



MPO POLICY COMMITTEE

AGENDA - FINAL

Thursday, June 13, 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 until Wednesday, June 12, 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/85003934401?pwd=c8iHEB2dAJLGSu7i04UZtsN8REb5sy.1>

Conference Call number: 312 626 6799 US (Chicago)

Meeting ID: 850 0393 4401 Passcode: 775974

CMAP provides the opportunity for public comment. Individuals are encouraged to submit comment by email to 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) 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 March 14, 2024** [24-280](#)

PURPOSE & ACTION: Review and approval of meeting minutes.

ACTION REQUESTED: Approval

Attachments: [MPO Policy Committee 03.14.24 Minutes](#)

4.0 CMAP Announcements**4.01 Executive director's report** [24-279](#)

PURPOSE & ACTION: An update of notable activities of the agency and the executive director.

ACTION REQUESTED: Information

4.02 CMAP Board update [24-278](#)

PURPOSE & ACTION: An update on CMAP Board meeting activities will be provided.

ACTION REQUESTED: Information

4.03 Council of Mayors' Executive Committee report [24-277](#)

PURPOSE & ACTION: A report on the activities of the Council of Mayors Executive Committee will be provided.

ACTION REQUESTED: Information

5.0 Items for Approval**5.01 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. The Transportation Committee recommends approval of the ON TO 2050/2023-2028 TIP Conformity Analysis and TIP amendment 24-08. A memo summarizing the conformity amendment is included in the meeting materials.

ACTION REQUESTED: Approval

Attachments: [ONTO 2040 2024-2028 TIP Conformity Analysis & TIP Amendment 24-08](#)
[Formal TIP Conformity Amendment 24-08](#)

5.02 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. The Transportation Committee recommends approval of the attached amendments to be included in the TIP.

ACTION REQUESTED: Approval

Attachments: [FFY 2024-2029 STP local programs in TIP memo](#)
[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](#)

5.03 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. The Transportation Committee recommends approval of the subarea allocations between northwest Indiana- northeastern Illinois and southeastern Wisconsin-northeastern Illinois.

ACTION REQUESTED: Approval

Attachments: [FTA Funding Splits memo](#)

5.04 Cooperative Agreement for Coordination of Land Use - Transportation Planning in the Round Lake Beach-McHenry-Grayslake IL-WI Urbanized Area [24-273](#)

PURPOSE & ACTION: Federal regulations require an agreement between the MPOs, the States, and the public transportation operators describing how the metropolitan transportation planning process will be coordinated to assure the development of consistent metropolitan transportation plans and TIPs across the Metropolitan Planning Area boundaries.

ACTION REQUESTED: Approval

Attachments: [Coop Agreements Memo](#)
[CMAP-SEWRPC Agreement](#)

5.05 Cooperative Agreement for Coordination of Land Use - Transportation Planning in the Chicago/Gary/Lake County, IL-IN Urbanized Area [24-274](#)

PURPOSE & ACTION: Federal regulations require an agreement between the MPOs, the States, and the public transportation operators describing how the metropolitan transportation planning process will be coordinated to assure the development of consistent metropolitan transportation plans and TIPs across the Metropolitan Planning Area boundaries.

ACTION REQUESTED: Approval

Attachments: [Coop Agreements Memo](#)
[CMAP-NIRPC Agreement](#)

5.06 Resolution reaffirming the Metropolitan Planning Area (MPA) Boundary [24-275](#)

PURPOSE & ACTION: Following each decennial census, the Census Bureau designates Urbanized Area boundaries throughout the nation, which causes a review of the Metropolitan Planning Area for each MPO. For northeastern Illinois, there were no substantive changes to the Urbanized Area boundaries following the 2020 Census, therefore CMAP staff in consultation with IDOT staff have determined that the existing metropolitan boundary for this region is accurate and correct. Staff requests the MPO Policy Committee affirm and approve the existing boundary.

ACTION REQUESTED: Approval

Attachments: [MPA Boundary Memo](#)
[Resolution to Affirm the MPA Boundaries 2024](#)
[Metro Planning Area Map](#)

6.0 Information Items**6.01 Appointment of a subcommittee for nominating the vice chair of the MPO Policy Committee [24-281](#)**

PURPOSE & ACTION: The MPO Policy Committee's by-laws require the Chair of the MPO Policy Committee to appoint a subcommittee of five members of the Policy Committee to nominate candidates for election to the office of vice chair of the Policy Committee for the following year. The names of the appointed subcommittee members will be announced at the meeting.

ACTION REQUESTED: Information

Attachments: [Appointment of a Subcommittee Memo](#)

6.02 Memorandum of Understanding between the CMAP Board and MPO Policy Committee [24-235](#)

PURPOSE & ACTION: The CMAP Board and MPO Policy Committee jointly adopt a Memorandum of Understanding (MOU) that is the framework for integrating land use and transportation through CMAP's regional comprehensive planning process. The MOU is to be reaffirmed periodically and will be brought before both boards at their annual joint meeting in October 2024. It is being shared for informational purposes in advance of the October joint meeting.

ACTION REQUESTED: Information

Attachments: [CMAP-MPO MOU Memo](#)

6.03 Regional Transportation Plan (RTP) update [24-266](#)

PURPOSE & ACTION: CMAP is proceeding with initial steps in the multi-year process to develop the 2026 Regional Transportation Plan (RTP), including a socioeconomic forecast and a review and summary of county, regional, state, and federal transportation plans. Presentations will include overviews of these projects.

ACTION REQUESTED: Information

Attachments: [Socioeconomic Forecast Memo](#)
[Analysis of transportation plans and priorities for 2026 RTP Memo](#)

6.04 Speed Management Report Overview[24-284](#)

CMAP recently released a report, titled “Speed Management: Addressing our regional traffic safety crisis.” An overview of the findings will be presented, including the role of speeding in regional traffic safety and recommendations for CMAP and its partners, to address the issue of speeding through design, policy, education, and equitable enforcement.

Information

Attachments: [Speed management report memo](#)
[Speed management executive summary 2024 FINAL](#)

6.05 Legislative update[24-283](#)

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

ACTION REQUESTED: Information

Attachments: [June MPO Policy 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 a joint meeting with the CMAP Board and is scheduled for October 8, 2024.

10.0 Adjournment



MPO POLICY COMMITTEE

MEETING MINUTES - DRAFT

Thursday, March 14, 2024

9:30 AM

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1.0 Call to Order and Introductions

Vice-Chair Killen called the meeting to order at 9:31 a.m.

Present: IDOT Representative, CDOT Representative, CMAP Representative 1, CTA Representative, Cook Co Representative, CoM Representative, Tollway Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative and RTA Representative

Absent: CMAP Representative 2, DuPage Co Representative and Will Co Representative

Non-Voting: FHWA Representative, FTA Representative and Class I Railroads Representative

Noting a physical quorum, Pro-Tem Chair Killen reported that requests were received from FTA Representative Mark Kane, IDOT Representative Secretary Omer Osman, RTA Representative Leanne Redden, and Kendall County Representative Scott Gengler to attend the MPO Policy Committee meeting virtually in compliance with the Open Meetings Act requirements.

A motion was made by CMAP Representative 1 Frank Beal, seconded by Council of Mayors Representative Jeff Schielke, to allow the remote participation of members in compliance with the Open Meetings Act requirements. The motion carried by the following vote:

Aye: CDOT Representative, CMAP Representative 1, CTA Representative, Cook Co Representative, CoM Representative, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative and Pace Representative

Absent: CMAP Representative 2, DuPage Co Representative and Will Co Representative

Non-Voting: FHWA Representative and Class I Railroads Representative

Not Present: IDOT Representative, FTA Representative, Tollway Representative, Kendall Co Representative and RTA Representative

Secretary Omer Osman served as IDOT Representative, Vignesh Krishnamurthy served as CDOT Representative, Frank Beal served as CMAP Representative 1, Tom Evenson served as Class I Railroads Representative, Jennifer Killen served as Cook County Representative, Jeff Schielke served as Council of Mayors Representative, Molly Poppe served as CTA Representative, Jon Paul Kohler served as FHWA Representative, Mark Kane served as FTA Representative, Cassandra Rouse served as Illinois Tollway Representative, Tom Rickert served as Kane County Representative, Scott Gengler served as Kendall County Representative, Shane Schneider served as Lake County Representative, Scott Hennings served as McHenry County Representative, Jim Derwinski served Metra Representative, Erik Llewellyn served as Pace Representative, and Leanne Redden served as RTA Representative

Staff present: Nora Beck, Bill Barnes, Michael Brown, John Carpenter, Teri Dixon, Kama Dobbs, Doug Ferguson, Ryan Gougis, Jane Grover, Kasia Hart, Craig Heither, Aimee Lee, Martin Menninger, Richard Norwood, Stephane Phifer, Russell Pietrowski, Elizabeth Scott, Ryan Thompto, Jennie Vana, Blanca Vela-Schneider, Isaura Velez, Laura Wilkison

Others present: Garland Armstrong, Christina Bader, Holly Bieneman, Andy Brinkerhoff, Lynette Ciavarella, John Donovan, Drew Duffin, Brian Larson, Adella Bass-Lawson, Elaine Bottomley, Kevin Carrier, Eric Czarnota, Jackie Forbes, Jennifer Henry, George Kandathil, Mark Kane, Mike Klemens, David Kralik, Jill Leary, Heidi Lichtenberger, Heather Mullins, Jeffrey Nolish, Matt Pasquini, Leslie Rauer, Karyn Robles, Leon Rockingham, Joe Surdam, Megan Swanson, Maulik Vaishnav

Pro-Tem Chair Killen turned the meeting over to Chair Osman.

2.0 Agenda Changes and Announcements

Chair Osman indicated that there are no changes to the agenda. He reported that Vershun Tolliver will serve as the new Illinois Division Administrator for the Federal Highway Administration, and he thanked Chris Hall for leading the office in the interim. Jon Paul Diipla was selected to fill the Metropolitan Planning Specialist position in the Chicago Urban Satellite Office effective April 7. Chair Osman announced the upcoming retirement of Jon-Paul Kohler.

