



TRANSPORTATION COMMITTEE

AGENDA - FINAL

Friday, November 18, 2022

9:30 AM

Please register in advance of the meeting at:
<https://attendee.gotowebinar.com/register/3526262852302064910>

To participate by phone,
call (631) 992-3221 with access code 521-732-278

- 1.0 Call to Order and Introductions
- 2.0 Agenda Changes and Announcements
 - 2.01 Requests for Agenda Changes [22-556](#)
 - 2.02 Executive Director's Announcements [22-544](#)
ACTION REQUESTED: Information
- 3.0 Approval of Minutes
 - 3.01 Meeting Minutes - September 16, 2022 [22-542](#)

ACTION REQUESTED: Approval
Attachments: [TC\(DraftMinutes\)09-16-2022](#)
- 4.0 New Business

4.01 FFY 2023-2028 Transportation Improvement Program (TIP) Amendments and Administrative Modifications [22-543](#)

PURPOSE & ACTION: TIP Amendment 23-03 was published to the eTIP web site on November 10, 2022 for committee review and public comment. A memo summarizing formal TIP amendment 23-03 and administrative amendments 23-03.1 and 23-03.2 are included in the meeting materials. Staff requests approval of TIP Amendment 23-03.

ACTION REQUESTED: Approval

Attachments: [TC\(Memo\)TIP Amend23-03](#)
[Formal Amendment 23-03](#)
[Administrative Amendment 23-03.1](#)
[Administrative Amendment 23-03.2](#)

4.02 Recommendations for Transportation Subcommittees and Working Groups [22-537](#)

PURPOSE & ACTION: At the MPO Policy Committee meeting in June, Chairman Osman directed the Transportation Committee and CMAP staff to form an advisory group to develop recommendations related to subcommittees and working groups and IJA implementation. The advisory group met several times and have produced the recommendations in the attached memo. Staff will present the memo to the committee and lead a discussion on the recommendations.

ACTION REQUESTED: Discussion

Attachments: [Recommendations for Transportation Subcommittees and Working Groups Memo](#)

4.03 Mobility Recovery and ILGA Plan of Action for Regional Transit (PART) report update [22-560](#)

PURPOSE & ACTION: Presentation on the agency's Mobility Recovery initiative, including a preview of the project's final recommendations and a review of CMAP's ongoing work to prepare for the development of the transit system report required by the Illinois General Assembly. The presentation will include an overview of potential opportunities for members of CMAP's working committees to engage in the report development process.

ACTION REQUESTED: Discussion

Attachments: [Mobility Recovery and the ILGA report Nov 4 FINAL](#)

4.04 Overview of Safe and Complete Street Program [22-558](#)

PURPOSE & ACTION: Staff will update the committee on the 5-yr program area and the Safe Streets and Roads for All grant application status.

ACTION REQUESTED: Information

5.0 Legislative Updates

Staff will provide an update on relevant federal and state legislative activities.

6.0 Other Business

7.0 Public Comment

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion. It should be noted that the public comment period will immediately follow the last item on the agenda.

8.0 Next Meeting

The next meeting will be December 16, 2022.

9.0 Adjournment

TRANSPORTATION COMMITTEE**MEETING MINUTES - DRAFT**

Friday, September 16, 2022

9:30 AM

Please register in advance of the meeting at:
<https://attendee.gotowebinar.com/register/3526262852302064910>

To participate by phone,
call (631) 992-3221 with access code 521-732-278

1.0 Call to Order and Introductions

Chair Jessica Hector-Hsu called the meeting to order at 9:32 a.m. and reminded the members that the meeting is being recorded. She requested that Lindsay Bayley call the roll.

Present: Academic Research Representative 1, Bike/Ped TF Representative, CDOT Representative, CMAP Representative, CNT Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OIPI Representative, IDOT - OP&P Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, Pace Representative, SEWRPC Representative, Tollway Representative, FHWA Representative, and Will Co Representative

Absent: Academic Research Representative 2, CoM Representative, IEPA Representative, and NIRPC Representative

Non-Voting: FTA Representative, and RTA Representative

Jessica Hector-Hsu (Chair) served as representative to RTA; Kevin Carrier (Vice-Chair) served as representative to Lake County; Joe Schofer served as representative to Academic Research 1; Vig Krishnamurthy served as representative to CDOT; Doug Ferguson served as representative to CMAP; Tara Orbon served as representative to Cook Co; Leah Mooney served as representative to CTA; John Loper served as representative to DuPage Co; John Donovan served as representative to FHWA; John Baczek served as representative to IDOT D1; Jack Cruikshank served as representative to IDOT OIPI; Doug Delille served as representative to IDOT OP&P; Jackie Forbes served as representative to Kane Co; Heidi Lichtenberger served as representative to Kendall Co; Jon Paul Diipla served as representative to McHenry; Lynnette Ciavarella served as representative to Metra; Audrey Wennink served as representative to MPC; Eric Llewellyn served as representative to Pace; Chris Hiebert served as representative to SEWRPC; Aimee Lee served as representative to Tollway; Christina Kupkowski served as representative to Will Co;

Staff Present: Laurent Ahiablame, Erin Aleman, Bill Barnes, Victoria Barrett, Lindsay Bayley, Nora Beck, Aaron Brown, Sarah Buchhorn, Jonathan Burch, Daniel Comeaux, Stephen Di Benedetto, Teri Dixon, Phoebe Downey, Austen Edwards, Alex Ensign, Elizabeth Ginsberg, Jane Grover, Jon Haadsma, Noah Harris, Kasia Hart, Craig Heither, Ethan Jantz, Leroy Kos, Michael Kray, Natalie Kuriata, Jen Maddux, Linda Mastandrea, Tim McMahan, Martin Menninger, Jason Navota, Stephane Phifer, Russell Pietrowiak, Katie Piotrowska, Todd Schmidt, Elizabeth Scott, Sarah Stolpe, Ryan Thompto, Jennie Vana, Blanca Vela-Schneider, Mary Weber, Laura Wilkison

