition of on street bicycle lanes and intersection improvements.

The previously conformed projects included in the amendment are:

- TIP ID [01-02-0020](#): road expansion on Burley Avenue from 106<sup>th</sup> St to 126<sup>th</sup> Place adding lanes and extending the road.
- TIP ID [01-17-0003](#): road diet that will reduce the number of motorized vehicle lanes on Chicago Avenue from Latrobe Ave to Kedzie Ave from four to three and install a center left turn lane with pedestrian refuge islands. The project will also include bicycle lanes and improved pedestrian safety improvements.
- TIP ID [01-94-0006](#): Red Line Extension (RLE) project to extend the Red Line from the existing terminal at 95th Street/Dan Ryan to the vicinity of 132nd Street.
- TIP ID [02-97-0006](#): road modernization on Old Orchard Road from Woods Drive to Skokie Blvd including intersection improvements, lane widening, and signal timing updates.
- TIP ID [07-94-0027](#): extension of Joe Orr Road from Stony Island Ave to Burnham Ave by constructing a new four-Lane roadway with urban cross-section and median, on a new alignment, including channelization and traffic signal installation at Glenwood-Dyer Road and Burnham Avenue.
- TIP ID [07-96-0013](#): road expansion of Joe Orr Rd Main from Burnham Ave to the IL/IN State Line, adding a new roadway.
- TIP ID [09-03-0002](#): widening of Huntley Road between Sleepy Hollow Rd to Elm Ave from two lanes to four lanes, and adding bike/ped facilities adjacent to the roadway.
- TIP ID [09-16-0013](#): road expansion of Wolfs Crossing Road from US 34 Chicago Road to Eola Road, adding new ADA infrastructure and bicycle facilities, new travel lanes, and intersection improvements including updated lighting, medians, curbs, and markings.

- TIP ID [09-22-0042](#): widening lanes on Liberty Street from Sartor Lane and County Line Road, and installing sidewalks, curbs, gutters and storm sewers. Additional resurfacing improvements will occur at the west end of the project from Crane Street to Sartor Lane.
- TIP ID [09-23-0024](#): widening of Galligan Road with continuous bi-directional turn lane and adding a shelf for a multi-use path and traffic signals at Freeman Rd and Binnie Rd.
- TIP ID [11-18-0005](#): reconstruction and widening of Randall Road from Ackman Road in Crystal Lake to Acorn Lane/Polaris Drive, including bridge replacement, adding lanes, and improve signal timing interconnects.
- TIP ID [18-14-0004](#): new station on the Rock Island line between 35th/Bronzeville and Gresham stations.

**Changes to existing projects are described below.**

**Analysis Year changes:**

The completion year indicates when a project is anticipated to be in service to users. The conformity analysis is conducted for selected analysis years between now and 2050. The analysis years are currently 2025, 2030, 2035, 2040 and 2050. If a change in completion year results in moving a project across an analysis year, that needs to be reflected in the emissions modeling. This information is captured through the conformity amendment process.

The following Not Exempt projects crossed an analysis year:

- TIP ID [01-02-0020](#): road expansion on Burley Avenue from 106<sup>th</sup> St to 126<sup>th</sup> Place adding lanes and extending the road.
- TIP ID [01-17-0003](#): road diet to reduce the number of travel lanes on Chicago Avenue from Latrobe Ave to Kedzie Ave from four to three and install a center left turn lane with pedestrian refuge islands. The project will also include bicycle lanes and improved pedestrian safety improvements.
- TIP ID [02-97-0006](#): road modernization on Old Orchard Road from Woods Drive to Skokie Blvd including intersection improvements, lane widening, and signal timing updates.
- TIP ID [07-94-0027](#): extension of Joe Orr Road from Stony Island Ave to Burnham Ave by constructing a new four-lane roadway with urban cross-section and median, on a new alignment, including channelization and traffic signal installation at Glenwood-Dyer Road and Burnham Avenue.
- TIP ID [07-96-0013](#): road expansion of Joe Orr Rd Main from Burnham Ave to the IL/IN State Line, adding a new roadway.
- TIP ID [11-18-0005](#): reconstruction and widening of Randall Road from Ackman Road in Crystal Lake to Acorn Lane/Polaris Drive, including bridge replacement, adding lanes, and improve signal timing interconnects. The speed limit will be reduced from 50 mph to 45 mph after this project.
- TIP ID [18-14-0004](#): new station on the Rock Island line between 35th/Bronzeville and Gresham stations.

## Scope Changes:

The scope of a project is determined by the [work types](#) associated with the project.

- Not Exempt work types are expected to affect air quality and must be included in the conformity analysis. Examples of Not Exempt work types are adding lanes to a road, removing lanes from road, interchange expansion, a major expansion of bus route service, etc.
- Exempt Tested work types do not require an air quality conformity analysis, but the region has chosen to include the impacts of these types of projects in the travel demand model. Exempt tested projects include new commuter parking lots, road (diet) reconfiguration of lanes to improve safety, and road reconstruction with lane widening to standard widths (e.g., 10 feet to 12 feet).
- Exempt work types do not require an air quality conformity analysis. Examples of exempt work types are resurfacing, intersection improvements, and rail station modernization.

These new, formerly exempt projects are changing the scope of the project to include removing a travel lane in each direction to accommodate new on road bicycle facilities. The removal of a travel lane is a Not Exempt work type in the TIP.

- TIP ID [03-18-0014](#): resurfacing of Busse Highway to remove a travel lane in each direction to accommodate the addition of on street bicycle lanes and intersection improvements. Funds were moved from TBD status to FY 2025 with updated limits.
- TIP ID [07-21-0022](#): resurfacing of Dixie Highway to remove a travel lane in each direction to accommodate the addition of on street bicycle lanes and intersection improvements. Funds were moved from TBD status to FY 2026 with updated limits.

The scope of the project had included adding travel lanes. This is no longer the case and the add lanes work type has been removed from this project. The project will be classified as Exempt Tested based on the current work types and scope. The project will remain in the TIP and included within the model.

- TIP ID [09-22-0042](#): widening of Liberty Street had included adding lanes, but the project scope has changed and adding lanes is no longer part of the project, which will instead include the addition of bidirectional turn lanes. The add lanes work type has been removed.

The scope of the project has changed by the removal of the add lanes work type. Additionally, the locations of new traffic signals (a Not Exempt work type) was added to the TIP for this project.

- TIP ID [09-23-0024](#): Galligan Road will include continuous bi-directional turn lanes and a multi-use path and traffic signals, however, the add lanes portion of the project has been cancelled. Modeling locations for the new traffic signals have been added.

Information regarding the new stations that are part of the project was added to the TIP.

- TIP ID [01-94-0006](#): Red Line Extension (RLE) project to extend the Red Line from the existing terminal at 95th Street/Dan Ryan added the new station work type in addition to the line expansion. The 5.6-mile extension is planned to include four new, with parking lots at 103rd Street, 111th Street, Michigan Avenue, and 130th Street.

These projects had a change in plans.