Chair Osman reported that IDOT has set a 2.6 percent statewide reduction target for tailpipe CO2 emissions from 2022 to 2026 and expressed excitement in learning more about CMAP's effort to set the region's target which will inform and benefit from its ongoing Climate Action Planning work.

3.0 Approval of Minutes

3.01 Minutes from January 11, 2024

[24-113](#)

Attachments: [MPO Policy Committee 01.11.24 Minutes](#)

A motion was made by Cook Co Representative Killen, seconded by CoM Representative Schielke, that the January 11, 2024 meeting minutes be approved. The motion carried by the following vote:

Aye: IDOT Representative, CDOT Representative, CMAP Representative 1, CTA Representative, Cook Co Representative, CoM Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative and RTA Representative

Absent: CMAP Representative 2, DuPage Co Representative and Will Co Representative

Non-Voting: FHWA Representative, FTA Representative and Class I Railroads Representative

Not Present: Tollway Representative

4.0 CMAP Announcements

4.01 Executive director's report

[24-114](#)

Erin Aleman, Executive Director, announced that the deadline for the next round of Technical Assistance Call for Projects is Friday, March 22 at noon. She reported CMAP maintains the Travel Demand Model for the region and that the data comes from the Household Travel Survey which is conducted every 10 years. A small pilot of the next Household Travel Survey will be conducted in April to make sure the mechanics of the survey tool is working correctly before the official launch, anticipated for later in the year.

Executive Director Aleman also reported on the federal FY 2025 budget which includes \$350 million in USDOT funding for CTA's red line extension project.

(Illinois Tollway Representative Cassandra Rouse arrived at 9:43 a.m.)

The Executive director's report was received and filed.

4.02 Council of Mayors' report

[24-115](#)

Council of Mayors' Representative Jeff Schielke noted that the January 23, 2024 Council of Mayors'

meeting was cancelled. He raised awareness of cyber threats and crimes against the senior community. He also acknowledged the technical challenges facing the senior community, particularly related to transportation. Illinois Tollway Representative Cassaundra Rouse discussed initiatives the Tollway has taken to assist individuals who have little technological experience with computers and mobile applications. Metra Representative Jim Derwinski remarked that Metra has installed vending machines at all of its stations and that conductors continue to accept cash payments on its train lines.

The Council of Mayor' report was received and filed.

4.03 CMAP Board update

[24-116](#)

RTA Representative Leanne Redden provided an update of CMAP Board activity. At its February 14, 2024 Board meeting, the CMAP Board reviewed and approved the FY 2025 Comprehensive Budget and Work Plan, a copy of which is included in the Committee's packet under agenda item 5.01, Proposed FY 2025 Unified Work Program (UWP) for Northeastern Illinois. The Board also received an update on CMAP's innovative outreach and engagement approaches and discussed ways in which the Board members engaged with members of their community. At its March 13, 2024 Board meeting, the Board voted on proposed legislative changes to the Regional Planning Act. An update on the proposed changes, along with other legislative information, will be presented later in the meeting. There was also a presentation on the Regional Climate Action Plan and the MPO will also see a presentation of this later today.

Separately, RTA Representative Redden remarked on the safety summit hosted by the RTA regarding the challenges public transportation is facing as it relates to safety and security.

The CMAP Board update was received and filed.

5.0 Other Items for Approval

5.01 Proposed FY2025 Unified Work Program (UWP) for Northeastern Illinois

[24-112](#)

Attachments: [Proposed FY2025 UWP Budget Memo](#)
[Proposed FY2025 Unified Work Program](#)
[Proposed FY2025 Budget and Work Plan Memo](#)
[CMAP Proposed FY2025 Budget and Regional Work Plan](#)

Erin Aleman, Executive Director, presented the FY 2025 Unified Work Program (UWP) for Northeastern Illinois including a brief video. The CMAP Board approved the proposed FY 2025 Budget and Work Plan which outlines revenues, expenses, and sub-awards to partner agencies and the associated matching funds for the next fiscal year. The FY 2025 UWP is a companion document to CMAP's budget and work plan, and outlines core activities carried out by CMAP, as well as core and competitive-funded activities. The FY 2025 UWP was approved by the Transportation Committee at its March 1, 2024 meeting.

Executive Director Aleman provided highlights of the comprehensive budget including revenue and expenses. She reviewed the UWP sub-awards and core MPO Activities.

Discussion ensued regarding competitive funds, data governance, and consultant costs.

A motion was made by CoM Representative Schielke, seconded by CMAP Representative 1 Beal, that the Proposed FY 2025 Unified Work Program (UWP) for Northeastern Illinois be approved. The motion

carried by the following vote:

- Aye:** IDOT Representative, CDOT Representative, CMAP Representative 1, CTA Representative, Cook Co Representative, CoM Representative, Tollway Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative and RTA Representative
- Absent:** CMAP Representative 2, DuPage Co Representative and Will Co Representative
- Non-Voting:** FHWA Representative, FTA Representative and Class I Railroads Representative

6.0 Information Items

6.01 Legislative update

[24-104](#)

Attachments: [Legislative Update](#)

Laura Wilkison, Senior Director and Policy Advisor, provided a legislative update. CMAP is seeking a \$5 million appropriation from the state to continue the broader scope of work in the Regional Planning Act, including housing, climate, and economic development, that is currently funded solely through the use of grants. CMAP has also filed a request to amend the Regional Planning Act to strike out the language requiring CMAP to have a Wastewater Committee as well as to include new language that would permit a simple majority vote on contracts (excluding the contract of the executive director), grants, purchase agreements, and meeting minutes. Staff is working with state legislators regarding this request.

The Illinois Municipal League is pursuing legislation that would permit public bodies subject to the Open Meetings Act (OMA) to meet remotely in cases when the public body deems it unsafe or a danger to public health. The OMA statute permits certain public bodies with a jurisdiction of more than 4,500 square miles to meet the physical quorum requirement at one or more public building locations, through an interactive video conference provided that the public body provides public notice and public access.

A legislative update was presented.

6.02 Regional Climate Action Plan

[24-105](#)

Attachments: [CAP Memo](#)

Nora Beck, Principal Policy Analyst in Regional Policy and Implementation, provided an update on the agency's regional climate action work. The federal government has made net zero greenhouse gas emission commitments which will require metropolitan planning organizations to elevate climate action efforts.

The USDOT has added a new federal performance measure in addition to the 17 that CMAP already follows. This measure sets declining targets for greenhouse gas emissions on the National Highway System (NHS) relative to 2022. In February 2024, IDOT set a 2.6 percent reduction from 2022 to 2026 for tailpipe CO2 emissions on the NHS. CMAP has six months to adopt three targets based on geographic location but there are no direct penalties for failing to meet those targets. Staff has begun developing the required 2022 baseline using its travel model and anticipates bringing forward proposed reduction targets to the CMAP Board and MPO Policy Committee at their June meetings. These targets will be used to inform the development of the next Regional Transportation Plan.

Principal Beck discussed the Carbon Pollution Reduction Grant (CPRG) program consisting of two

phases for planning and implementation. Phase 1 has already begun and has three deliverables: the Priority Climate Action Plan that had a deadline of March 1, 2024 was led by the Metropolitan Mayors Caucus; the Comprehensive Climate Plan that is due by July 2025; and the status report that is due the summer of 2027. Phase 2 of the program is the implementation of the competitive grants.

The Regional Climate Action Plan update was presented.

6.03 Regional Planning Approach Update

[24-122](#)

Attachments: [Regional Planning Approach Update Memo](#)

Elizabeth Scott and Ryan Thompto, Principal Policy Analysts, provided a presentation on CMAP's Regional Planning Approach. CMAP has federal requirements to update the Regional Transportation Plan every four years. It also has state requirements under the Regional Planning Act to develop a regional comprehensive plan that integrates land use with transportation considerations.

Principal Scott reviewed the history of CMAP. CMAP has developed comprehensive plans (GO TO 2040 and ON TO 2050) that cover all state and federal requirements and smaller plan updates.

Principal Thompto reported that staff are evaluating their approach in the next plan and have explored other metropolitan planning agencies' approaches including that of Puget Sound Regional Council of Seattle, Washington, the Metropolitan Council of St. Paul, Minnesota, and the Atlanta Regional Commission of Atlanta, Georgia. He provided an overview of each of these regions' plans.

CMAP 's proposed model includes an overall arching vision of the challenges and opportunities to guide CMAP but also includes sub-plans around the climate, transportation, and economy plans that create spaces for more in-depth conversations. Anticipated benefits include product improvements that enhance public engagement and allow deeper analysis, provide more tailored solutions, and improve implementation and monitoring. It also allows for process improvements that provide flexibility and focus, break down planning silos, align with the regional goals, and focus on continuous improvement.

Principal Scott reviewed next steps including performing a comprehensive look across the region and completing an analysis of existing conditions, obtaining input from civic leaders and the public, and creating a document to use as guidance.

Discussion ensued.

A Regional Planning Approach update was provided.

7.0 Other Business

There was no other business before the committee.

8.0 Public Comment

Garland Armstrong, former Illinois resident, acknowledged Mayor Schielke's long-term tenure as mayor of Batavia and thanked him for being proactive in protecting seniors from cyber-crime. He urged community leaders to consider non-English speaking and deaf residents in their emergency preparedness plans.

John-Paul Jones, Steward of Grow Greater Englewood and President of Englewood Initiatives, expressed the need to discuss current issues with current data and to get legislators involved.

9.0 Next Meeting

The next meeting is scheduled for June 13, 2024.