Others Present: Leonard Cannata, Kaci Crowley, Eric Czarnota, Eva De Laurentiis, Michael Fricano, Henry Guerriero, Malika Hainer, Scott Hennings, Kendra Johnson, John Paul Jones, Robert Kastigar, Michael Klemens, Brittany Matyas, Daniel Maziarz, Melissa Meyer, Heather Mullins, Ellen Partridge, Mark Pitstick, David Powe, Chad Riddle, Brian Roberts, Steven Schilke, Brian Schumacher, Anthony Standish, Brian Stepp, Joe Surdam, Dave Tomzik, Mike Vanderhoof, Freddy Vasquez, Jazmin Vega, Seema Wadia, Bill Wetzel, Kyle Whitehead

2.0 Agenda Changes and Announcements

2.01 Requests for Agenda Changes

[22-421](#)

Chair Hector-Hsu informed the committee on the passing of Tom Kelso, a former Transportation Committee member and opened the floor to committee members to share their memories of Tom.

Chair Hector-Hsu welcomed new committee member Jack Cruikshank representing IDOT's Office Intermodal Project Implementation.

Lynnette Ciavarella, Metra, informed the committee that Metra has started the process of updating their strategic plan and will release a draft plan for public comment during the month of October and the public comment period will close on November 15, 2022. The Metra Board is scheduled to approve the updated plan in early 2023.

There were no changes to the agenda.

2.02 Executive Director's Announcements

[22-420](#)

ACTION REQUESTED: Information

Executive Director Erin Aleman, CMAP, gave an update to the committee on the Board activities which included the ON TO 2050 Plan Update and Illinois General Assembly transit report, the Safe Streets for All application, the IJJA convenings on project prioritization for funding opportunities, local CMAP dues, and LTA call for projects.

The Executive Director's announcements were presented.

3.0 Approval of Minutes

3.01 Draft Meeting Minutes - July 29, 2022

[22-417](#)

ACTION REQUESTED: Approval

Attachments: [TC\(DraftMinutes\)07-29-2022](#)
[TC\(PublicComment-Largent\)7-29-22](#)

A motion was made by Metra Representative, seconded by Lake Co Representative, that the draft minutes from July 29, 2022 be approved. The motion carried by the following vote:

Aye: Academic Research Representative 1, Bike/Ped TF Representative, CDOT Representative, CMAP Representative, CNT Representative, Cook Co Representative, CTA Representative, IDOT-D1 Representative, IDOT - OIPI Representative, IDOT - OP&P Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, Pace Representative, SEWRPC Representative, Tollway Representative, FHWA Representative, and Will Co Representative

Absent: Academic Research Representative 2, CoM Representative, DuPage Co Representative, IEPA Representative, and NIRPC Representative

Non-Voting: FTA Representative, and RTA Representative

4.0 New Business

4.01 FFY 2019-2024 Transportation Improvement Program (TIP) Amendments and Administrative Modifications

[22-418](#)

PURPOSE & ACTION: TIP Amendment 22-08 was published to the eTIP web site on September 9, 2022 for committee review and public comment. A memo summarizing formal TIP amendment 22-08 and administrative amendments 22-08.1 and 22-08.2 are included in the meeting materials. Staff requests approval of TIP Amendment 22-08.

ACTION REQUESTED: Approval

Attachments: [TC\(Memo\)TIP Amend22-08](#)
[Formal Amendment 22-08](#)
[Administrative Amendment 22-08.1](#)
[Administrative Amendment 22-08.2](#)

Russell Pietrowiak, CMAP, presented an overview of the formal TIP amendment 22-08 and the administrative amendments 22-08.1 and 22-08.2

A motion was made by CTA Representative, seconded by Metra Representative, that TIP Amendment 22-08 be approved. The motion carried by the following vote:

Aye: Academic Research Representative 1, Bike/Ped TF Representative, CDOT Representative, CMAP Representative, CNT Representative, Cook Co Representative, CTA Representative, IDOT-D1 Representative, IDOT - OIPI Representative, IDOT - OP&P Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, Pace Representative, SEWRPC Representative, Tollway Representative, FHWA Representative, and Will Co Representative

Absent: Academic Research Representative 2, CoM Representative, DuPage Co Representative, IEPA Representative, and NIRPC Representative

Non-Voting: FTA Representative, and RTA Representative

4.02 FFY 2023-2027 Surface Transportation Program (STP) Local Programs in the Transportation Improvement Program (TIP)

[22-419](#)

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 April to August 2022. 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: [MPO\(Memo\)TIP Amend STP-L 23-02series](#)

Kama Dobbs, CMAP, updated the committee on TIP amendments 23-02.1 through 23-02.12 containing the new CDOT and Council of Mayors' STP-Local programs.

A motion was made by Kane Co Representative, seconded by Academic Research Representative 1, that the STP-L TIP Amendments 23-02.1 through 23-02.12 be approved and referred to the MPO Policy Committee. The motion carried by the following vote:

Aye: Academic Research Representative 1, Bike/Ped TF Representative, CDOT Representative, CMAP Representative, CNT Representative, Cook Co Representative, CTA Representative, IDOT-D1 Representative, IDOT - OIPI Representative, IDOT - OP&P Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, MPC Representative, Pace Representative, SEWRPC Representative, Tollway Representative, FHWA Representative, and Will Co Representative

Absent: Academic Research Representative 2, CoM Representative, DuPage Co Representative, IEPA Representative, and NIRPC Representative

Non-Voting: FTA Representative, and RTA Representative

4.03 ON TO 2050 Plan Update

[22-416](#)

PURPOSE & ACTION: The ON TO 2050 Plan Update, ON TO 2050/ FFY 2023-2028 TIP conformity determination, and the FFY 2023-2028 TIP will be presented for consideration and approval.

All three of these documents available for public comment period from June 10 through August 13, including an August 11 public hearing held both online at CMAP's offices. Staff will provide an overview of the ON TO 2050 Plan update and the public comments received during the public comment period and at the public hearing.