- TIP ID [09-03-0002](#): Huntley Road from Sleepy Hollow Rd to Elm Ave. The limits have been changed. The limits had been Huntley Road from Randall Rd to Elm Ave. The TIP change is to reduce the limits to, Huntley Road from Sleepy Hollow Rd to Elm Ave and remove the Huntley Rd from Randall Road to Sleepy Hollow portion of the project. Huntley Rd from Sleepy Hollow Rd to Elm Ave was completed in 2021. Locations and the title of the project have been clarified for conformity analysis.
- TIP ID [09-16-0013](#): the road expansion Wolfs Crossing Road was updated to include locations for Segments 2 and 3 with revised completion years. The updates of those segments include the addition of lanes. Segment 2 includes signal interconnects and Segment 3 includes the construction of a roundabout. The changes to the target lettings, modeling information, and schedule were incorporated into the TIP.

Newly submitted changes are found in the [24-08 Conformity Amendments](#) report.

The regional travel demand model was run using the updated networks. The resultant vehicle miles traveled (VMT) by vehicle class, speed, time of day, and facility type were entered into U.S. Environmental Protection Agency's (U.S. EPA) MOVES3 model. MOVES4 has been released by U.S. EPA (88 FR 62567) and will be used in future conformity determinations as MPO's have until 9/12/2025 before they are required to use MOVES4. Updated vehicle data was also used in the emissions analysis as CMAP was able to incorporate 2022 Illinois Secretary of State vehicle registration data for the CMAP region.

Using MOVES3, model on-road emission estimates for each precursor or direct pollutant in each analysis year were produced. The MVEB for the NEIL nonattainment area for 2035 and beyond reflect federal register notice on May 20, 2022 (87 FR 30828) and is part of the 2008 ozone maintenance SIP that was approved in that noticed by U.S. EPA. The result is that the MVEB changes to 65 tons/day of VOCs and 110 tons/day of NO<sub>x</sub> in 2035. Prior year MVEB remain unchanged. For ozone precursors volatile organic compounds (VOC) and nitrogen oxides (NO<sub>x</sub>), the resulting mobile source emissions estimates fell below the motor vehicle emissions budgets for ozone as shown in the table below. The emission analysis shown below demonstrates that 2024-2028 TIP and the ON TO 2050 plan conform to the Motor Vehicle Emissions Budget for volatile organic compounds (VOC) and nitrogen oxides (NO<sub>x</sub>) as required.

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

Year	Volatile Organic Compounds		Nitrogen Oxides	
	Northeastern Illinois	SIP Budget	Northeastern Illinois	SIP Budget
2025	44.99	60.13	126.32	150.27
2030	39.04	60.13	97.91	150.27
2035	35.07	65.00	88.72	110.00
2040	31.71	65.00	87.62	110.00
2050	29.75	65.00	93.66	110.00

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

**Notes:**

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

Results updated as of April 2024

## Direct PM<sub>2.5</sub> and NOx Emissions in Tons per Year for PM<sub>2.5</sub> (Informational Only)

Year	Fine Particulate Matter		Nitrogen Oxides	
	Northeastern Illinois	Historical SIP Budget	Northeastern Illinois	Historical SIP Budget
2025	1,516.91	5,100.00	42,579.86	127,951.00
2030	1,194.57	2,377.00	32,871.87	44,224.00
2035	1,037.65	2,377.00	29,463.01	44,224.00
2040	1,027.80	2,377.00	29,037.55	44,224.00
2050	1,069.54	2,377.00	30,675.91	44,224.00

## Greenhouse Gas Mobile Source Emissions (Informational Only)

CO <sub>2</sub> Equivalent in Tons per Year	
Year	Northeastern Illinois
2025	35,902,658.46
2030	33,676,313.21
2035	32,765,570.60
2040	32,870,119.57
2050	34,089,081.57

**ACTION REQUESTED:** Approval of the ON TO 2050/2024-2028 TIP Conformity Analysis & TIP Amendment 24-08 by the MPO Policy Committee.

## MEMORANDUM

**To:** CMAP Transportation Committee

**From:** CMAP Staff

**Date:** May 24, 2024

**Subject:** Transportation Improvement Program (TIP) Amendments

**Action Requested:** Recommend approval of Formal TIP Amendments 24-09.1 through 24-09.12 to the MPO Policy Committee

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The local Councils of Mayors (councils) and Chicago Department of Transportation (CDOT) conducted calls for FFY 2025 – 2029 STP-Local projects from October 2023 through March 2024. The resulting programs are presented as a series of twelve TIP amendments for committee consideration. This memo provides a summary and highlights of the programs.

The amendments are listed below. The links will open an eTIP amendment report for each.

<a href="#">24-09.1</a>	CDOT	<a href="#">24-09.7</a>	South
<a href="#">24-09.2</a>	North Shore	<a href="#">24-09.8</a>	DuPage
<a href="#">24-09.3</a>	Northwest	<a href="#">24-09.9</a>	Kane/Kendall
<a href="#">24-09.4</a>	North Central	<a href="#">24-09.10</a>	Lake
<a href="#">24-09.5</a>	Central	<a href="#">24-09.11</a>	McHenry
<a href="#">24-09.6</a>	Southwest	<a href="#">24-09.12</a>	Will

Within the amendment reports are the financial and scope details for each project. Because the CMAP TIP currently has active years of FFY 2024 – 2028, the STP-Local funding that is programmed under the “Future” heading in the amendment reports is intended to be programmed in FFY 2029. The Current Change Reason narrative in the reports indicates projects that are new and projects that are continuing from the prior program, with or without changes.

In total, the eleven councils and CDOT have submitted 358 projects for consideration. The STP-Local funding proposed for these projects totals nearly \$894 million over FFYs 2025 – 2029. The total cost of the 358 projects, including other fund sources and funds programmed in past and future years, is over \$2.7 billion.

Table 1. STP-Local funding programmed by council

Council	# of projects	FFY 2025	FFY 2026	FFY 2027	FFY 2028	FFY 2029	Total STP-L
CDOT	23	\$75.11	\$76.78	\$78.00	\$79.25	\$74.12	\$383.26
Central	18	\$3.01	\$1.55	\$3.11	\$3.16	\$3.22	\$14.05
DuPage	52	\$17.31	\$17.68	\$17.90	\$18.65	\$18.95	\$90.50
Kane/Kendall	44	\$9.07	\$11.39	\$12.48	\$12.70	\$12.70	\$58.33
Lake	19	\$11.40	\$11.14	\$11.32	\$11.50	\$11.69	\$57.05
McHenry	22	\$5.00	\$5.17	\$5.29	\$4.75	\$5.37	\$25.58
North Central	24	\$4.84	\$4.67	\$4.89	\$5.40	\$5.40	\$25.19
North Shore	18	\$6.13	\$6.19	\$6.28	\$6.35	\$6.45	\$31.39
Northwest	35	\$12.22	\$12.63	\$12.49	\$13.07	\$11.96	\$62.37
South	39	\$10.28	\$10.08	\$9.35	\$9.36	\$10.45	\$49.53
Southwest	40	\$8.52	\$8.87	\$9.01	\$9.11	\$7.69	\$43.19
Will	24	\$10.74	\$10.45	\$10.68	\$10.68	\$10.99	\$53.54
<b>Grand Total</b>	<b>358</b>	<b>\$173.64</b>	<b>\$176.58</b>	<b>\$180.79</b>	<b>\$183.99</b>	<b>\$178.99</b>	<b>\$893.99</b>

All financial data in millions of dollars

More than half (209) of the STP-Local projects are continuing from the prior FFY 2023 – 2027 local programs, many with additional STP-Local funding or changes to their schedules, and 149 projects are completely new projects or projects not previously programmed to use STP-Local funding. These new STP-Local projects are adding nearly \$326 million in STP-Local funding to FFYs 2025 – 2029. Some highlights of the new projects being added include:

- 97% of the funding programmed is for construction and construction engineering.
- The majority of the projects (80%) and funding (62%) are primarily focused on roadway maintenance and modernization. Nearly all of these projects include bicycle, pedestrian, and ADA infrastructure improvements.
- 14% of the funding programmed is for transit station/stop improvements.
- Over 5% of the projects are primarily focused on bicycle and pedestrian improvements, utilizing only 1.4% of the programmed funding.
- \$3.8 million in Transportation Development Credits – Highways (TDCH, a.k.a. “toll credits”) is proposed to be used in lieu of local match for 40 of the new projects.
- There are 96 unique project sponsors.