10.0 Adjournment

A motion was made by CMAP Representative 1 Frank Beal, seconded by Cook Co Representative Sis Killen, to adjourn the meeting. The motion carried by the following vote:

Aye: IDOT Representative, CDOT Representative, CMAP Representative 1, CTA Representative, Cook Co Representative, CoM Representative, Tollway Representative, Kane Co Representative, Kendall Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative and RTA Representative

Absent: CMAP Representative 2, DuPage Co Representative and Will Co Representative

Non-Voting: FHWA Representative, FTA Representative and Class I Railroads Representative

The meeting was adjourned at 11:41 a.m.

Minutes prepared by Blanca Vela-Schneider.



MEMORANDUM

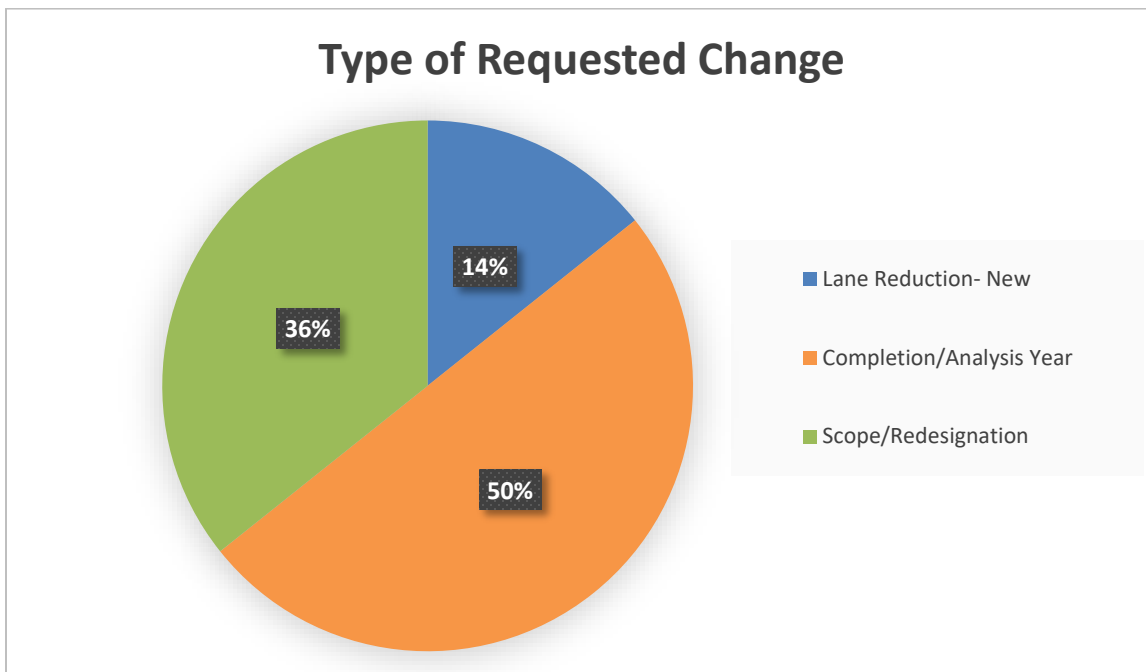
To: MPO Policy Committee

From: CMAP Staff

Date: May 31, 2024

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

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 106th St to 126th 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 106th St to 126th 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.
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- 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 (dirt) 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_x in 2035. Prior year MVEB remain unchanged. For ozone precursors volatile organic compounds (VOC) and nitrogen oxides (NO_x), 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_x) 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_{2.5} and NOx Emissions in Tons per Year for PM_{2.5} (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 ₂ 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: MPO Policy Committee

From: CMAP Staff

Date: June 6, 2024

Subject: Transportation Improvement Program (TIP) Amendments

Action Requested: Approval of Formal TIP Amendments 24-09.1 through 24-09.12

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.

24-09.1	CDOT	24-09.7	South
24-09.2	North Shore	24-09.8	DuPage
24-09.3	Northwest	24-09.9	Kane/Kendall
24-09.4	North Central	24-09.10	Lake
24-09.5	Central	24-09.11	McHenry
24-09.6	Southwest	24-09.12	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
Grand Total	358	\$173.64	\$176.58	\$180.79	\$183.99	\$178.99	\$893.99

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. These TIP amendments were reviewed by the Transportation Committee on May 31, 2024 and they are recommending MPO Policy Committee approval.



MEMORANDUM

To: MPO Policy Committee

From: CMAP Staff

Date: May 31, 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

MEMORANDUM

To: MPO Policy Committee

From: CMAP Staff

Date: June 6, 2024

Subject: Cooperative Agreements for Coordination of Land Use - Transportation Planning in the Round Lake Beach-McHenry-Grayslake IL-WI Urbanized Area and the Chicago/Gary/Lake County, IL-IN Urbanized Area

Action Requested: Approval

Federal regulations 23 U.S.C. 134 and 23 CFR 450.314 require that MPOs establish relationships with the State and public transportation agencies through specified agreements between the parties to carry out a continuing, cooperative, and comprehensive metropolitan planning process. For northeastern Illinois and CMAP, this entails agreements between metropolitan planning organizations and partner agencies to ensure planning responsibilities are carried out. The U.S. Bureau of the Census has identified a bi-state urbanized area of over 200,000 population that incorporates portions of the existing planning jurisdictions. For CMAP, that includes Round Lake Beach-McHenry-Grayslake, IL-WI Urbanized Area, Southeastern Wisconsin Regional Planning Commission (SEWRPC), as well as Chicago/Gary/Lake County, IL/IN Urbanized Area which incorporates portions of existing planning jurisdictions of CMAP and Northwestern Indiana Regional Planning Commission (NIRPC).

Cooperative agreements with both Wisconsin and Indiana need to be updated. Staff requests MPO Policy Committee approval for both agreements.

Chicago Metropolitan Agency for Planning
Southeastern Wisconsin Regional Planning Commission
Illinois Department of Transportation
Wisconsin Department of Transportation

**Cooperative Agreement for Coordination of Land Use-Transportation Planning in the
Round Lake Beach-McHenry-Grayslake, IL-WI Urbanized Area**

This Cooperative Agreement is made and entered into this _____ day of _____, 2024, by and among the Chicago Metropolitan Agency for Planning (CMAP), Southeastern Wisconsin Regional Planning Commission (SEWRPC), Illinois Department of Transportation (IDOT) and Wisconsin Department of Transportation (WisDOT), collectively “Parties”.

Whereas, CMAP and its Metropolitan Planning Organization (MPO) Policy Committee carry out a continuous, cooperative and comprehensive planning program for northeastern Illinois, and is designated by the Governor and northeastern Illinois officials as being responsible, together with IDOT, for carrying out the provisions of 23 U.S. Code 134 and 49 U.S. Code 5303-06 for Chicago Metropolitan Planning Area consisting of Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will Counties in northeastern Illinois and parts of DeKalb County and Grundy County; and

Whereas, SEWRPC, a governmental body created pursuant to the provisions of Section 66.0309 of the *Wisconsin Statutes*, carries out a comprehensive planning program and cooperative area wide land use-transportation planning process, and is the MPO for Southeastern Wisconsin as designated by the Governor and Southeastern Wisconsin officials as being responsible, together with WisDOT, for carrying out the provisions of 23 U.S. Code 134 and 49 U.S. Code 5303-06 for the Southeastern Wisconsin Metropolitan Planning Area consisting of Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha counties in Southeastern Wisconsin; and

Whereas, CMAP, SEWRPC, IDOT and WisDOT actively coordinate land use and transportation planning along the border between the States of Illinois and Wisconsin in their respective jurisdictions; and

Whereas, CMAP, SEWRPC, IDOT and WisDOT coordinate planning activities and carry out such activities cooperatively so that principal metropolitan area planning products reflect consistency with best practices and with broader bi-state goals; and

Whereas, CMAP and SEWRPC each has an agreement with transit operators in their respective regions and have transit operator representatives on their respective MPOs; and

Whereas, the U.S. Bureau of the Census has identified a bi-state urbanized area of over 200,000 population that incorporates portions of the existing planning jurisdictions of CMAP and SEWRPC, and has identified such area as the “Round Lake Beach-McHenry-Grayslake, IL-WI urbanized area” (Round Lake Beach Area) and shown in Map 1; and

Whereas, that portion of the Round Lake Beach Area in the State of Illinois lies within Lake and McHenry Counties; and

Whereas, Lake and McHenry Counties are included in the Chicago Metropolitan Planning Area for the purpose of achieving coordinated land use, transportation and air quality management planning in the State of Illinois; and

Whereas, the portion of the Round Lake Beach Area in the State of Wisconsin lies within Kenosha County; and

Whereas, Kenosha County is included in the Southeastern Wisconsin Metropolitan Planning Area for purposes of achieving coordinated land use, transportation and air quality management planning in the State of Wisconsin; and

Whereas, as a practical matter, the existing planning processes in both Illinois and Wisconsin are fully adequate to meet all Federal planning requirements that may attach to the Round Lake Beach Area as a result of having more than 200,000 population following the 2020 decennial Census.

Now, therefore, in consideration of these premises and of their mutual and dependent needs, the parties hereto contract and agree as follows:

First: That CMAP, SEWRPC, IDOT and WisDOT hereby agree to continue to coordinate MPO planning activities and end products, including annual work programs, transportation plans, transportation improvement programs, transportation performance metrics, including monitoring and selecting of targets, and National Highway System asset management planning, for their respective planning jurisdictions thereby fully meeting the Federal planning requirements that attach to the Round Lake Beach Area given its status as an urbanized area of over 200,000 population. The MPOs and States shall coordinate for their respective planning jurisdictions MPO and State performance measure targets in accordance with Federal performance measure requirements. This coordination will be achieved by periodic meetings of the Executive Director of CMAP, the Executive Director of SEWRPC, the Bureau Chief of Planning of IDOT, and the Director of the WisDOT Southeast Region, and subsequent interagency staff meetings as called for by the Executive Directors. In addition, each MPO shall have a representative on the other MPO's transportation committee. The MPOs shall also share their draft and final overall work programs and transportation improvement programs, and reporting of transportation performance metrics, including the monitoring of targets.