The ON TO 2050/TIP conformity analysis and TIP amendment 23-01 include additions, deletions, and changes to Not Exempt or Exempt Tested projects designated as ON TO 2050 Regionally Significant Projects and changes to existing Not Exempt or Exempt Tested projects currently included in the FFY 2019-2024 TIP that are anticipated to be carried forward into the FFY 2023-2028 TIP. The analysis was subject to public comment from June 10 through August 13, 2022, and found that ON TO 2050 and the FFY 2023-2028 TIP meet all applicable requirements for conformity to the State Implementation Plan (SIP) and applicable provisions of the Clean Air Act.

The FFY 2023-2028 TIP was subject to public comment from June 10 through August 13, 2022. Since the release of the draft for public comment, staff has updated links, added additional data that was unavailable at the time of the draft publication, and updated text to reflect the final recommendations of ON TO 2050.

ACTION REQUESTED: Approval

Attachments: [TC\(Memo\)Conformity Supplement Plan Update Narrative September 2022](#)
[TC\(Memo\)PublicComment](#)
[Financial Plan Appendix September 2022](#)
[Indicators Appendix September 2022](#)
[Regionally Significant Projects Benefits Appendix September 2022](#)
[Socioeconomic Forecast Appendix September 2022](#)
[System Performance Report Appendix September 2022](#)
[Transportation Conformity Analysis Appendix September 2022](#)
[Travel Demand Model Documentation Appendix September 2022](#)
[2023-28 TIP Document Final Draft Sept2022](#)
[Public engagement appendix September 2022](#)
[Attachments for Public engagement appendix](#)

Jonathan Burch, CMAP, gave an overview of the plan update process and presented the ON TO 2050 Plan Update, the FFY 2023-2028 TIP and the ON TO 2050/FFY 2023-2028 TIP Conformity for approval recommending them to MPO Policy Committee and CMAP Board.

Chair Hector-Hsu, RTA, asked for clarification on the changes to conformity and whether they were reflected in the conformity appendix and whether CMAP would accept comments between this meeting and the final approval. Russell Pietrowiak, CMAP, responded that the conformity appendix deals with the process and that did not change. The change involved an update data set for the model which is not something included in the appendix. Jonathon Burch, CMAP, responded that CMAP always welcomes comments on its work products.

Audrey Wennick, MPC, express concern that comments received on road widening projects were not addressed properly, that the GHG emissions shown in the conformity memo are alarming with the lack of reduction shown over the plan's horizon, and that there is a lack of progress on the completion of the Regional Greenways and Trail Plan as demonstrated by the corresponding indicator. Jonathan Burch, CMAP, responded that more work is required regarding the enhancements bucket in the financial plan and the investments made towards non-motorized transportation in the Regional Greenways and Trails Plan. Craig Heither indicated that the CMAP has work planned to begin early next year on evaluation of RSPs in advance of the next plan's development. Heidi Persaud, CNT, seconded Audrey Wennick's comments and expressed disappoint in changes not being made to the RSPs with regard to comments received.

Leah Mooney, CTA, shared that it could be beneficial for the region to take a look at how it measures and accounts for emissions and in particular greenhouse gases.

A motion was made by Tollway Representative, seconded by Pace Representative, that the ON TO 2050 Plan Update, the FFY 2023-2028 TIP and the ON TO 2050/FFY 2023-2028 TIP Conformity determination be approved and referred to the MPO Policy Committee and CMAP Board. The motion carried by the following vote:

Aye: Academic Research Representative 1, Bike/Ped TF Representative, CDOT Representative, CMAP Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT-D1 Representative, IDOT - OIPI Representative, IDOT - OP&P Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative, SEWRPC Representative, Tollway Representative, FHWA Representative, and Will Co Representative

Nay: CNT Representative, and MPC Representative

Absent: Academic Research Representative 2, CoM Representative, IEPA Representative, and NIRPC Representative

Non-Voting: FTA Representative, and RTA Representative

4.04 Safety Action Agenda Update

[22-434](#)

PURPOSE & ACTION: CMAP staff will provide an update on the Safe Streets for All grant application and be available for discussion on the items presented at the July meeting.

ACTION REQUESTED: Discussion

Attachments: [Safety Update TC 29 July 2022](#)

As a continuation of the presentation made by Victoria Barrett, CMAP, at the July 29, 2022 meeting, the committee discussed the issue of traffic safety and the safety work that is being done.

The agenda item was discussed.

5.0 Legislative Updates

5.01 Draft Federal and State Advocacy Agendas

[22-443](#)

PURPOSE & ACTION: CMAP staff will present the draft agendas for committee discussion.

ACTION REQUESTED: Discussion

Attachments: [2023 Federal Advocacy Agenda DRAFT](#)
[2023 State Advocacy Agenda DRAFT](#)

Tim McMahon and Kasia Hart, CMAP, gave an overview presentation on the CMAP's draft 2023 Federal and State Advocacy Agendas.

The agenda item was presented.

6.0 Other Business

Chair Hector-Hsu, RTA, updated the committee that RTA's Agenda for Advocacy and Action is out for public comment and feedback through a survey. A link was provided in the meeting chat.

7.0 Public Comment

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion. It should be noted that the public comment period will begin immediately follow the last item on the agenda.

Doug Ferguson, CMAP, read into record an email from Robert Kastigar. The email asked "When will anything be done on the Weber Spur project? In particular, there is a short, less than 2000 foot section that would join the North Branch Trail on the south with the Sauganash Trail on the north." Vig Krishnamurthy, CDOT, responded that the City has been working with the UP railroad and their property group and looking at options to acquire the rail line property.

David Powe, Active Transportation Alliance (ATA), thanked the committee members and CMAP for all the work on the plan update and reiterate the comments that ATA and approximately 400 ATA members made on CMAP's goals of fighting climate change and improving safety that they felt are not congruent with the nearly 300 miles of roadway expansions included in the region plan update. ATA looks forward to working with CMAP and its constituent agencies to stop these roadway expansions and to change the modeling used in the evaluation of the projects selected for inclusion in future plans.