The programs of projects included in TIP amendments 24-09.1 through 24-09.12 represent the priorities of the subregional councils and CDOT and will contribute to meeting federal performance targets set by this region and the implementation of ON TO 20250. Therefore, staff requests that the Transportation Committee recommends approval of these TIP amendments to the MPO Policy Committee.



**MEMORANDUM**

**To:** Transportation Committee and MPO Policy Committee

**From:** CMAP Staff

**Date:** May 24, 2024

**Subject:** FFY 2024 FTA Subarea Allocation between Indiana-Illinois and Wisconsin-Illinois of 5307/5340 Urbanized Area, 5337 State of Good Repair, 5339 Bus and Bus Facilities and 5310 Enhance Mobility of Seniors and Individuals with Disabilities funds

**Action Requested:** Approval

In the CMAP region there are two urbanized areas: Chicago, IL-IN and Round Lake Beach-McHenry-Grayslake, IL-WI. Each of these urbanized areas is within the boundaries of two MPOs. The 5307 including Section 5340, Section 5339, Section 5337, and Section 5310 funding that is allocated to each urbanized area is then sub-allocated based on the agreements negotiated between Illinois and Indiana and Illinois and Wisconsin. The RTA Board of Directors approved the allocations of this funding at the May 16, 2024 Board meeting. The MPO is being asked for its endorsement of the allocation split between Illinois/Indiana and Illinois/Wisconsin (Table 1).

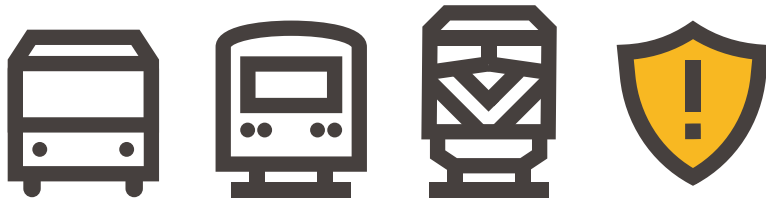
Table 1 – Allocation Split between Illinois/Indiana and Illinois/ Wisconsin

Region	Total	Illinois	Indiana	Wisconsin
Chicago, Illinois/Indiana Urbanized Area	\$765,084,481	\$732,022,352	\$33,062,129	
Round Lake Beach, McHenry, Grayslake Urbanized Area	\$ 16,893,974	\$ 16,757,126		\$136,848
Total	\$781,978,456	\$748,779,479	\$33,062,129	\$136,848



# 2024 Safety and Security Summit on Regional Transit

## Priority Recommendations





All riders and frontline workers deserve to feel safe on transit. Making the regional transit system safer and more secure for everyone is a commitment the RTA and Service Boards made in **Transit is the Answer.**

On February 27, 2024, the RTA joined with CTA, Metra, Pace, the City of Chicago, State of Illinois, and other municipal and social service partners to host a cross-sector Public Transit Safety and Security Summit. The Safety and Security Summit gathered nearly 80 regional leaders and transit riders to highlight the progress being made by active CTA, Metra, and Pace initiatives and explore additional holistic solutions to the safety issues the transit system is facing.

Areas of focus included:

- **Enhancing personal security and addressing perception of crime on transit**
- **Incorporating transit-specific strategies into social services initiatives**
- **Creating safer, more welcoming environments in transit stations and stops**

The following report summarizes the event and articulates priority recommendations from the summit that the RTA and Service Boards, along with partners across the region, will be working to advance in the coming months.



# Regional Transit Safety and Security Summit



Attendees included RTA staff and select board members, CTA, Metra, and Pace staff, peer transit agency staff, transit advocates, academic experts in the field, and representatives from the following offices and agencies: Illinois General Assembly, Illinois Department of Human Services, Chicago Mayor's Office, Chicago City Council, Chicago Department of Public Health, Chicago Police Department, Chicago Department of Family and Support Services, Chicago Department of Cultural Affairs and Special Events, Village of Forest Park, and City of Evanston.

The event began with opening remarks from RTA Executive Director Leanne Redden, City of Chicago Deputy Mayor of Community Safety Garien Gatewood, and State Senator Ram Villivalam, chairman of the Senate Transportation Committee.

"Together with RTA, CTA, Metra, Pace, and suburban municipalities, the City of Chicago is committed to working holistically to improve safety across the region's public transit system," Gatewood said. "We have to be very thoughtful on how we collaborate, not only with our partners in the city, but our partners broadly, so I'm glad we're having this summit today."

"I want to thank RTA for putting this on, for taking this issue as seriously as they are," said Sen. Villivalam. "To be able to be a part of this discussion, hear the comments from people who are living and breathing this every day, is truly valuable."





“Together with RTA, CTA, Metra, Pace, and suburban municipalities, the City of Chicago is committed to working holistically to improve safety across the region’s public transit system.”

- City of Chicago Deputy Mayor of Community Safety **Garien Gatewood**

**The centerpieces of the summit included:**

- An hour-long panel discussion with leadership from LA Metro and Metro Transit in Minneapolis-Saint Paul that explored how their agencies approach safety challenges similar to the ones transit riders are experiencing in the Chicago region
- A presentation by RTA Senior Deputy Executive Director of Planning and Capital Programming Maulik Vaishnav, who provided an analysis of riders’ survey responses on what types of behaviors make them feel unsafe and what interventions would make them feel safer, as well as an overview of active local initiatives to address safety concerns



- A small-group breakout discussion where city and agency officials, riders, advocates, and state leaders shared personal experiences, provided feedback on existing initiatives, and identified areas where additional attention and investment is needed

You can read a complete recap and watch video from the event at [transitistheanswer.org/safety](https://transitistheanswer.org/safety) and learn more about the context and feedback that led to it in *Transit is the Answer*, RTA's strategic plan for the regional transit system. Rider and operator safety is the top issue raised by riders and legislators in RTA's ongoing discussions about the fiscal cliff facing Chicago's regional system and the need to secure more funding for transit operations.



# Priority Recommendations from the Summit



Breakout group participants identified priority initiatives to advance in each of the three focus areas. These recommended strategies are intended to complement existing law enforcement and social services programs and infrastructure in place today across the regional transit system. The RTA is committed to advancing these initiatives in partnership with CTA, Metra, Pace, and our partners in local and state government.