Second: That CMAP, SEWRPC, IDOT and WisDOT hereby agree to take appropriate steps within the Illinois and Wisconsin subareas of the Round Lake Beach Area, respectively, to ensure – through the transportation improvement programming processes – the fair and appropriate distribution of any Federal transportation funds for highways and transit that may be sub-allocated to the Illinois and Wisconsin subareas of the Round Lake Beach Area, and to keep each

other informed as to the disposition and use of such funds within the Round Lake Beach Area. Regarding Federal Highway Administration funds allocated to the Round Lake Beach Area, the Parties anticipate that the Federal Highway Administration will continue to sub-allocate these funds to the Illinois and Wisconsin subareas of the Round Lake Beach Area. Regarding Federal Transit Administration funds allocated to the Round Lake Beach Area, the funds will be allocated to the Illinois and Wisconsin subareas of the Round Lake Beach Area as per the Letter of Understanding between the Regional Transportation Authority (RTA) and SEWRPC as shown in Attachment A. The funds will be so allocated to the RTA as the transit funding agency for northeastern Illinois, and to SEWRPC as the MPO for the Wisconsin portion of the Round Lake Beach Area, as there is no transit operator currently using Federal Transit Administration urbanized area funding in the Wisconsin subarea of the Round Lake Beach Area. The allocation of funds between the Illinois and Wisconsin subareas shall annually be agreed upon by the RTA and SEWRPC and endorsed by CMAP. In the event the funds are not used in the Wisconsin area within the federally allotted time frame, the funds will be reallocated to the RTA for use in the Illinois area within six months of the lapse date.

Third: That CMAP, SEWRPC, IDOT and WisDOT hereby agree to provide notification to each other of any planning and related events and activities that may have significant bearing upon the outcome of land use and transportation system development around the Round Lake Beach Area.

Fourth: That CMAP, SEWRPC, IDOT and WisDOT hereby agree to resolve conflicts that may arise by decision of a committee consisting of the Executive Director of CMAP, the Executive Director of SEWRPC, the District Engineer of IDOT District 1 and the Director of the WisDOT Southeast Region.

In Witness Whereof, the hereto have caused this agreement to be executed by their proper officers and representatives.

Jennifer Killen
Vice Chair, CMAP MPO Policy Committee

Date

Charles L. Colman
Chair, Southeastern Wisconsin Regional Planning Commission

Date

Omer Osman
Secretary, Illinois Department of Transportation

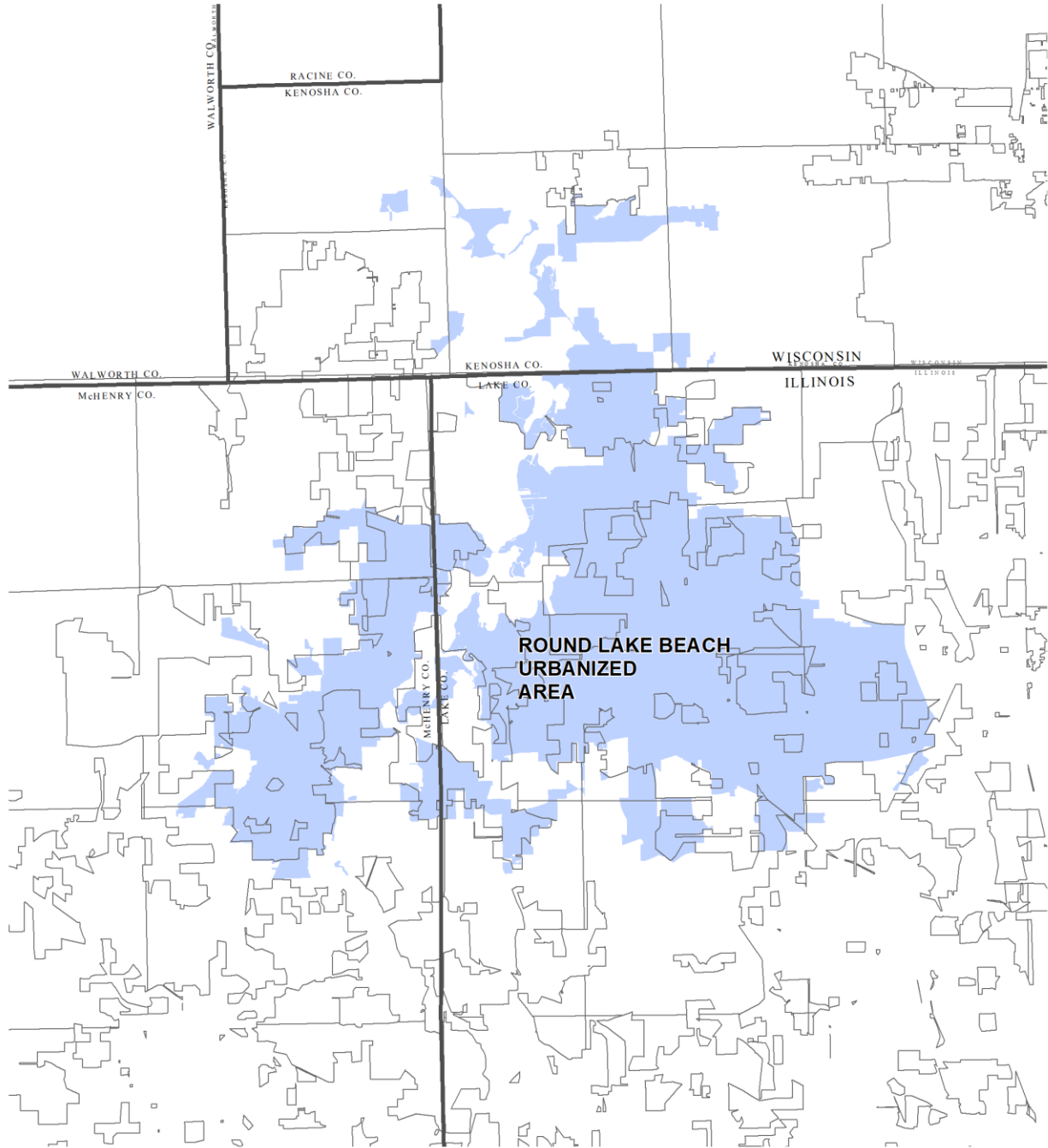
Date

Craig Thompson
Secretary, Wisconsin Department of Transportation

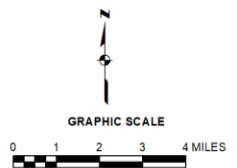
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Map 1

Census Defined Round Lake Beach-McHenry-Grayslake, IL-WI Urbanized Area



ROUND LAKE BEACH CENSUS-DEFINED URBANIZED AREA



MEMORANDUM

To: MPO Policy Committee

From: CMAP Staff

Date: June 6, 2024

Subject: Cooperative Agreements for Coordination of Land Use - Transportation Planning in the Round Lake Beach-McHenry-Grayslake IL-WI Urbanized Area and the Chicago/Gary/Lake County, IL-IN Urbanized Area

Action Requested: Approval

Federal regulations 23 U.S.C. 134 and 23 CFR 450.314 require that MPOs establish relationships with the State and public transportation agencies through specified agreements between the parties to carry out a continuing, cooperative, and comprehensive metropolitan planning process. For northeastern Illinois and CMAP, this entails agreements between metropolitan planning organizations and partner agencies to ensure planning responsibilities are carried out. The U.S. Bureau of the Census has identified a bi-state urbanized area of over 200,000 population that incorporates portions of the existing planning jurisdictions. For CMAP, that includes Round Lake Beach-McHenry-Grayslake, IL-WI Urbanized Area, Southeastern Wisconsin Regional Planning Commission (SEWRPC), as well as Chicago/Gary/Lake County, IL/IN Urbanized Area which incorporates portions of existing planning jurisdictions of CMAP and Northwestern Indiana Regional Planning Commission (NIRPC).

Cooperative agreements with both Wisconsin and Indiana need to be updated. Staff requests MPO Policy Committee approval for both agreements.

**Chicago Metropolitan Agency for Planning Northwestern
Indiana Regional Planning Commission Illinois
Department of Transportation
Indiana Department of Transportation**

**Cooperative Agreement for Coordination of Land Use-Transportation
Planning in the Chicago/Gary/Lake County, IL-IN Urbanized Area**

This Cooperative Agreement is made and entered into this _____ day of _____, 2024, by and among the Chicago Metropolitan Agency for Planning (CMAP), Northwestern Indiana Regional Planning Commission (NIRPC), Illinois Department of Transportation (IDOT) and Indiana Department of Transportation (INDOT).

Whereas, CMAP and the Metropolitan Planning Organization (MPO) Policy Committee carry out a continuous, cooperative and comprehensive planning program for northeastern Illinois and the MPO Policy Committee is designated by the Governor and northeastern Illinois officials as being responsible, together with IDOT, for carrying out the provisions of 23 U.S. Code 134 and 49 U.S. Code 5303-06 for seven counties in northeastern Illinois and parts of Grundy and DeKalb Counties; and

Whereas, NIRPC, a governmental body created pursuant to the provisions of Indiana Code Title 36, Article VII, Chapter 7 of the *Indiana Statutes*, carries out a comprehensive and cooperative area wide land use-transportation planning process, and is the MPO for northwestern Indiana as designated by the Governor and northwestern Indiana officials as being responsible together with INDOT, for carrying out the provision of 23 U.S. Code 134 and 49 U.S. Code 5303-06 for three counties in Northwestern Indiana; and

Whereas, CMAP, NIRPC, IDOT and INDOT actively coordinate land use and transportation planning along the border between the States of Illinois and Indiana in their respective jurisdictions; and

Whereas, CMAP, NIRPC, IDOT and INDOT coordinate planning activities and carry out such activities cooperatively so that principal metropolitan area planning products reflect consistency with best practices and with broader bi-state goals; and

Whereas, the U.S. Bureau of the Census has identified a bi-state urbanized area of over 200,000 population that incorporates portions of the existing planning jurisdictions of CMAP and NIRPC, and has identified such area as the "Chicago, IL-IN Urbanized Area" (Chicago Area); and

Whereas, Will and Cook Counties are included in the Chicago Metropolitan Planning Area for the purpose of achieving coordinated land use, transportation and air quality management planning in the State of Illinois; and

Whereas, portions of Lake and Porter Counties are included in the Northwest Indiana Metropolitan Planning Area for purposes of achieving coordinated land use,

transportation and air quality management planning in the State of Indiana; and

Whereas, as a practical matter, the existing planning processes in both Illinois and Indiana are fully adequate to meet all the Federal planning requirements that may attach to the Chicago Area as a result of the designation of that Area as one having more than 200,000 population following the 2020 decennial Census.