8.0 Next Meeting

The next meeting will be November 18, 2022.

9.0 Adjournment

A motion was made by Academic Research Representative 1, seconded by Lake Co Representative, that the meeting be adjourned. The motion carried by a voice vote.

The meeting was adjourned at 11:18 a.m.

Respectfully submitted,
Minutes prepared by Doug Ferguson

MEMORANDUM

To: CMAP Transportation Committee

From: CMAP Staff

Date: November 10, 2022

Subject: Transportation Improvement Program (TIP) Amendments

Purpose: TIP Amendment 23-03 was published to the eTIP web site on November 10, 2022 for committee review and public comment. A memo summarizing formal TIP amendment 23-03 and administrative amendments 23-03.1 and 23-03.2 are included in the meeting materials. Staff requests approval of TIP Amendment 23-03.

Action Requested: Approval of Formal TIP Amendment 23-03

Since the completion of the end of the federal fiscal year carryover to the 23-00 TIP, project programmers submitted 109 formal amendments for Transportation Committee consideration. Additionally, 108 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 23-02.

Formal Amendment 23-03

A total of 109 formal amendments were submitted for Transportation Committee approval on amendment [23-03](#). Due to the start of the federal fiscal year, nearly half of the formal changes were due to the movement of phases into or out of the current years (2023 – 2027) of the TIP. Cost adjustments made with these 51 projects added \$56.1 million in total cost to the TIP. Cost changes made on thirty-three (33) additional projects removed over \$130 million. Thirteen (13) projects were deleted from the TIP, removing another \$80.4 million, however all of these deletions were due to merging newly selected projects funded with STP-Local funds into existing TIP projects. Finally, twelve (12) new projects were added to the TIP totaling nearly \$90 million, with over \$60 million in federal participation. The overall change in total project cost within all prior, current, and future years due to this amendment is the removal of nearly \$65 million in total cost, as summarized below.

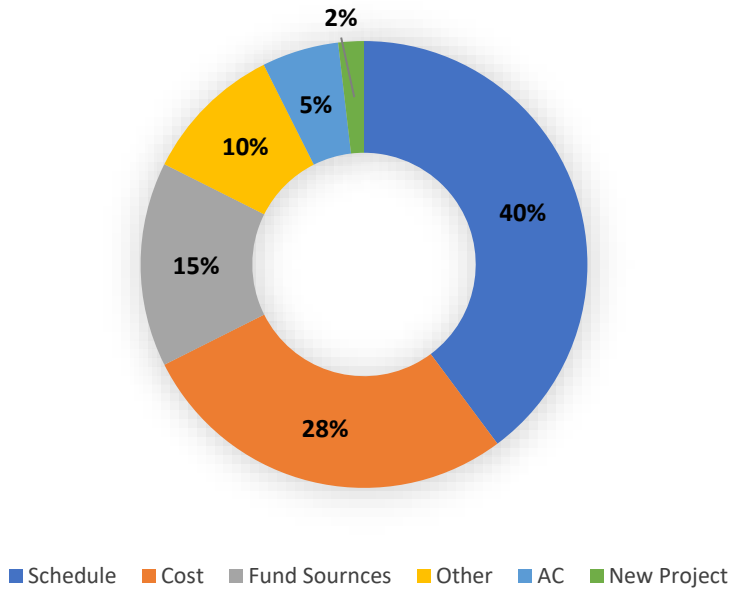
Type of change	# of projects	Change in total cost	Total cost before	Total cost after	Change in federal cost	Federal cost before	Federal cost after
Phase(s) added to or removed from TIP	51	\$56.1	\$1,868.4	\$1,924.5	\$13.0	\$1,224.4	\$1,237.5
Cost change	33	-\$130.3	\$4,573.8	\$4,443.5	\$28.3	\$225.8	\$254.0
Delete project	13	-\$80.4	\$80.4	\$0.0	-\$36.0	\$36.0	\$0.0
New Project	12	\$89.9	\$0.0	\$89.9	\$60.2	\$0.0	\$60.2
Grand Total	109	-\$64.8	\$6,522.6	\$6,457.9	\$65.6	\$1,486.2	\$1,551.7

All costs in \$ millions

Administrative Amendments 23-03.1 and 23-03.2

A total of 108 Administrative Amendments were submitted, reviewed, and accepted by staff on amendments 23-03.1 and 23-03.2. 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.

22-07.1 & 22-07.2 Administrative Amendments - Type of Change



Thirty (30) projects had cost changes below the thresholds for formal amendments or in years before or beyond the current TIP years. These changes resulted in nearly \$388 million in total cost and nearly \$50 million in federal participation being added to the TIP. The majority of the additional total cost (\$318 million) was an adjustment to the total cost for the Metra’s Rock Island Improvements, which is targeting completion in 2035. Cost adjustments made with changes to fund sources on sixteen (16) projects removed almost \$35 million from the TIP, \$26.5 million of which was federal funding. Cost adjustments made with six (6) projects were authorized in Advance Construction status added just over \$1 million in total cost. Two new

projects, with federal funding in years beyond FFY 2027 added \$17.6 million in total cost and anticipate future federal participation of nearly \$6 million. Schedule and other non-financial changes, such as updating project contact information, were submitted for fifty-four (54) projects. In total, over \$370 million in total cost was added to the TIP administratively. The type of change, number of projects affected, total project cost, and federal project cost information is shown in the following table. 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.