## Goal #1: Enhance personal security for transit riders and workers and address perception of crime on transit

### **Monthly Tracking of Transit Crime:**

In accordance with a new state law passed in 2023, the operating agencies (CTA, Metra, Pace) are required to publish data monthly on several operational components, including public safety across the system, the number of incidents of crime and code of conduct violations, any performance measures used to evaluate the effectiveness of investments in private security, safety equipment, and other security investments in the system. The RTA is working closely with the operating agencies to meet this requirement and will certify this data. Regular reporting of this data will increase transparency and provide opportunity to highlight important trends, both positive and negative.





### What's Happening Now:

Currently, CTA reports safety and security related incidents on a monthly basis through the agency's performance dashboard. Each has security personnel who deal with a range of security issues across a diverse region; data collected and published will reflect these operational differences.

### Agencies Involved:

RTA, CTA, Metra, Pace, Chicago Police Department, suburban municipal police departments

### Enhanced Outreach to Support Riders:

Summit participants recommended expanding efforts to train non-police personnel who serve as the public face of the system to help address real and perceived safety issues. These agents act as a resource for riders and consistent human presence on the system, providing information on wayfinding, fare payment, rider codes of conduct, social services support, and other needs. This may include repurposing private security guards or other similar initiatives or expansion of training for current frontline staff to provide services similar to transit ambassadors.



### **What's Happening Now:**

Currently, many of the activities described above are handled by bus and train operators, police, security guards, station agents, and other staff. Operators and conductors across the system are trained in de-escalation. Metra has a transit ambassador training program for existing staff – including conductors – to develop skills in managing difficult situations with riders and learn nuanced de-escalation techniques. Metra also has a Customer Response Team for an additional security presence at stations and platforms and providing wayfinding and ticketing assistance to riders. Pace manages a team of transit ambassadors that ride the system and provide resources about various available services.

### **Agencies Involved:**

RTA, CTA, Metra, Pace

### **Public Awareness Campaign:**

The RTA in partnership with CTA, Metra, and Pace will develop and execute a campaign to highlight and promote both statistical evidence that points to reduced crime and share “real life” rider etiquette and safety tips from riders and operators, with a focus on earned and social media. The campaign will complement each agency’s existing safety and rider messaging. Stories may include successful social services and outreach partnerships. Each agency has a unique operating environment and related challenges; the campaign will reflect these differences by mode and geography. Success will be measured by the number of riders reached and evaluating trends in rider feedback surveys.

### **Agencies Involved:**

RTA, CTA, Metra, Pace



## **Goal #2: Incorporate transit-specific strategies into social services initiatives**

### **Non-Police Response Units:**

Operating agencies expand their partnerships with municipalities and public-health experts to pilot non-police responses to mental health related emergencies on the transit system featuring a more specialized, trauma-informed, health-focused mobile crisis response. As planned through the City of Chicago’s Treatment Not Trauma Initiatives, “teams of trained professionals will address mental health, substance use, and homelessness issues, effectively relieving police of their responsibility to function as mental health workers and offering more appropriate care.”





### What's Happening Now:

Currently, all emergency calls on the system are handled by police departments.

### Agencies Involved:

RTA, CTA, Metra, Pace, Chicago Department of Public Health, Chicago Police Department, suburban municipal police departments



### Expansion of NARCAN Access:

Local health departments partner with operating agencies to increase availability of NARCAN by making it available in free vending machines at stations, facilities, and platforms across the regional transit system. Distribution of the life-saving drug used to treat opioid overdose could be focused first at the highest traffic downtown stations and suburban transit centers before expanding throughout the system. Local health departments and social service agencies could help identify locations and manage supply.

### What's Happening Now:

Currently, NARCAN is available on the CTA system through a vending machine at the 95th Street Red Line stop, with plans for expansion to additional stops where 24-hour service operates, and Metra police carry NARCAN across their system.

### Agencies Involved:

RTA, CTA, Metra, Pace, Chicago Department of Public Health, Chicago Police Department, suburban municipal police departments

### Expansion of Social Service Outreach:

The RTA partners with operating agencies to secure funding to expand partnerships with social services organizations that provide support to people experiencing homelessness, mental health crises, people at risk of overdose, and other vulnerable transit riders. Outreach is focused on late-night and overnight service, helping connect riders with resources to address immediate (e.g. food, clothing, medical kits, low-barrier shelter) and longer-term needs (e.g. supportive housing).

Issues and needs vary by mode and operator. For example, needs are greatest on CTA Red and Blue Line trains that run 24 hours per day, while Metra and Pace service does not run overnight.

Regional transit is intended for transportation purposes and the focus will be on short and long-term solutions so that our transit system is not used as a shelter of last resort. Sheltering on the system can put employees, individuals experiencing homelessness, and other passengers at risk.

#### **What's Happening Now:**

Currently, CTA invests \$2 million annually in partnership with the Chicago Department of Family & Support Services enabling social service agencies to engage riders experiencing homelessness and offer connections to housing, support services, and harm-reduction materials.

In February 2024, Metra hired social workers to coordinate responsible and humanistic responses to unhoused persons and mental health crisis incidents throughout their service area. The success of this work will depend on the cooperation of municipal health care workers and community organizations. Metra is using social services case management software to track contacts with these populations. Traditionally, Metra's mental health programs have focused on suicide prevention, with various field personnel prepared to intervene in crisis situations.

#### **Agencies Involved:**

RTA, CTA, Metra, Pace, Chicago Department of Public Health, Chicago Police Department, Continuum of Care organizations, suburban municipal and county health and police departments



## **Goal #3: Create safer, more welcoming environments in transit stations and stops**

#### **Launch Station Activation Grant Pilot Program:**

In February the RTA launched a new pilot station activation category within the agency's Community Planning program to support temporary activation projects that improve safety at transit stations and stops and make them more fun and welcoming public spaces. The RTA will work with operating agencies and municipalities to evaluate the effectiveness of this pilot program, make necessary changes and improvements, and determine if a long-term solution is viable.

#### **Agencies Involved:**

RTA, CTA, Metra, Pace



### **Capital Improvements at Stations and Stops:**

The transit operators, with support from RTA, will continue to secure and dedicate federal, state, and local capital funding to making lasting improvements at transit stations and stops. Improvements include accessibility upgrades, lighting, bus shelters and benches, wayfinding signage, digital signs and announcements, and more.

### **What's Happening Now:**

Major progress has been made in each of these areas over the last four years with the infusion of capital funds from the state's Rebuild Illinois plan and the federal Bipartisan Infrastructure Law.

### **Agencies Involved:**

RTA, CTA, Metra, Pace, Chicago Department of Public Health, Chicago Police Department, suburban municipal police departments



## MEMORANDUM

**To:** Transportation Committee

**From:** CMAP Staff

**Date:** May 20, 2024

**Subject:** Plan inventory for the 2026 Regional Transportation Plan

**Action Requested:** Information

As the Chicago Metropolitan Agency for Planning (CMAP) commences the 2026 Regional Transportation Plan (RTP), staff have reviewed and summarized county, regional, state, and federal transportation plans pertaining to northeastern Illinois' transportation system. By inventorying these plans, CMAP aims to uplift the current priorities of transportation partners and to incorporate federal, state, regional, and local priorities in this early stage of plan development. The plan inventory will serve as a starting point for conversations with stakeholders about the overall vision of the 2026 RTP as well as its potential goals, objectives, and strategies.