Now, therefore; in consideration of these premises and of their mutual and dependent needs, the parties hereto contract and agree as follow:

First: That CMAP, NIRPC, IDOT and INDOT hereby agree to continue to coordinate planning activities and end products, including annual work programs, transportation plans and transportation improvement programs, transportation performance data, including monitoring and selecting of targets, and National Highway System asset management planning for their respective planning jurisdictions, thereby fully meeting the Federal planning requirements that attach to the Chicago Area given its status as an urbanized area of over 200,000 population. The agencies shall coordinate establishing for their respective planning jurisdictions MPO performance measure targets in accordance with Federal performance measure requirements. This coordination will be achieved by periodic meetings of the regional planning agency Executive Directors, and subsequent interagency staff meetings as called for by the Executive Directors. In addition, each agency shall have a representative on the other agency's transportation committee. The MPOs shall also share their draft and final overall work programs and transportation improvement programs, and reporting of transportation performance metrics, including the monitoring of targets.

Second: That CMAP, NIRPC, IDOT and INDOT hereby agree to take appropriate steps within the Illinois and Indiana portions of the Chicago area, respectively to ensure – through the transportation improvement programming processes – the fair and appropriate distribution of any Federal transportation funds for highways and transit that may be sub-allocated to the Illinois and Indiana portions of the Chicago Area, and to keep each other informed as to the disposition and use of such funds within the Chicago Area. With regard to the Federal Transit Administration funds allocated to the Northwest Indiana urbanized area, the funds will be allocated to the Illinois and Northwest Indiana areas as per the Letter of Understanding between the Regional Transportation Authority (RTA) and NIRPC. The funds will be so allocated to the RTA as the transit funding agency for the northeastern Illinois and to NIRPC as the MPO for the northwest Indiana urbanized area. The allocation of funds between Illinois and Indiana shall annually be agreed upon by the RTA and NIRPC and endorsed by CMAP.

Third: That CMAP, NIRPC, IDOT and INDOT hereby agree to provide notification to each other of any planning and related events and activities that may have significant bearing upon the outcome of land use and transportation system development in northeastern Illinois or northwestern Indiana.

Fourth: That CMAP, NIRPC, IDOT and INDOT hereby agree to resolve conflicts that may arise by decision of a committee consisting of the Executive Director of CMAP, the Executive Director of NIRPC, the District Engineer of IDOT District 1 and the La Porte District Deputy Director of INDOT.

In Witness whereof, the hereto have caused this agreement to be executed by their proper officers and representatives.

Jennifer Killen
Vice Chair, CMAP MPO Policy Committee

Date

Thomas Dermody
Chair, Northwestern Indiana Regional Planning Commission

Date

Omer Osman
Secretary, Illinois Department of Transportation

Date

Michael Smith
Commissioner, Indiana Department of Transportation

Date

MEMORANDUM

To: MPO Policy Committee

From: CMAP Staff

Date: June 6, 2024

Subject: Resolution reaffirming the Metropolitan Planning Area

Action Requested: Approval

Per FHWA requirements, the Illinois Department of Transportation (IDOT) is required to submit updated urbanized areas to the Federal Highway Administration (FHWA) as part of the continual process of updating and maintaining the state's system of functionally classified roads and highways. The urbanized areas are typically updated every ten years after new urbanized area data is provided by the U.S. Census Bureau. Subsequently, Metropolitan Planning Areas (MPA) are examined in the context of changes to the urbanized areas. Following the 2020 U.S. Census, IDOT reviewed the Chicago, IL-IN urbanized area and the Round Lake Beach-McHenry-Grayslake IL-WI urbanized area and found that there were no changes to the urbanized areas in northeastern Illinois that would warrant a modification to CMAP's MPA. Staff request MPO Policy Committee approval affirming CMAP's MPA as unchanged.

CHICAGO METROPOLITAN AGENCY FOR PLANNING
METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE

RESOLUTION 24-__

A RESOLUTION ENDORSING THE METROPOLITAN PLANNING AREA BOUNDARY

WHEREAS, The MPO Policy Committee of the Chicago Metropolitan Agency for Planning is the Metropolitan Planning Organization (MPO) for northeastern Illinois, designated by the Governor as being responsible, together with the State of Illinois, and public transportation operators, for carrying out the provisions of Section 134 Title 23 U.S. Code (Part 450.308) and Section 5303 Title 49 U.S. Code; and

WHEREAS, 23 CFR § 450.312 (i) - Metropolitan Planning Area boundaries requires that the metropolitan boundary (which defines the area in which the metropolitan planning process must be carried out) be reviewed after each Census to determine if existing MPA boundaries meet the minimum statutory requirements for new and updated urbanized areas and shall adjust as necessary, and

WHEREAS, it has been determined that the boundaries for northeastern Illinois have not changed and need no updates;



NOW, THEREFORE LET IT BE RESOLVED THAT: The MPO Policy Committee affirms that the existing metropolitan planning area boundary is unchanged.

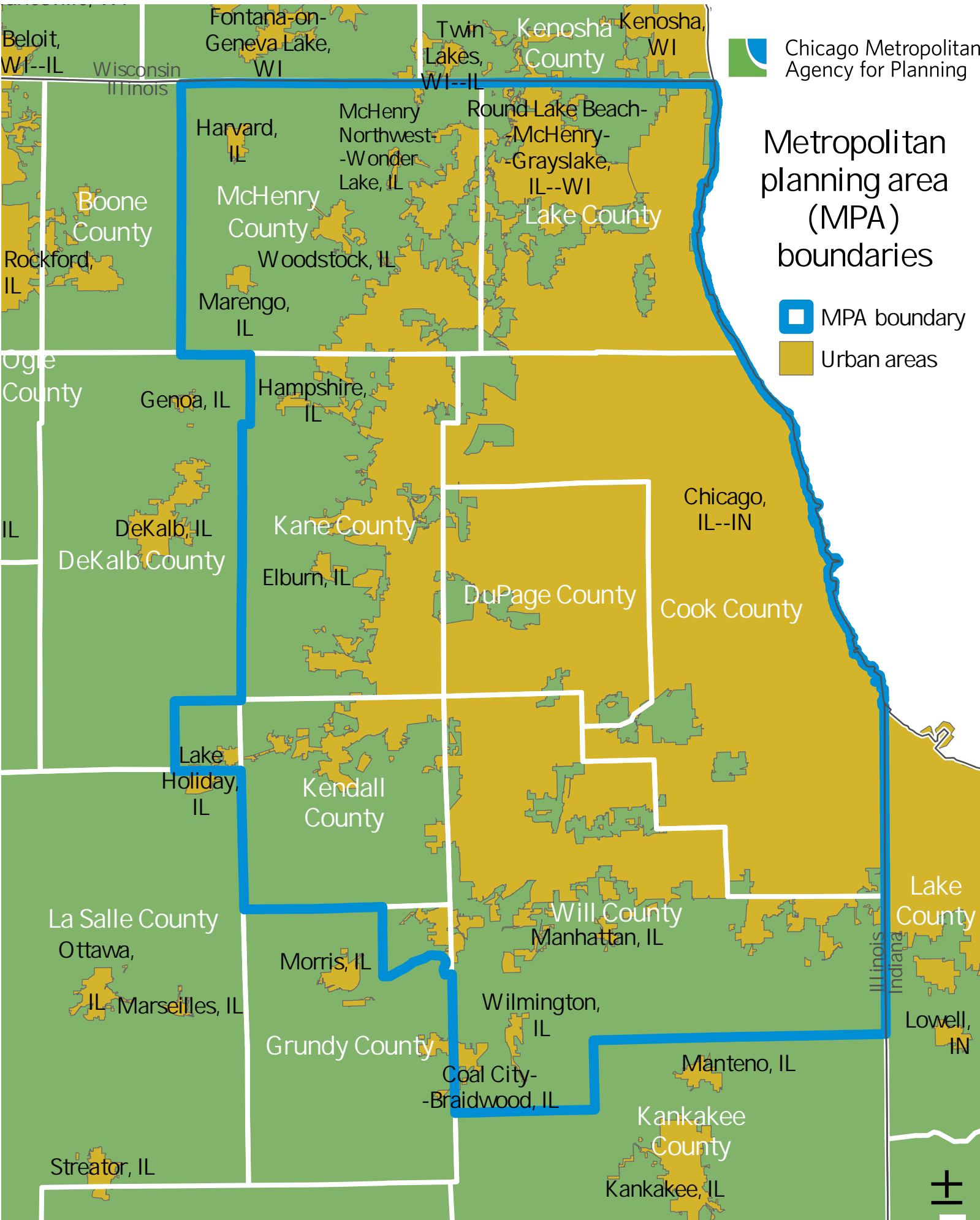
The above and foregoing resolution is hereby adopted this 13th day of June 2024.

Omer Osman
Chair, CMAP MPO Policy Committee

Erin Aleman
Executive Director, CMAP

Metropolitan planning area (MPA) boundaries

-  MPA boundary
-  Urban areas





Chicago Metropolitan Agency for Planning

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

MEMORANDUM

To: MPO Policy Committee

From: Erin Aleman, Executive Director

Date: May 30, 2024

Subject: Appointment of a subcommittee for nominating the vice chair of the MPO Policy Committee

Action Requested: Information

The MPO Policy Committee’s by-laws state that “each year during June, after notice to the membership in the call and agenda of a particular meeting, the Chairman shall appoint a subcommittee of five members of the Policy Committee to nominate at a meeting in October, the name or names of candidates for election to the office of Vice Chair of the Policy Committee for the following year.”