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 changes	30	\$387.7	\$955.7	\$1,343.3	\$49.7	\$483.6	\$533.2
Add, delete, or change fund sources	16	-\$34.7	\$783.3	\$748.6	-\$26.5	\$166.6	\$140.2
Phase(s) placed in AC status	6	\$1.2	\$33.4	\$34.6	\$1.0	\$13.8	\$14.7
New Project	2	\$17.6	\$0.0	\$17.6	\$5.9	\$0.0	\$5.9
Schedule	43	\$0.0	\$1,826.6	\$1,826.6	\$0.0	\$258.2	\$258.2
Other	11	\$0.0	\$61.8	\$61.8	\$0.0	\$18.0	\$18.0
Grand Total	108	\$371.8	\$3,660.7	\$4,032.5	\$30.0	\$940.2	\$970.2

All costs in \$ millions



MEMORANDUM

To: Transportation Committee

From: CMAP Staff

Date: November 7, 2022

Subject: Advisory Group findings and recommendations for subcommittees and working groups

Purpose: To review the findings and recommendations of the Advisory Group formed by the MPO Policy Committee to examine expected new responsibilities outlined in the Infrastructure and Investment and Jobs Act (IIJA), the impact of new functions, and the procedures and organizational structure of the sub-committees and working groups that inform the Policy Committee.

Action Requested: Discussion

Background

At the MPO Policy Committee meeting in June, CMAP staff were directed to work with the Transportation Committee to develop recommendations related to the expected new responsibilities and functions required by IIJA and the procedures and organizational structure for sub-committees and working groups necessary to implement the new transportation bill obligations.

CMAP staff identified a small advisory committee representative of CMAP's breadth of transportation stakeholders to work on recommendations for the Transportation Committee at large. The advisory group met three times in August and September and included:

- Jessica Hector-Hsu, Regional Transportation Authority Director, Planning and Market Development and Transportation Committee Chair
- Kevin Carrier, Lake County DOT Director of Planning and Programming and Transportation Committee vice chair
- Jeff Sriver, Chicago Department of Transportation Director of Transportation, Planning and Programming, and member of both the **STP and CMAQ and TAP-L Project Selection Committees**

- Alice Gallagher, Western Springs President, and member of the **STP Project Selection Committee**
- Rocco Zuccherro, Illinois Tollway Chief Planning Officer
- Mike Vanderhoof, IDOT Bureau Chief of Planning, and **UWP Committee** Chair

Goals

The primary goal of the advisory group was to review the roles and responsibilities of the agency's subcommittees, task forces, and working groups that inform the MPO Policy Committee's decision-making or have been delegated to act on behalf of the MPO Policy Committee and to provide that these groups are appropriately structured to both carry on with current work and to inform or manage new responsibilities in the metropolitan planning section of the IJJA. An additional goal was to address the post-pandemic desire for hybrid meetings and to balance that with the desire for public engagement and the requirements of the Open Meetings Act.

Process overview

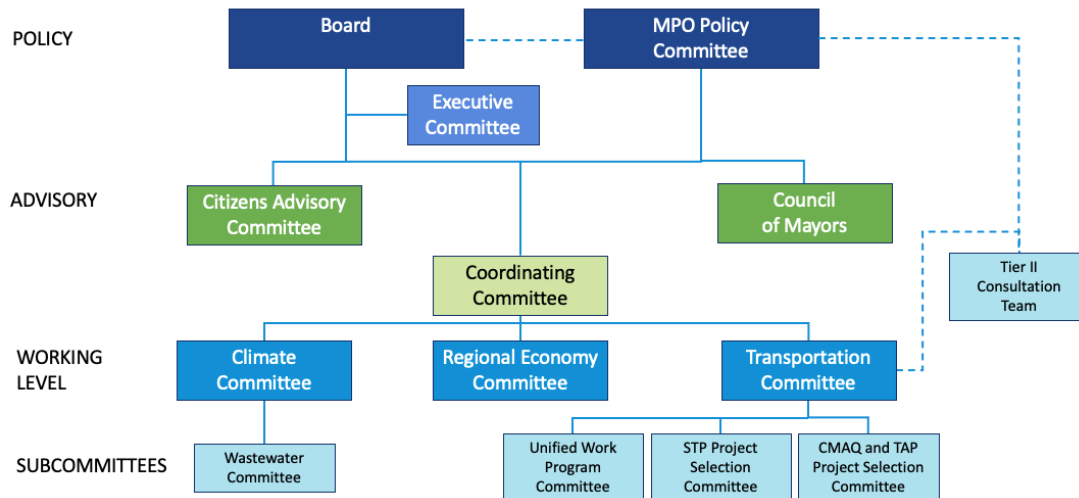
At the first two meetings, staff provided background on the history and evolving roles and responsibilities of the agency's committees, including project selection subcommittees, as well as a national scan comparing 17 MPOs federal planning budgets, sub-allocation of funds, sources of matching funds, and the decision-making process for use of federal planning funds.

Over the course of these meetings, CMAP staff worked with this advisory group to examine the scope, authority, and membership of the committees mentioned in this memo, discuss the

most strategic and efficient use of partner time and thought leadership within this structure, and make the recommendations outlined below.

Current Committee Structure

Current Committee Structure



The above diagram shows the existing committee structure. Each body included in the diagram is a public body based on its formation and is required to comply with the Open Meetings Act.

Recommendations

At the conclusion of the meetings the advisory group provided feedback on CMAP staff proposals which included the following general recommendations:

- Standardize bylaws
- Document membership for each committee
- Standardize project selection processes for each committee and working group
- Create a regular reporting cadence for CMAP to share the activities of the various bodies

The CMAP staff proposal also includes minor changes to the committee and subcommittee structure reporting to the Transportation Committee. All changes would go into effect, pending discussion at the full Transportation Committee and approval by MPO Policy Committee, at the start of FY2024 in July of 2023. These changes include:

- **Provide additional meeting time at the Transportation Committee to discuss transportation policy and strategy.** The Transportation Committee typically meets 7 times per year, to align with the seven annual IDOT construction lettings. The meetings are currently focused on programmatic needs, such as TIP amendments and conformity determinations, with additional topics filling the remaining available time on the agendas. There are varied topics which emerge and would benefit from regional

discussion and idea exchange. One example is the Strategic Direction which will guide and focus CMAP's work over the next five years. These discussions are important and will contribute to a more coordinated and collaborative region. This would require additional time which could be gained through expanding the annual meeting calendar, by extending the seven regular meetings to include strategic discussion sessions, or by a combination of these strategies. These additional meetings and/or extended meeting times would also allow for strategic discussions and coordination of new initiatives within the region, including the safety action agenda, ADA transition plans, and regional electric vehicle charging network.