This memo was developed by reviewing 29 distinct plans adopted by federal agencies, the State of Illinois, CMAP, county governments, and the City of Chicago. After documenting the details of each plan, staff identified overarching goals, objectives, and strategies that broadly summarized the diverse perspectives represented.

The memo is organized as follows:

- State and federal requirements for the RTP;
- Transportation goals in ON TO 2050;
- Federal, state, and regional priorities; and
- Plan inventory summary.

### **State and federal requirements**

As the designated Metropolitan Planning Organization (MPO) for northeastern Illinois, CMAP is required to comply with federal and state mandates regarding transportation and land use planning.

### Federal Requirements

The federal government requires CMAP to develop long-range transportation plans through a continuous, cooperative, and comprehensive performance-based process. Transportation plans must feature recommendations that incorporate multiple planning factors, which include the following:

- Support the economic vitality of the metropolitan area;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase accessibility and mobility of people and freight;
- Protect and enhance the environment and promote energy conservation,
- Improve the quality of life and promote consistency between transportation, planned growth, and economic development patterns;
- Enhance the integration and connectivity of the transportation system across and between modes for people and freight;
- Promote efficient system management and operations;
- Emphasize the preservation of the existing transportation system;
- Improve the resilience and reliability of the transportation system and mitigate stormwater impacts on surface transportation; and
- Enhance travel and tourism.

The long-range plan must also align with federal goals, which include improving safety, maintaining a state of good repair, reducing congestion, improving reliability, improving freight movement to support economic development, promoting environmental sustainability, and completing transportation projects on schedule.

#### State Requirements

In addition to federal requirements, CMAP must also comply with state mandates. The State of Illinois requires CMAP to develop policies that reflect the relationship of transportation to land use, economic development, the environment, air quality, and energy consumption.

Other activities explicitly required by the State of Illinois include:

- Forecasting future population and employment;
- Forming criteria and procedures for evaluating and ranking projects in the plan and allocating transportation funds;
- Creating measures to best coordinate programs of local governments, transportation agencies, and State agencies to promote the goals and policies of the plan;
- Proposing model ordinances and agreements that may be enacted by local governments; and
- Recommending legislation if necessary to fully implement the plan.

## **Transportation goals in ON TO 2050**

ON TO 2050 is northeastern Illinois' current comprehensive plan. It was adopted by CMAP's Board and MPO Policy Committee in 2018 and updated in 2022. While the plan makes transportation recommendations throughout all its chapters, ON TO 2050 fulfills CMAP's responsibility to prepare a regional transportation plan through its mobility chapter, financial plan, regionally significant projects, and relevant appendices. The next RTP will maintain the 2050 planning horizon year and look to the ON TO 2050 plan as a preliminary foundation.

The mobility chapter sets three overarching transportation goals:

- Achieve a modern multimodal system that adapts to changing travel demand;
- Design and operate a system that works better for everyone; and
- Make transformative investments.

To deliver these goals, the mobility chapter makes the following recommendations:

- Harness technology to improve travel and anticipate future impacts;
- Make transit more competitive;
- Maintain the region's status as North America's freight hub;
- Leverage the transportation network to promote inclusive growth;
- Improve travel safety;
- Improve the resilience of the transportation network to weather events and climate change;
- Fully fund the region's transportation system; and
- Enhance the region's approach to transportation programming.

Other chapters in ON TO 2050 include recommendations related to mobility, including increasing regional coordination around capital funding and investments, providing assistance and resources to disinvested areas, using transportation to connect people to employment, and making the transportation system more resilient to climate change.

## **Federal, state, and regional priorities**

In addition to complying with federal and state requirements, CMAP must demonstrate consistency with the visions of national, state, and regional governments through the development of the RTP.

### US Department of Transportation (USDOT)

USDOT's vision is to have the safest, most efficient, and most modern transportation system in the world. The USDOT's Innovation Principles aim to achieve a safe, strong, resilient, sustainable, and equitable transportation system by transforming infrastructure, technology, and approaches to projects and operations. The department's strategic goals are the following:

- Equity: institutionalize equity across the department's policies and programs and reduce inequities across transportation systems and the communities they affect.
- Climate and sustainability: reduce greenhouse gas emissions and transportation-related pollution to build a more resilient and sustainable transportation system.
- Safety: protects all road users from injury and death on all modes of transportation. The current safety goal is the first step towards the department's long-term goal of zero roadway fatalities.

### Illinois Department of Transportation (IDOT)

IDOT's vision in the Illinois Long Range Transportation Plan is to provide innovative, sustainable, and multimodal transportation solutions that support local goals and grow Illinois' economy.

The goals of this plan include:

- Improving the economy through the efficient movement of people and goods;
- Enhancing quality of life by aligning transportation investments with local goals and preserving the environment;
- Improving accessibility and safety across all modes of transportation;
- Building the resilience of infrastructure; and
- Managing growth of the transportation system by maintaining existing funding and increasing revenue sources.

### Regional Transportation Authority (RTA)

In the RTA's Transit is the Answer strategic plan, the agency envisions a safe, reliable, and accessible transit system that connects people to opportunity, advances equity, and combats climate change. The plan has three core principles: equity, commitment to change, and stewardship. The plan's advocacy agenda covers three broad goals: managing funding effectively, engaging with stakeholders authentically, and investing in infrastructure.

### **Overview of the plan inventory summary**

CMAP staff identified 29 plans for review. The complete list of reviewed plans is included below for reference:

- State, County, and Local:
  - IDOT Long Range Transportation Plan
  - Connecting Cook County: 2040 Long Range Transportation Plan
  - DuPage County Long Range Transportation Plan
  - Kane County Long Range Transportation Plan
  - Kendall County 2023-2043 Long Range Transportation Plan
  - Lake 2040 Transportation Plan
  - McHenry County 2040 Long Range Transportation Plan
  - Will Connects 2040 Long Range Transportation Plan
  - City of Chicago Strategic Plan for Transportation
  - Chicago for the People: Transition Team Report for Mayor Johnson
- CMAP:
  - ON 2050: Mobility Chapter
  - GO TO 2040: Mobility Chapter
  - 2030 Regional Transportation Plan for Northeastern Illinois
  - Northeastern Illinois Greenways and Trails Plan
  - Northeastern Illinois ITS Architecture
  - Regional Strategic Freight Direction
  - Mobility Recovery
  - Plan of Action for Regional Transit
- Transit, Rail, and Freight:
  - Transit is the Answer

- Meeting the Moment: Transforming CTA’s Post-Pandemic Future
- My Metra, Our Future
- Driving Innovation: Pace Strategic Vision Plan
- Kane County Long-Range Transit Plan
- McHenry County Transit Plan
- FRA Midwest Regional Rail Plan
- High Speed Rail Alliance: Midwest Region
- Illinois State Freight Plan
- Connecting Cook County Freight Plan
- Will County Community Friendly Freight Mobility Plan
- Illinois International Port District Master Plan

The inventory revealed common themes across shared priorities, which have been summarized into the nine distinct goals listed below. While not every plan included each of these goals, this list is intended to generally represent the overarching goals that guide long-range transportation plans in northeastern Illinois.

1. Increase mobility and accessibility
2. Enhance multimodal connections
3. Preserve the existing transportation system
4. Improve safety and security
5. Mitigate climate change, enhance resilience, and protect the environment
6. Advance equity and environmental justice
7. Support economic growth and competitiveness
8. Optimize efficient freight system management and mitigate risks
9. Strategically govern, fund, and operate the system

The following section details the recurring objectives and strategies that were associated with each overarching goal.