The members of the nominating committee must include one person from each of the following organization types:

- Municipal government or municipal corporation
- Highway or roads administration
- Public transportation agency or other transportation provider
- Regional planning agency
- County government



MEMORANDUM

To: CMAP Board
From: CMAP Staff
Date: May 31, 2024
Subject: Memorandum of Understanding between the CMAP Board and the MPO Policy Committee
Action Requested: Information

This memo provides an overview of the purpose of the Memorandum of Understanding (MOU) between the Chicago Metropolitan Agency for Planning (CMAP) Board and the Metropolitan Planning Organization (MPO) Policy Committee (Policy Committee). The MOU is to be reaffirmed periodically and will be brought before both boards at their annual joint meeting in October 2024.

At this time, no changes are being recommended. It is being shared for informational purposes in advance of the October joint meeting.

When CMAP was created in 2005, the intent was to bring together land use and transportation planning.

To codify this goal, the agency developed an MOU that sets forth a process for collaboration and coordination between CMAP as the state-designated comprehensive regional planning agency and the Policy Committee serving as the federally designated MPO for northeastern Illinois.

In the spirit of the creation of CMAP, the MOU recognizes the desirability and absolute necessity of the region’s planning for land use and transportation to remain integrated in an open and collaborative process in which socioeconomic and environmental objectives are appropriately considered. The renewal of the MOU is an opportunity for both bodies to affirm their intent to continue and strengthen the cooperative and productive relationship, which currently exists.

The MOU embodies the agreed upon framework used by the region to connect its land use to the transportation system, preserve its environment and sustain its economic prosperity. Both the CMAP Board and the MPO Policy Committee must be responsive to the region’s residents,

working cooperatively with municipalities and counties that maintain authority for local land use decisions.

The agreement covers the metropolitan planning area as defined by the U.S. Department of Transportation planning regulations and the region defined by the Regional Planning Act. The region includes the counties of Cook, DuPage, Kane, Kendall, Lake, McHenry and Will. The metropolitan planning area includes the region and Aux Sable township in Grundy County and Sandwich and Somonauk townships in DeKalb County. The agreement covers the working relationship between the two boards, whose responsibilities are defined in the Regional Planning Act and federal legislation.

Action: Informational



MEMORANDUM

To: CMAP Board and MPO Policy Committee

From: CMAP Staff

Date: May 29, 2024

Subject: Socioeconomic forecast overview

Action Requested: Information

Background

Socioeconomic forecasts are essential for CMAP's long-range transportation plan (LRTP), which projects changes in population and employment at least 20 years into the future. The current LRTP extends to 2050.

The socioeconomic forecast consists of two parts, a regional forecast and a local forecast. The regional forecast projects the number of people, households, and jobs by sector in the region over the next thirty years. The regional forecast serves as the control for the local forecast, which allocates population and employment at the Census Block level to the year 2050. Each forecast year, the number of people, households, and jobs are required to add up to the totals in the regional forecast. CMAP is currently working with a consultant, UrbanSim Inc, to help develop the local forecast model.

Forecast process

Population change has three components: births, deaths, and net migration. CMAP forecasts future fertility and mortality rates by looking at both historical data specific to the region and national projections provided by the Census Bureau. Population data is categorized by sex and grouped into five-year age ranges (i.e. 25- to 29-year-old women) and each age-sex combination has a different mortality rate and fertility rate; for example, older age groups have a higher mortality rate than younger age groups.

Migration into and out of the region is the most uncertain component of population change, influenced by both national and regional policy and economic forces. To inform this component, CMAP purchases an economic forecast from Moody's Analytics, a global leader in economic forecasting. This forecast helps balance the number of jobs in the region with the number of workers. After accounting for births and deaths, we project the number of people in

the labor force in order to estimate the number of employed workers. If there are more jobs than workers, we assume people will move to the region. Conversely, if there are more workers than jobs, we assume people will move out to seek employment elsewhere.

Preliminary forecast

CMAP has drafted a regional forecast for discussion, projecting slower growth compared to the previous forecast. This decrease is due to changing demographic and economic trends, including lower birthrates post-2008 recession and a lower job forecast from Moody's Analytics, which has updated its models with recent data.

This draft is preliminary and will be updated based on feedback from staff, committee members, and advisory group members. Additionally, the input data (i.e. the economic forecast) that goes into the population forecast will be updated with newer data before producing the official regional forecast.

Population trends in context

In November 2023, the US Census Bureau released its population projections for the nation through the year 2100. The forecast for 2050 has 28 million fewer people than the previous U.S. Census forecast published in 2017, due to lower birth rates and an aging population.

Every year of the U.S. Census forecast from 2022 to 2100 shows the population under 18 decreasing while population over age 65 increases. By 2029, the number of people aged 65 and older is projected to outnumber those under age 18 for the first time in US history. By 2038, deaths are projected to outnumber births in the US due to declining fertility rates.²

The Illinois Department of Public Health produces an Illinois state forecast from 2020 to 2030.³ In this forecast, the region is expected to grow by 0.53%. From the year 2000 to the year 2010 the region grew by 3.4% and from 2010 to 2020, it grew by 1.7%.⁴

CMAP has been in discussions with peer MPOs and have been researching their published forecasts. These MPOs have also cited similar trends and are anticipating a slower growth rate than in their previous forecasts.

1 U.S. Government Publishing Office, *Electronic Code of Federal Regulations*, Title 23/Chapter I/Subchapter E/Part 450.324, <https://www.ecfr.gov>.

2 2023 Population Projections for the Nation, US Census, November 09, 2023, <https://www.census.gov/newsroom/press-kits/2023/population-projections.html>

3 Illinois, Chicago, and County Population Projects, ILDPH, April 2021, <https://dph.illinois.gov/content/dam/soi/en/web/idph/files/publications/population-projections-report-2010-2030.pdf>

4 Census 2010, 2020 – PL94 Redistricting Data, US Census Bureau



MEMORANDUM

To: CMAP Board and MPO Policy Committee

From: CMAP Staff

Date: May 29, 2024

Subject: Analysis of transportation plans and priorities for 2026 RTP

Action Requested: Information

One of the first steps in the multi-year effort to develop the 2026 Regional Transportation Plan (RTP) is to review transportation plans adopted in the region to better understand the current transportation goals in northeastern Illinois.

Currently, ON TO 2050's Mobility Chapter, Financial Plan, Regionally Significant Projects (RSPs), and relevant appendices serve as the transportation plan for this region. We are federally required to update the RTP every four years. The next RTP will maintain the 2050 planning horizon year and look to the ON TO 2050 plan as a preliminary foundation.

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

CMAP reviewed and summarized 29 plans from the county, regional, state, and federal levels that will help frame conversations with stakeholders about the overall vision of the 2026 RTP as well as its potential goals, objectives, and strategies.

CMAP aims to uplift the current priorities of transportation partners and incorporate federal, state, regional, and local priorities in this early stage of the RTP development.

The inventory of the 29 partners' plans revealed common themes across shared priorities that have been organized into 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

A more detailed [memo](#) on the plan inventory for the 2026 Regional Transportation Plan was shared with the Transportation Committee at its May meeting.

Next steps

CMAP 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 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 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 Board and MPO Policy Committee
From: CMAP Staff
Date: May 31, 2024
Subject: Speed Management Report
Action Requested: Information

CMAP has released a new report, titled: *Speed Management: Addressing our regional traffic safety crisis*, which provides background on the role of speeding in the current traffic safety crisis that is affecting our region, state, and country. The report details potential solutions for state and regional partners to address speeding through improved roadway design, reducing speed limits in urban areas and the development of a traffic safety culture that includes both educational initiatives and equitable enforcement practices.

Staff will provide an overview of the report’s recommendations. The executive summary of the report is attached here. The full report will be available for download from CMAP’s website in June.



Executive summary

Speed Management

Addressing our regional traffic safety crisis



Chicago Metropolitan Agency for Planning

June 2024

Addressing northeastern Illinois' traffic safety crisis

As the federally designated metropolitan planning organization for northeastern Illinois, the Chicago Metropolitan Agency for Planning (CMAP) is responsible for setting and reporting on highway safety performance targets. CMAP's first report on the region's highway safety performance targets in 2019 showed **increases in fatalities for drivers and non-drivers alike. There was also a rise in serious injuries among bicyclists and pedestrians.**

In response, CMAP launched the Safe Travel for All Roadmap (STAR), a comprehensive program to understand and address traffic safety issues in the region. STAR is a multiyear effort to improve roadway safety and reduce the number of traffic fatalities in the region through policy change, planning, and resources. This work is being done in collaboration with federal, state, and regional partners.

STAR includes:

- A resource group of regional safety stakeholders
- A policy development initiative to establish recommendations to improve travel safety
- A data assessment for CMAP and local partners
- Technical assistance to plan traffic safety improvements
- Regionally-coordinated safety action plans for counties



Learn more about STAR and CMAP's regional traffic safety work at cmap.is/safety



Purpose

Addressing speeding can help achieve regional safety goals

Improving travel safety is a key goal of [ON TO 2050](#), the comprehensive plan for northeastern Illinois. That goal has become more urgent with upward trends in traffic fatalities, including concerning increases in pedestrian and bicyclist fatalities over the past few years.

CMAP's *Speed Management* report examines the causes of speed-related injuries and fatalities — particularly among vulnerable travelers like pedestrians and bicyclists — and highlights opportunities to reduce vehicle speed through research-based policies, designs, programs, and resources, using the Safe System Approach.