- **Re-classifying the STP and CMAQ and TAP-L project selection committees and the UWP Committee as working groups.** CMAP will convene these working groups to engage in discussions and CMAP will share the work and recommendations from these groups to the Transportation Committee, as well as the CMAP Board and other Policy Committees. This structure aligns with CMAP's role as a regional convener, bringing together stakeholder groups on a range of topics.

These adjustments allow for greater flexibility to include a broader range of non-member participation for informal discussions. It will require that the Transportation Committee allot additional time to discuss input and feedback from working groups (CMAQ, TAP, STP, and UWP) and then consider and adopt policies, procedures, and programs at the Transportation Committee meeting in order to provide for open stakeholder and public participation. Public participation during the open Transportation Committee meeting allows members of the public an opportunity to participate and comment on the work done within the region. Given that the STP Project Selection Committee was recently established, the committee recommends no adjustments to the agreement between the Councils of Mayors and City of Chicago, which formed the STP Project Selection Committee with specific authority and voting membership in 2017.

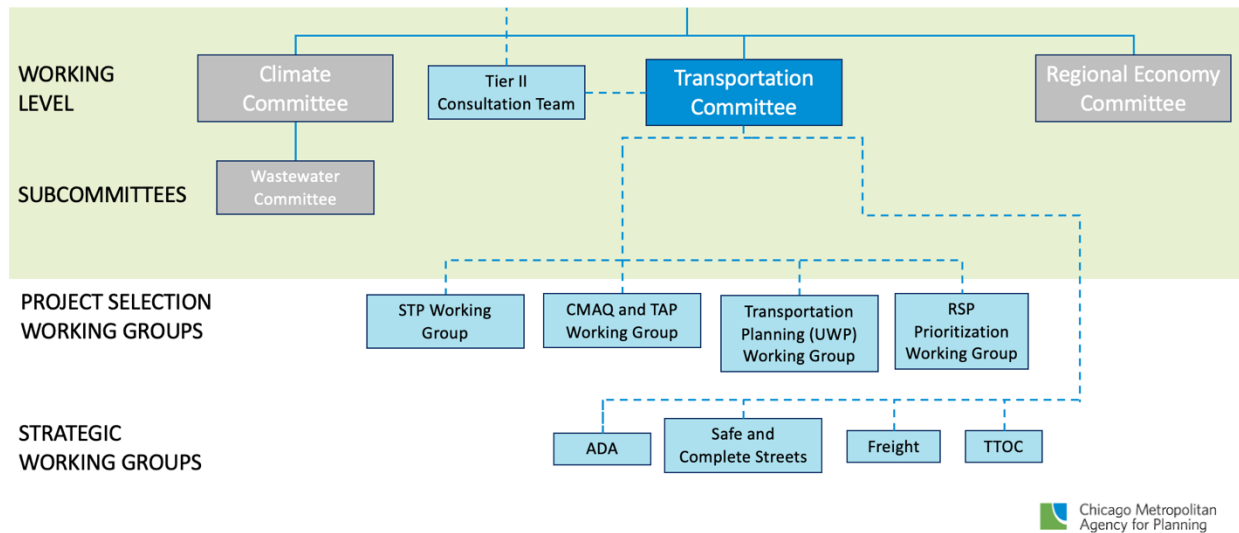
- **Convene stakeholders on grant opportunities to advance regionally-significant projects.** CMAP should form a working group to focus on regional project coordination. This working group would focus on identifying and aligning the region's most competitive priority projects with Infrastructure Investment and Jobs Act (IIJA) funding and other opportunities. This standing working group would meet regularly to track progress of projects, identify upcoming grant opportunities, discuss partnerships and collaboration, and continue to update the region's priority project list on an annual basis. This working group would benefit from having one or more members from the Transportation Committee.
- **Build off safety working group and bicycle and pedestrian task force to align with federal goals of Safe and Complete Streets.** Transition the existing separate safety task force and retired bicycle and pedestrian task force into a standing Safe and Complete Streets working group to provide partner feedback and thought leadership on CMAP's new Safe and Complete Streets program. This working group would benefit from having one or more members from the Transportation Committee.

- **Develop a regular cadence of sharing input and feedback collected from regional partners and working groups with the Transportation Committee and/or the MPO Policy Committee.**

These changes are reflected in this proposed structure:

Proposed new structure

Project selection and strategic working groups



Under these proposed recommendations, the CMAP Executive Director (and CMAP staff) will share updates from the working groups with Board, MPO Policy Committee and Climate Committee, Transportation Committee and Region Economy Committee consistent with CMAP’s practice for existing working groups.

Conclusion

The recommended changes will allow for greater transparency and comprehensive policy and programming discussion at the Transportation Committee level. These changes will require stronger documentation of rules and criteria to ensure that decisions are made in a standardized manner. With the influx of additional work and opportunities available through IJJA, the region is benefited by a combination of both structured and more flexible opportunities to engage with thought partners and collaborate on strategy and decision-making, especially with regionally significant projects.

MEMORANDUM

To: CMAP Transportation, Regional Economy, and Climate Committees

From: CMAP Staff

Date: November 9, 2022

Subject: Conclusion of Mobility Recovery and plans for upcoming transit system report

Purpose: Presentation on the agency's Mobility Recovery initiative, including a preview of the project's final recommendations and a review of CMAP's ongoing work to prepare for the development of the transit system report required by the Illinois General Assembly. The presentation will include an overview of potential opportunities for members of CMAP's working committees to engage in the report development process.

Action Requested: Discussion

In mid-2020, at the request of the region's seven County Board Chairs and the City of Chicago's COVID-19 Recovery Task Force, the Chicago Metropolitan Agency for Planning (CMAP) initiated a project to plan for the durable, medium- to long-term transportation challenges prompted or worsened by the COVID-19 pandemic. Through this project, referred to as the Mobility Recovery initiative, CMAP and stakeholders have worked together to understand these challenges and develop strategies for the region in response.