### **Summary goals, objectives, and strategies**

#### **Goal: Increase mobility and accessibility**

- Objective: Manage congestion to improve travel time reliability.
  - Measure and manage system congestion through coordinated data collection and monitoring.
  - Identify areas of recurring congestion, conflicts, and incidents and prioritize them for improvements.
  - Implement congestion management strategies, such as operational improvements, pricing mechanisms, mode shift, increasing vehicle occupancy, providing transit options, access and speed management, improved design, signal modernization, traffic demand management, and more.
- Objective: Support transit access, improve passenger experience, and increase ridership.
  - Conduct regional analysis to identify unmet transit demand.
  - Address capacity constraints on existing transit routes.
  - Connect residential and employment areas with transit services.
  - Prioritize transit investments in corridor projects and complete streets planning.



- Improve transit commute times through consistent, reliable, and frequent service.
  - Improve technological resources for riders.
- Ensure transit facilities and vehicles are clean and well maintained.
- Objective: Invest in ADA infrastructure.
  - Prepare an inventory of ADA compliance in transportation facilities to prioritize improvements.
  - Prioritize making all transit facilities ADA compliant.
  - Ensure new and existing sidewalks and trails comply with ADA regulations.
  - Support and improve paratransit options.
- Objective: Expand bike and pedestrian network.
  - Compile an inventory of bike and pedestrian facilities.
  - Connect the regional bike and pedestrian network by coordinating planning at the municipal, inter-municipal, and county levels.
    - Decrease gaps in the network by expanding and connecting paths to desired locations.
    - Improve regional trail amenities, such as drinking fountains, improved signage, telephone access, etc.
  - Invest in infrastructure that protects the safety of pedestrians and cyclists.
  - Implement plans for bike and pedestrian paths when constructing new transportation infrastructure or rehabilitating existing assets.

Goal: Enhance multimodal connectivity

- Objective: Provide multimodal options.
  - Improve access to intermodal and multimodal facilities.
    - Implement projects that connect bike and pedestrian infrastructure to transit centers.
    - Promote first- and last-mile connections to transit.
  - Increase multimodal street design.
  - Provide multimodal access to major job centers, commercial areas, and housing.
- Objective: Facilitate connections between modes.
  - Implement projects that increase connections between existing transportation facilities.
  - Ensure affordable connections for passengers across the transit system.
  - Enhance intermodal freight connectivity to improve the flow of goods and services.

Goal: Preserve the existing transportation system

- Objective: Prioritize state of good repair in planning and project delivery.
  - Take action before structures are in critical need of repair or replacement.
  - Prioritize addressing the assets of greatest need.
  - Integrate state of good repair needs when planning modernization projects.
  - Consider resilience to extreme weather events when planning maintenance projects.
  - Prioritize maintaining and modernizing the region's transit, roadway, and bridge infrastructure.

- Objective: Maintain existing revenues sources and identify more funding opportunities for system maintenance.
  - Create a long-term plan to fund the implementation and maintenance of transportation projects.
  - Maintain and increase revenue sources to fund system maintenance and modernization.

Goal: Improve safety and security

- Objective: Promote safe travel through the design and administration of transportation assets.
  - Implement roadway designs that improve safety and comfort for all users.
  - Design and build streets that encourage safe driving speeds and habits.
  - Improve safety and reduce accidents on the system in the face of extreme weather events by coordinating with operating agencies.
  - Improve responsible driving behavior and implement equitable enforcement policies.
  - Consider and implement a holistic approach to improving personal safety on transit facilities.
- Objective: Invest in infrastructure that improve safety.
  - Prioritize transportation projects that reduce crashes per vehicle-mile traveled and improve compliance with speed, right-of-way, and safety regulations.
  - Incorporate safety design elements into all roadway projects.
  - Address safety conflicts between freight commerce and travelers across modes.
  - Increase efficiency and safety by improving infrastructure conditions and capacity issues.
- Objective: Minimize the impacts of freight on safety.
  - Prioritize safety investments in areas that have high levels of truck-related fatalities, injuries, and crashes.
  - Eliminate or improve at-grade crossings and address safety issues created by blocked crossings.
- Objective: Centralize and maintain safety data.
  - Improve incident detection and management.
  - Expand regional data collection on safety to support programming decisions.
    - Identify and improve hazardous at-grade crossings.
    - Identify and improve high-accident locations for motorized and non-motorized users.
  - Develop new metrics to evaluate and monitor projects based on safety.

Goal: Mitigate climate change, enhance resilience, and protect the environment

- Objective: Reduce negative environmental impacts on air quality.
  - Adopt policies that reflect the relationship between transportation and air quality.
  - Minimize the air quality impacts of projects.
  - Implement congestion control measures to improve air quality.
  - Promote transportation projects that improve air quality in areas with high levels of point-source emissions.

- Prioritize air quality improvements in communities burdened by poor air quality.
- Objective: Protect water resources.
  - Implement strategies that focus on minimizing flooding and stormwater impacts, especially from freight and goods movement.
  - Encourage projects that protect natural groundwater recharge and water quality.
  - Partner with water management entities to preserve water resources affected by transportation projects.
- Objective: Accelerate electrification initiatives.
  - Increase availability of public charging stations for EVs.
  - Implement bus electrification plans and the facilities required to support them.
  - Accelerate electrification of freight systems.
  - Procure electric rail locomotives.
  - Establish electric bike delivery program to reduce delivery trucks.
- Objective: Integrate environmental solutions in transportation planning.
  - Establish environmental health as a goal of transportation projects.
  - Encourage the connectivity of natural, environmental, and ecological systems.
  - Balance transportation needs with the protection of natural habitats.
- Objective: Implement projects that are consistent with environmental protection plans.
  - Promote transportation proposals that mitigate environmental problems and improve environmental quality.
  - Incorporate environmental impacts into decision-making.
  - Acquire key parcels needed for environmental protection.
  - Include natural landscaping when implementing projects.
- Objective: Improve environmental resilience of transportation assets.
  - Improve operational response to weather events to ensure continued mobility.
  - Adapt vulnerable transportation infrastructure to be resilient to weather events and climate change.
  - Improve stormwater management in transportation projects.

Goal: Advance equity and environmental justice

- Objective: Prioritize equity in transportation investments.
  - Expand equitable transit access in underserved areas.
  - Grow investments in equitable transportation options.
    - Invest in upgrades to transportation assets where there is the greatest need.
    - Use equity criteria for transportation planning and project selection decisions.
  - Partner with communities to grow equitable TOD around transit hubs and multimodal corridors.
- Objective: Advance environmental justice through transportation planning and project delivery.
  - Develop strategies to decrease environmental impacts of freight on local communities by aligning freight planning, design, construction, and operations with environmental goals

- Mitigate pollution, flooding, contaminated stormwater runoff, and impacts to ecological systems.
    - Align freight planning, design, construction, and operations with environmental goals.
  - Consider the distribution of environmental burdens caused by transportation assets.
    - Mitigate air, water, and noise pollution in local communities.
- Objective: Foster relationships with local communities
  - Facilitate communication and collaboration between underserved populations and transportation agencies.
  - Elevate the voices of underserved communities in planning efforts within the region.
  - Provide communities with clear, consistent points of contact.
  - Engage with communities in an inclusive and transparent way.
- Objective: Ensure transit fares are affordable.
  - Provide integrated and affordable fares while planning to keep pace with inflation.
  - Establish regional fare subsidy programs that include youth and riders with low income.