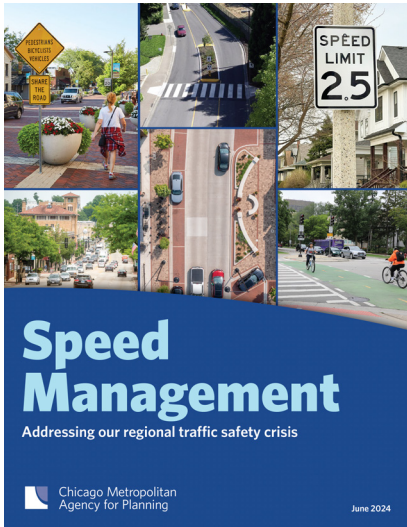
The research findings detailed in the report inform recommendations, including lower speed limits in urban areas, alternative methods of setting speed limits, and self-enforcing street designs that use physical and visual elements to inherently slow drivers down. Equitable enforcement and a traffic safety culture that aligns social norms across disciplines and environments can support these tools and promote safe driving speeds.

Putting safety first

The region should adopt policy, design, and enforcement practices that prioritize safety over speed

Traditional transportation planning practices emphasize fast and efficient automobile travel when considering roadway design, speed limits, and who roads should serve. **These vehicle-centered priorities are often at odds with the safety needs of pedestrians, bicyclists, and other vulnerable travelers.**

Many agencies in the U.S. are adopting the **Safe System Approach** to traffic safety, which is informed by [Vision Zero](#) successes in other countries. The Safe System Approach offers a set of principles and objectives that work together to create multiple layers of protection against the risk of crashes occurring and the risk of those crashes resulting in deaths.



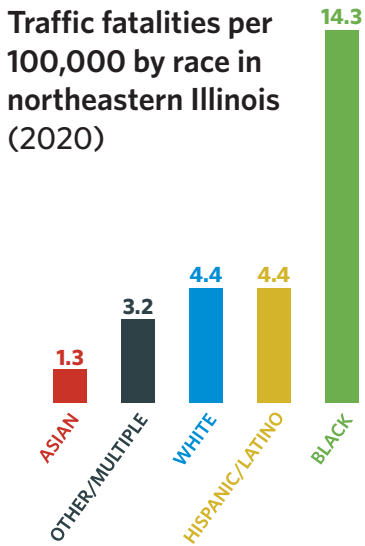
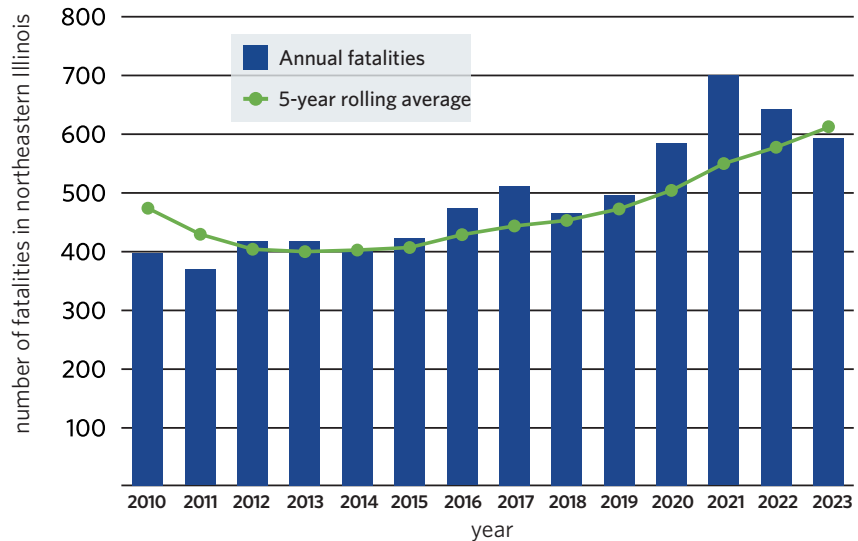
Read the full report at cmap.is/safe-speeds

Safe System Approach principles

1. Death and serious injuries are unacceptable
2. Humans make mistakes
3. Humans are vulnerable
4. Responsibility is shared
5. Safety is proactive
6. Redundancy is critical

Background

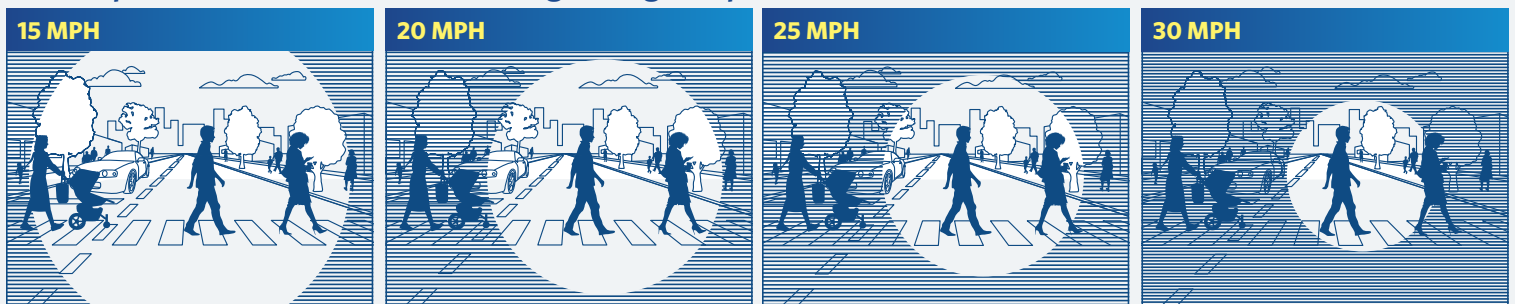
Traffic fatalities have been increasing in northeastern Illinois



Traffic fatalities in our region have been increasing since 2014, with a significant spike during the COVID-19 pandemic that was paralleled by higher levels of pedestrian and bicyclist fatalities. Over the past several years, **speeding has been identified as a contributing factor in approximately 35-40% of fatal crashes in Illinois**. The impacts of speeding are not equitable; Black residents in our region experience disproportionately high rates of traffic fatalities, highlighting the need for equity assessments.

Speeding-related crashes are increasingly prevalent on lower-speed urban roads and coincide with higher rates of fatalities and serious injuries. These roads have frequent intersections, access to businesses, schools, and neighborhoods, and tend to serve multiple modes of transportation including people walking, biking, rolling, and accessing transit. In these complex environments, speeding creates dangers related to field of vision, reaction time, and the severity of injury.

Drivers perceive less of their surroundings at higher speeds



Source: "Walkable City Rules," 2018.

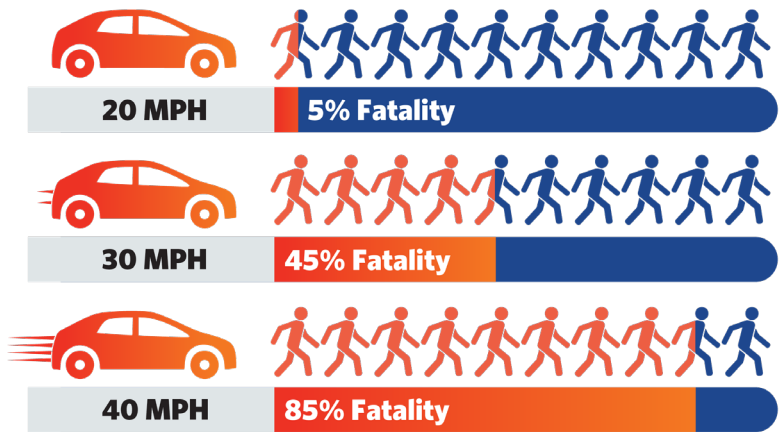
How speed impacts safety

Speeding is especially dangerous to people walking, bicycling, using wheelchairs, and other vulnerable road users (VRUs)

VRUs do not have the protective shell of a vehicle to absorb some of the **kinetic energy** — the damaging force that is a function of an object's speed and weight — generated in a crash. This means that higher vehicle speeds significantly increase the risk of pedestrian fatality.



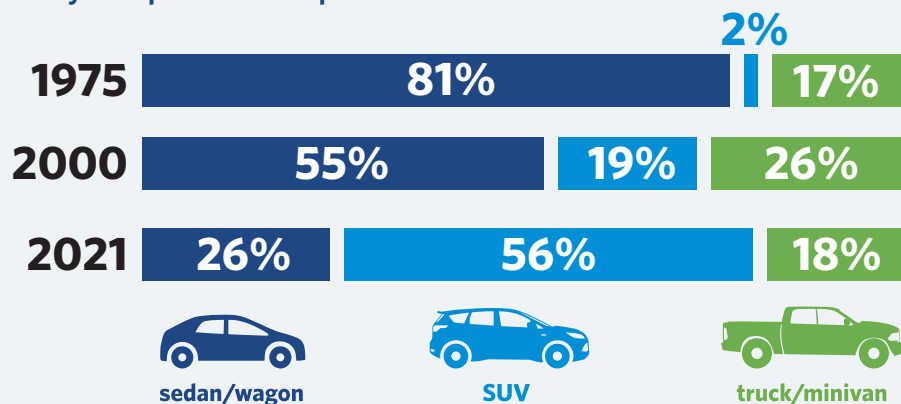
Did you know? Small changes in vehicle speed can have a big impact on the severity of a vehicle-pedestrian crash. For example, the **risk of pedestrian fatality drops by 64%** when cars travel an average of 26 mph rather than 30 mph.



Modern vehicles are larger and heavier on average, meaning they deliver more kinetic energy in a collision and pose a greater risk to other drivers and VRUs. Electric vehicles also tend to be heavier than their gas-powered counterparts. Lower-income drivers are more likely to drive older and smaller vehicles, further increasing the inequity of collision risks.

Policies, design standards, land use planning, education, and enforcement need to consider the features and risks of the modern vehicles on the road as they relate to safety of other drivers and VRUs.