After two years of work, the Mobility Recovery effort is approaching its conclusion. This memo provides an overview of the anticipated final project recommendations, which include strategies to invest in a stronger and more financially secure transit system, to encourage safe and active travel, and to balance the impacts and benefits of increased freight and e-commerce activity.

CMAP is now planning for its upcoming work to advance these recommendations. As required by [Public Act 102-1028](#), CMAP is preparing to develop and submit a report of recommendations to the Governor and General Assembly of the State of Illinois on several topics related to the transit system of northeastern Illinois. This work will leverage the recommendations of the Mobility Recovery initiative, as well as other relevant efforts such as the RTA's strategic plan. The scope, timeline, and approach are outlined below.

Mobility Recovery initiative

Project background

The COVID-19 pandemic significantly reshaped the ways people and communities travel in the region, creating durable shifts in the number of people using the transportation system, as well as when and where they take their trips.

Travel patterns changed nearly overnight in March 2020, as residents adjusted to restrictions, closures, remote work, and online learning. In the pandemic's early months, compared to pre-COVID levels, car travel fell by nearly 50 percent, congestion by 40 percent or more, and regional transit ridership by as much as 80 percent, resulting in higher travel speeds and more traffic deaths on our roads.

Over the last two years of the region's recovery, much of that travel has resumed. However, the transportation system will need to accommodate new and different demands moving forward. For example, transit ridership remains well below 2019 levels, in part because more regional workers will continue to work remotely, at least part of the time, compared to pre-pandemic levels. But the transit system remains critical to the region's broader success. Residents, visitors, and regional businesses rely on the mobility and accessibility the system enables – for trips to work, to school, to healthcare, and so much more. Without sufficient fare revenue, transit services oriented around peak commute times need funding alternatives that ensure frequency, reliability, speed, and safety for all riders. To ensure the transportation system continues to provide access to opportunities throughout the region, officials must plan for a system that is operationally and financially resilient to these shifting demands.

While transit ridership has continued to regrow, trips by personal vehicles have already returned to near or above pre-pandemic levels. But many of those trips are now happening at different times, with fewer trips during the traditional “rush hour” and more spread out throughout the day. They are also happening in new places, with more trips based around the home and fewer around a place of work – leading to new demands for travel, including on active and sustainable modes, in communities throughout the region. And for some types of vehicles, like trucks, vehicle volumes quickly exceeded pre-COVID levels early in the pandemic, reflecting the significant increase in freight activities like e-commerce. While there are economic benefits to this activity, and to the region's broader role as the freight hub of North America, it comes with tradeoffs including increased emissions and impacts to air quality.

Based on these factors, CMAP embarked on developing a plan using research and data analysis along with stakeholder input to develop recommended strategies that address these transportation challenges.

Project approach

Over the last two years, staff and consultants have worked to develop a plan for the region to overcome the mobility challenges posed or exacerbated by the pandemic. This work included:

- Extensive stakeholder engagement through a steering committee and engaging the Transportation Equity Network (TEN)
- Policy research on relevant efforts in U.S. and global peer regions

- Travel modeling and assessment of shifts in transportation, travel patterns, housing, employment, and hybrid and remote work, including implications for congestion, emissions, and transportation system finances
- Development of recommendations for how the region should act in response to these shifts

Stakeholder Engagement

To guide the project, CMAP convened a steering committee of regional stakeholders from more than 30 organizations representing transportation agencies, the region’s transit service providers, the CMAP Board, counties, municipalities, civic groups, and advocacy organizations. The steering committee provided insights into the region’s needs, reacted to technical research, and offered guidance on implementation and solutions toward recovery from the pandemic. In addition to regular meetings, staff also met with steering committee members in one-on-one or small group discussions regularly over the project to gather additional feedback.

Six steering committee meetings
 2021: February, March, November
 2022: February, July, October

CMAP also recognized the importance of engaging directly with representatives of community groups in this work. To gather this feedback and input, staff also regularly met with members of the [Transportation Equity Network \(TEN\)](#). TEN members participated in five focus group events to help the CMAP and consultant team prepare for steering committee events and two large group workshops in April and August of 2022. Members shared firsthand accounts of how the pandemic had influenced their communities, articulated their expectations for change, and provided feedback on potential recovery policy and project recommendations. They also reiterated a consistent message that returning to the status quo would not be sufficient.

What is TEN?
 A coalition of community groups, equitable transportation advocates, civic organizations, and other stakeholders whose mission is to work with decision makers to embed racial equity and mobility justice into transportation through community-driven decisions and investments.

Report recommendations

This memo summarizes the report’s recommendations and supporting strategies (which fall into three broad categories). The final report will be published this fall and include additional details, context and visualizations presenting the rationale for their implementation.

Category	Recommendations
<p>Invest in a stronger and more financially secure transit system</p>	<p><i>Enable faster and more reliable bus service</i> Accelerate the installation of bus priority infrastructure; enable automated camera enforcement for bus lanes; support bus priority projects through increased staffing capacity</p> <p><i>Develop a more integrated and affordable transportation system</i> Integrate regional fare and transfer structures; improve integration between transit and complementary modes; fund and implement subsidized fares for travelers with limited incomes</p> <p><i>Identify and enacting new revenues for transit</i> Support public transit with new or additional revenues from the road system; consider broadening the state sales tax base; pursue additional reforms to increase public transit funding at the state level; reform the farebox recovery ratio requirement</p>
<p>Enable expanded travel by safe and active modes</p>	<p><i>Invest in infrastructure that increases the safety and attractiveness of active and sustainable modes</i> Promote the adoption of complete and safe streets; enable local camera enforcement for speeding and bike lane obstruction; build continuous networks of bike lanes, sidewalks, and paths</p> <p><i>Update development regulations and land use to reflect changing travel demand and make active and sustainable modes realistic choices</i> Pursue transit-oriented redevelopments of underutilized surface parking lots; incentivize transit-supportive land use and development in proximity to existing transit nodes</p>
<p>Balance the benefits and impacts of e-commerce and other freight activity</p>	<p><i>Accelerate the electrification of freight systems</i> Facilitate the electrification of freight vehicles in vulnerable communities; advance state regulations to accelerate electrification at a regional scale</p> <p><i>Work with employers to increase options for employee commutes</i> Promote transportation demand management (TDM) strategies and other investments that connect regional residents to warehousing, TDL, and other hard-to-access job opportunities; develop more comprehensive state and local requirements or incentives that promote access to regional opportunities</p>

Next steps

CMAA is now planning for subsequent work to advance the recommendations outlined above, both through its own activities and collaboration with regional implementers.