Goal: Support economic growth and competitiveness

- Objective: Develop multimodal and equitable transit-oriented projects to support local economic development.
  - Review underutilized land near transit stations for potential transit-oriented development opportunities.
  - Support projects that provide multimodal access to employment opportunities.
  - Provide technical assistance to promote transit-supportive, people-centric land use planning.
  - Implement projects that incorporate design principles that are responsive to the unique contexts in each community.
- Objective: Assist local communities in their pursuit of economic development opportunities.
  - Help local communities obtain grants and other funding to support economic development.
  - Commit staff to supporting economic development through transportation projects and local planning assistance.
  - Build capacity for disinvested communities to develop, fund, and maintain transportation infrastructure.
- Objective: Enhance performance-based planning to improve economic development outcomes from transportation projects.
  - Develop measures that can predict and/or assess economic impacts of transportation projects and policies.
  - Enhance the performance-based project selection process to account for connections between transportation assets, land use, and economic goals.

Goal: Optimize efficient freight system management and mitigate risks

- Objective: Promote an efficient freight industry.
  - Monitor emerging technologies for potential impacts on the freight system and associated industries.
  - Streamline regulations, improve public policy, and collaborate with stakeholders to facilitate reliable and efficient freight movement.
  - Improve efficient transfers between freight and passengers between modes (ground, air, and water).
  - Support freight-related economic development by improving connections to intermodal hubs and increasing the capacity of intermodal facilities.
- Objective: Maintain existing freight assets.
  - Conduct research and collect data to assess system conditions and identify solutions to ongoing challenges.
    - Integrate technology to assess conditions and monitor performance in real time.
    - Publish data about the performance of the regional freight network.
  - Monitor conditions and invest in improvements for airports, highways/streets, freight, ports, waterways, bridges, and technology.
  - Collaborate with O'Hare, Midway, and the Port of Chicago to facilitate surface transportation access to and supportive land use planning around these facilities.
- Objective: Address the challenges and disparate impacts of freight.
  - Study the impacts of freight to develop policies, data, and best practices for addressing disparate impacts.
  - Support municipalities that are seeking to address freight issues, especially suburban municipalities who lack staff and capital resources.
  - Monitor and address disparate burdens of freight on existing infrastructure.
  - Address bottlenecks across the modes and at freight nodes.

Goal: Strategically govern, fund, and operate the system

- Objective: Ensure efficient and sustainable transportation operations, maintenance, costs, and funding
  - Incorporate an information technology system for the operations of current and future assets, including multimodal transportation services.
  - Preserve and maintain transportation assets and manage their operations using a spectrum of strategies, tools, and technologies.
  - Increase and diversify funding for public transit.
- Objective: Foster a strong transportation workforce
  - Engage with partner state agencies to understand and address workforce needs.
  - Reduce barriers to entry and retention in the transportation workforce and complementary private sector industries.
  - Attract a diverse workforce and invest in retaining them.
- Objective: Improve intergovernmental coordination and collaboration
  - Establish spaces where implementing agencies can regularly coordinate on project delivery, plan implementation, and policy discussions.
    - Develop frameworks for improved collaboration and coordination among transportation agencies.

- Develop collaborations among planners, implementing agencies, and advocacy organizations to strengthen plan implementation in the region.
- Provide local units of government, developers, and site planners with information on transportation design, funding, and additional sources of assistance.
- Ensure decision-making and information-sharing is transparent to other units of government and the general public.
- Objective: Ensure capital investments are necessary and strategic
  - Build consensus on needed capacity enhancements, capital improvements, and new technology implementation.
  - Define criteria for the region to collectively pursue funding for high priority projects.
  - Leverage the existing network to guide decisions on expansion projects and service improvements.
  - Encourage project implementation that maximizes the operational effectiveness of capital improvements.
  - Integrate consideration of accessibility, racial equity, and mobility justice when assessing the potential impacts of capital projects.

### **Next steps**

The plan inventory and summary serve as a starting point to understand the current transportation goals in northeastern Illinois. Using this foundation, CMAP staff will coordinate with board members, committee members, and transportation stakeholders to explore the following questions:

- Which goals remain relevant to the transportation needs and priorities of today?
- Are there transportation goals or approaches to certain topics that need to evolve to better reflect the current landscape?
- Are there any gaps or emerging trends that require the region to form consensus around new transportation solutions?

In the near future, CMAP staff will begin conducting outreach and engagement to inform these questions and the broader RTP vision. Starting in the summer of 2024, staff will request individual meetings with relevant federal and state agencies, county governments, City of Chicago, transit agencies, and other relevant stakeholders to discuss their transportation priorities. Furthermore, CMAP staff will engage the Community Alliance for Regional Equity (CARE) and the Future Leaders in Planning (FLIP) to share information about the RTP process and provide opportunities for input. Additional opportunities to receive feedback include disseminating a public survey and opening an online portal where governments, advocacy organizations, community groups, or other entities can submit materials they would like CMAP to consider, such as research, plans, ideas, policy positions, or other relevant materials.



## MEMORANDUM

**To:** CMAP Transportation Committee

**From:** CMAP Intergovernmental Affairs staff

**Date:** May 17, 2024

**Subject:** State legislative updates

**Action Requested:** Information

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The Illinois General Assembly is scheduled to adjourn on Friday, May 24<sup>th</sup> with contingent session dates scheduled through Friday, May 31<sup>st</sup>. The next deadline ahead for lawmakers is for a third reading on substantive bills from the opposite chamber on Friday, April 17<sup>th</sup> for both the House and Senate.

Below, please find an update on key bills and legislative activity of interest. This information is up to date as of May 17, 2024 and is subject to change with the end of session activities.

### **SB3388/HB5077: RPA Appropriation Bill**

These bills would appropriate \$5M to CMAP to carry out the regional planning objectives identified in the Regional Planning Act. The majority of CMAP's funding is from USDOT, which is primarily able to support the agency's transportation work. Other projects that are not directly transportation related require external funding sources, such as state and federal grants, and philanthropic resources. CMAP is seeking this state appropriation to advance the breadth of work reflected in the Regional Planning Act.

CMAP has requested a meeting with Governor Pritzker before the end of session to further discuss the necessity of a \$5M appropriation from the state to CMAP. CMAP's Intergovernmental Affairs has provided budgeteers in both the House and Senate with additional information that outlines how a \$5M appropriation would support CMAP's non-transportation related work.

At the time of this writing, SB3388 has been re-referred to Senate Assignments and HB5077 has been assigned to Appropriations-General Services Committee.

### **SB3389/HB5078: RPA Modernization Bill**

SB3389 and HB5078 would modernize several elements of the Regional Planning Act, CMAP's enabling statute. Primarily, this bill would allow for a simple majority of Board members in office to approve certain operational items—contracts (except contracts pertaining to the employment of the Executive Director), grants, purchase agreements, and meeting minutes. All other items would continue to require concurrence of 4/5 of the Board members in office. This would allow for more timely decision making by the CMAP Board and ensure consistent flow to resources to support the agency's programs, policies, and projects. The bill makes other revisions to modernize the Regional Planning Act.