Staff anticipate that the bulk of the agency’s efforts on these topics in FY23 will be to implement the recommendations that relate to region’s transit system, specifically through the

development of the transit system report required by the Illinois General Assembly. This focus is reflective of the importance of the regional transit system to all of CMAP's goals, as well as the magnitude of the challenge facing the system. As that work proceeds, CMAP will continue to identify opportunities to advance all the recommendations outlined above, including through its funding programs, regional coordination, and preparation for the next regional planning process.

Transit system report

Project background

As required by [Public Act 102-1028](#), CMAP is now preparing to develop and submit a report of recommendations to the Governor and General Assembly of the State of Illinois on several topics related to the transit system of northeastern Illinois. The Act requires that the report will address changes to the recovery ratio, sales tax formula and distributions, governance structures, regional fare systems, and any other changes to State statute, Authority, or Service Board enabling legislation, policy, rules, or funding that will ensure the long-term financial viability of a comprehensive and coordinated regional public transportation system that moves people safely, securely, cleanly, and efficiently, and that supports and fosters efficient land use.

The report must also consider recommendations related to racial equity, climate change, and economic development, as well as the RTA's own strategic planning work. In addition, the Act requires that the report development include meaningful public engagement and the support of a steering committee composed of "representatives of business, community, environmental, labor, and civic organizations." Finally, the report must be approved by CMAP's Board and MPO Policy Committee prior to submission to the Governor and General Assembly on or before January 1, 2024.

In developing the report, staff and steering committee members will draw from the extensive body of work conducted on these topics in recent years, including the Mobility Recovery effort outlined above. Other inputs will include but will not be limited to:

- Invest in Transit and the RTA's ongoing strategic planning efforts
- COVID response efforts underway at CTA, Metra, and Pace
- Relevant prior CMAP work, such as Equity in Transportation Fees, Fines, and Fares
- Recommendations and principles from ON TO 2050

Project approach

CMAP is actively putting together an approach and team that can deliver the information requested on the timeline required by the State. CMAP will manage the overall project, coordinating as needed between consultants, staff, and stakeholders.

The development of the report will be guided by a steering committee, members of which will also serve on one of three topical working groups. More details on the content to be addressed by each of the three working groups is available in the "Anticipated deliverables" section below. CMAP staff are currently reaching out to potential steering committee members to round out membership within the three topical working groups.

Steering committee members will engage with CMAP staff, consultants, public sector subject matter experts, and the results of the public engagement process as they develop project recommendations.

CMAP staff will also ensure that both steering committee members and other regional stakeholders are kept apprised of the project's overall progress. In addition to the steering committee process, this will include regular presentations to CMAP's MPO Policy Committee, Board, and working committees, as well as other venues as needed (such as the RTA Board).

Additionally, CMAP will conduct meaningful public engagement as part of the report development process. Staff anticipate that this will include engagement with the public and community organizations via a public opinion survey, the CARE program, focus groups, and/or other techniques to be determined.

Anticipated deliverables

Project deliverables will include:

1. An approved report of recommendations to be submitted to the Illinois General Assembly that provides solutions to the immediate crisis in ways that also address longstanding problems. The report will set the context of the challenges facing the system and the consequences of inaction. The report's recommendations will give special attention to areas where the state has an important role in addressing these challenges, although areas of combined state and regional action will also be included. Topics to be explored within each working group will likely include:
 - a. **Defining the system we want (WG1)**, including
 - i. How to provide seamless transfers and affordable access across modes such as changes to the fare structures and transfer discounts,
 - ii. Investing in faster, more frequent, and more reliable bus service, and
 - iii. Incentivizing transit-supportive land use in the context of existing transit nodes, in support of ongoing preliminary conversations about regional rail
 - b. **Identifying how to pay for such a system (WG2)**, including
 - i. New revenues, such as a broader state sales tax base, new revenues from the road system, state funding reforms, and/or others
 - ii. Operational savings, such as assessing the cost implications of investments identified in WG1, and
 - iii. Maximizing the value of existing resources, including strategies to rebuild ridership and its associated fare revenue and other input into future fare revenue policies
 - c. **Determining how to implement this system (WG3)**, including:
 - i. Changes to governance and funding distribution necessary to support recommendations identified in WG1 and WG2
 - ii. Any other changes necessary to implement identified solutions
2. A steering committee that is highly engaged and prepared to champion recommendations
3. An approach to advancing identified recommendations alongside regional partners, including any required legislative, communications, or coordination activities

Timeline

Activity/Milestone	Timing
Complete scoping, procurement, and project planning	July – Dec. 2022
Engage Board, MPO Policy Committee, and working committees in project planning	Oct. 2022 – Dec. 2022
Milestone: Convene steering committee	Jan. 2023
<ul style="list-style-type: none"> • Hold steering committee and subcommittee meetings • Provide regular updates to the Board, MPO Policy Committee, and working committees • Conduct public engagement • Develop and finalize recommendations through the steering committee process, leveraging CMAP staff and consultant support 	Jan. – Sept. 2023
Milestone: Board and MPO approve report content	Oct. 2023
<ul style="list-style-type: none"> • Complete design of report document (if needed) • Socialize recommendations with potential champions and involved parties (e.g., members of the ILGA, state officials, regional stakeholders) 	Nov. – Dec. 2023
Milestone: Finalize and submit report to legislature	On or before Jan. 1, 2024