At the time of this writing, SB3389 is on third reading in the House and HB5078 is on third reading in the Senate.

### **OMA legislative activity**

CMAP has prepared draft legislative language that would provide the CMAP Board and its committees with the flexibility to allow for members to participate virtually and be counted toward quorum. The language and a legislative strategy are currently under discussion with the Illinois Municipal League, who has been pursuing other OMA legislative changes.

### **Select transportation bills of interest**

CMAP's Intergovernmental Affairs team continues to track legislation before the Illinois General Assembly that impacts the region and is relevant to CMAP's work. The following has been identified as pieces of legislation being considered before the Illinois General Assembly that may be of interest to the Transportation Committee.

It should be noted this list is not an exhaustive list of legislation being tracked by CMAP's Intergovernmental Affairs team. For more information on other tracked legislation, please contact Ryan Gougis, IGA Specialist at [rgougis@cmap.illinois.gov](mailto:rgougis@cmap.illinois.gov).

### **Transportation Safety**

#### [HB3530 HA1](#) – VEH CD-CHANGE TO SPEED LIMIT (Rep. Buckner)

**Description:** Amends the Illinois Vehicle Code. Provides that, on and after October 1, 2023, the default speed limit is 20 (instead of 30) miles per hour within an urban district, and 10 (instead of 15) miles per hour in an alley within an urban district. Provides that a county, municipality, or township with speed enforcement authority may only issue warnings for violations during the first 60 days after enactment. HA1 removes the requirement for the Secretary of State to communicate this change by September 1, 2023 to every licensed driver in the state.

**Status:** Re-referred to House Rules on 4/19/24

#### [HB4451](#) – VEH CD-SPEED CAMERA REVENUE (Rep. Andrade, Jr.)



**Description:** Establishes that a municipality that operates an automated speed enforcement system shall set aside 10% of the net proceeds from each system that generates more than \$500,000 in revenue for the school or park in the safety zone in which the automated speed enforcement system is located. Provides that the set aside proceeds may be allocated for any purpose designated by the school district or park district.

**Status:** Assigned to Senate Executive Subcommittee on Special Issues on 5/1/24

[SB3309 SA1](#) – **VEH CD-BIKE TRAIL SIGNS** (Sen. Simmons)

**Description:** Requires the authority having maintenance jurisdiction over a publicly owned paved bicycle trail in the State to erect permanent regulatory or warning signage be posted 150 feet in advance of a crossing alerting pedestrians or cyclists of highway crossings unless the intersection where the trail crosses the highway is controlled by an official traffic control device or sign (now, the signage is required regardless of whether the intersection is controlled by an official traffic control device or sign).

**Status:** Re-referred to Senate Assignments on 5/3/24

**Transit and Bike/Ped**

[HB4489 HA1](#) – **BIKE/PEDESTRIAN PATH FUNDING** (Rep. Ness)

**Description:** Amends the Illinois Highway Code. Provides that the Department of Transportation shall establish and solely fund bicycle and pedestrian ways in conjunction with the construction, reconstruction, or other change of any State transportation facility in an unincorporated area of a county that is located within one mile of a municipality with a population of over 50,000 (in addition to in or within one mile of a municipality with a population of over 1,000 people). Allows a county (in addition to a municipality) to opt out of bicycle and pedestrian way construction by passing a resolution stating that a bicycle or pedestrian way does not fit within its development plan.

**Status:** Held on House Calendar Order of 2<sup>nd</sup> Reading on 5/16/24

[SB2844](#) – **RTA ACT – REDUCED FARES** (Sen. Simmons)

**Description:** Amends the Regional Transportation Authority Act. Provides that, by December 31, 2025, RTA, CTA, Metra, and Pace shall create a program to provide free rides to persons earning under 138% of the U.S. Department of Health and Human Services' poverty guidelines.

**Status:** Re-referred to Senate Assignments on 5/3/24

[SB3202](#) – **BIKEWAY ACT-TRANSPORT PLAN** (Sen. Toro)

**Description:** Amends the Bikeway Act. Provides that a municipality or county may prepare a bicycle transportation plan. Specifies the information that must be included in the plan.

**Status:** Placed on House Calendar Order of 3<sup>rd</sup> Reading on 5/7/24

## **Transportation Infrastructure and Funding**

### **HB5100** – UNSOLICITED PROPOSALS (Rep. Hoffman)

**Description:** Provides that nothing in specified provisions concerning prohibited bidders shall prohibit a person or business from submitting an unsolicited proposal under the Public-Private Partnership for Transportation Act.

**Status:** Assigned to Senate Executive Committee on 5/1/24

### **HB5515** – REVENUE-MOTOR FUEL (Rep. Rita)

**Description:** Amends the Motor Fuel Tax Law. Provides that the tax imposed on receivers of motor fuel applies until January 1, 2040 (currently, January 1, 2025). Amends the Environmental Impact Fee Law. Extends the repeal of the Environmental Impact Fee Law until January 1, 2040.

**Status:** Assigned to House Revenue – Sales, Amusement and Other Taxes Subcommittee on 3/8/24

### **SB1767 SA1** – CARGO TRANSPORTATION TAX (Sen. Ventura)

**Description:** Creates the Cargo Transportation Tax Act. Provides that a tax is imposed upon each retailer that transports by common carrier tangible personal property into the State from a point outside of the State. Provides that the tax is imposed based on the gross weight of the commercial motor vehicle. Provides that proceeds from the tax imposed by the Act shall be deposited into the Cargo Transportation Tax Fund, a special fund created in the State treasury. Provides that moneys in the Fund shall be used by the Department of Transportation for road projects in areas of the State that receive heightened levels of traffic as a result of the transportation of tangible personal property.

**Status:** Re-referred to Senate Assignments on 5/3/24

### **SB3323 SA2 & 3** – ACCESSIBLE EV CHARGING STATION (Sen. McConchie)

**Description:** Creates the Accessible Electric Vehicle Charging Station Act. Requires the Department of Transportation to ensure that charging stations in the State are sufficiently accessible to allow independent use by drivers with disabilities, including people who have limited or no hand dexterity, limb differences, or upper extremity amputations and use adaptive driving controls. Requires chargers designed to serve people who use mobility devices to be located on an accessible route. SA2 adds language providing that the Attorney General shall have the authority to enforce the Act and that the Attorney General may investigate any complaint or reported violation of the Act and, if necessary, to ensure compliance. SA3 provides that the Act does not apply to a charger owned by a resident of a single-family home, a condominium association, a common interest community association, a master association, or a residential housing cooperative if the charger is not used for a commercial purpose.

**Status:** Re-referred to House Rules on 5/10/24



[HB5145](#) – **EV CHARGER GRANT ACT** (Rep. Evans, Jr.)

**Description:** Creates the Electric Vehicle Charger Grant Act. Provides that any State agency that disburses grant funds for electric vehicle charging stations must include provisions in the criteria for awarding grant funds that encourage the use of equity eligible contractors by the grantees. Provides that the provisions shall include, but not be limited to, additional points to those grantees who commit to exclusively using equity eligible contractors, a portion of the grant funds devoted exclusively for equity eligible contractors, and inclusion of aspirational goals for all grantees to use equity eligible contractors.

**Status:** Re-referred to House Rules on 4/19/24