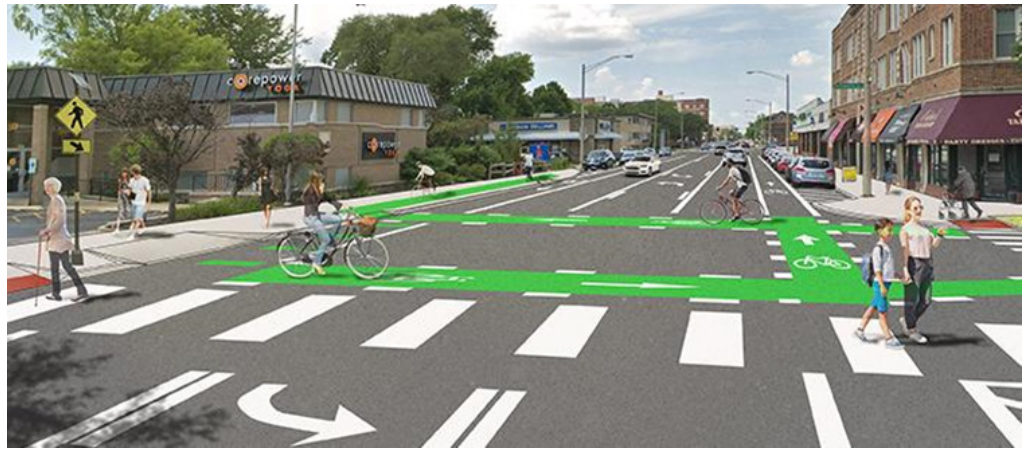
Larger and heavier vehicles make up a greater share of vehicles on the road today compared to the past several decades.



Design, policy, and enforcement

Prioritizing safety requires coordination across disciplines

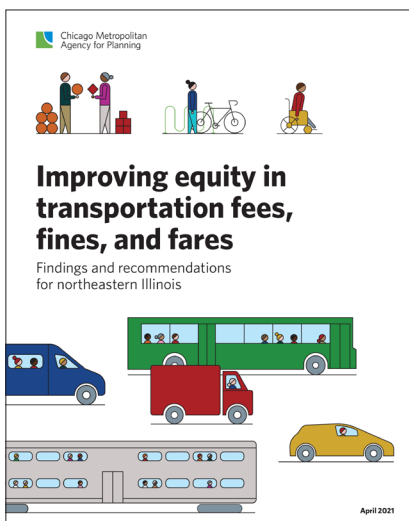
Our region must reconcile decades of infrastructure investments, policies, and practices that promote historic transportation priorities of speed and efficiency, often at the expense of safety for all road users. *Speed Management* details self-enforcing streets designs, speed limit setting methods, traffic safety culture strategies, and other tools that can support a regionally coordinated approach.



Above: The “road diet” on Madison Street in Oak Park, Illinois supports slower vehicle speeds and pedestrian/bicyclist safety through design features such as reduced vehicle lanes, marked bike lanes, and high-visibility crosswalks. Source: Federal Highway Administration.

Equitable enforcement is critical to achieving public safety goals

Law enforcement plays a role in reducing speeding and changing driver behavior, but in-person police enforcement presents equity challenges. Automated speed cameras, on the other hand, theoretically mitigate issues related to racial profiling and traffic stops escalating to violence; further study on equity impacts is needed. Cameras also effectively leverage the certainty of enforcement to motivate drivers to slow down, though there are equity concerns around fines. Any speed enforcement program should be paired with alternatives to fines to further advance equity and safety.



Learn more about CMAP’s work improving equity in transportation fees, fines, and fares at: cmap.is/fees-fines-and-fares



Recommendations

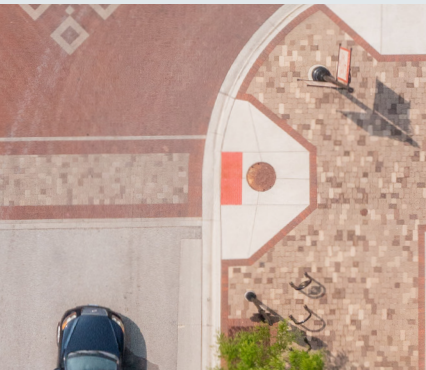
Improve roadway design and capacity guidance to reduce speeding and exposure to safety risks

- Study and pilot new approaches to roadway capacity and design that reduce travel demand, encourage slower operating speeds, and support compliance with speed limits
- Improve existing design guidance and standards to support compliance with speed limits
- Increase funding for speed management projects by updating scoring metrics
- Improve project-level design guidance and local approaches to reduce speeding



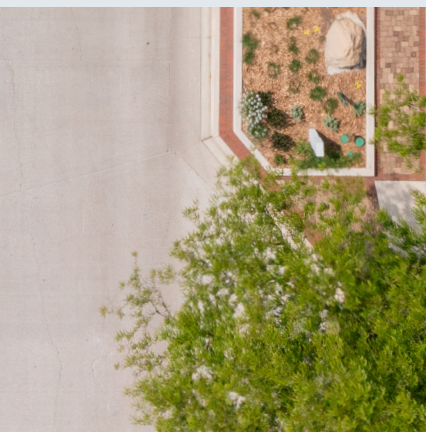
Reduce speed limits in urbanized areas where people walk, bike, and use transit

- Improve guidance to allow and encourage reduced speed limits
- Identify the most impactful changes to the motor vehicle code to support reduced speed limits
- Reduce the risks posed by larger and heavier vehicles
- Reduce speed limits by ordinance



Support safe driving behavior with education and equitable enforcement

- Adopt the Safe System Approach
- Promote enforcement techniques that have been shown to improve driver behavior, reduce speeds proactively, and advance equity
- Improve the data needed to understand and address speeding
- Create a framework for a traffic safety culture that leverages education



The Chicago Metropolitan Agency for Planning (CMAP) is the region's comprehensive planning organization. The agency and its partners developed and are now implementing ON TO 2050, a long-range plan to help the seven counties and 284 communities of northeastern Illinois implement strategies that address transportation, housing, economic development, open space, the environment, and other quality-of-life issues.

See cmap.illinois.gov for more information.

433 West Van Buren Street
Suite 450
Chicago, IL 60607

cmap.illinois.gov
312-454-0400



MEMORANDUM

To: CMAP MPO Policy Committee
From: CMAP Intergovernmental Affairs staff
Date: May 29, 2024
Subject: State legislative update
Action Requested: Information

The Illinois General Assembly has adjourned for the spring 2024 legislative session and passed the FY25 budget appropriation ([SB251](#)) and Budget Implementation Act (BIMP) ([HB4959](#)) legislation as well as other legislative measures that impacts CMAP’s work.

Below, please find below an update on key bills and legislative activity of interest. This information is up to date as of May 29, 2024.

SB3389/HB5078: RPA Modernization Bill

SB3389 has passed both chambers as of 5/20/2024. It is anticipated to be signed by the Governor as it received unanimous support.

SB3388/HB5077: RPA Appropriation Bill

The RPA funding bills were not incorporated into the FY25 budget. CMAP staff will continue working with members of the Illinois General Assembly and the Governor’s office to advance this appropriation in the next legislative session.

FY25 Budget Legislation

[SB251](#) – **\$DOR** (Sen. Sims, Jr./Rep. Gordon-Booth)

Description: FY25 Operating and Capital appropriations.

Status: Passed Both Houses on 5/29/2024

[HB4959](#) – **CREATIVE ECONOMY TASK FORCE** (Rep. Welch/Sen. Sims, Jr.)

Description: Creates the Fiscal Year 2025 Budget Implementation Act. Adds, deletes, and makes changes to various statutory provisions as needed to implement the State budget for Fiscal Year

2025. Effective immediately, except some provisions take effect July 1, 2024 and some provisions take effect January 1, 2025.

Status: Passed Both Houses on 5/29/2024

[HB4951](#) – **NEIGHBORHOOD CONCERT TAX** (Rep. Burke/Sen. Villanueva)

Description: FY25 revenue omnibus

Status: Passed Both Houses on 5/29/2024

Other bills of interest

CMAAP staff continues to track legislation before the Illinois General Assembly that impacts the region and is relevant to CMAAP's work. The following has been identified by CMAAP staff as pieces of legislation being considered before the Illinois General Assembly that may be of interest to the MPO Policy Committee.

It should be noted this list is not an exhaustive list of legislation being tracked by CMAAP staff. For more information on other tracked legislation by CMAAP staff, please contact Ryan Gougis, IGA Specialist at rgougis@cmap.illinois.gov.

Transit and Bike/Ped

[SB251](#) – **\$DOR** (Sen. Sims, Jr./Rep. Gordon-Booth)

Description: FY25 Operating and Capital appropriations.

Status: Passed Both Houses on 5/29/2024

CMAAP staff is reviewing the FY25 budget and BIMP but wanted to highlight the following initial takeaways:

- The RTA Act requires the Road Fund to provide \$150M to the Public Transportation Fund (PTF) each year (plus funds for RTA debt service). The remainder of the PTF's annual funding has historically come from the General Fund.
- As noted in last month's update, the Governor's FY25 budget proposal sought to increase this \$150M transfer from the Road Fund to the PTF by \$175M, totaling \$325M.
- The FY25 BIMP instead increases the transfer from the Road Fund to the PTF by only \$75M, totaling \$225M. It also calls for \$50M from the Leaking Underground Storage Tank Fund (LUST Fund) to be transferred to the PTF. The LUST FUND is funded through a fraction of the MFT but is separate from the Road Fund.

- Both the \$75M and \$50M transfers included in the FY25 BIMP are one-time transfers, to occur only in FY25. However, this sets a precedent for similar transfers in the future.
- The transfers do not provide new revenues for transportation, but rather shift the funding burden of the PTF away from the General Fund. This does not meet the transportation system's operating and capital needs at a time when 1) additional funds are needed and 2) the long-term sustainability of existing revenue sources — like the MFT — continues to be at risk.

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

Description: Amends the Regional Transportation Authority Act. Provides that, by December 31, 2025, the Regional Transportation Authority, the Board of the Commuter Rail Division of the Authority, the Board of the Suburban Bus Division of the Authority, and the Board of the Chicago Transit Authority 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 5/3/2024

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

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: Passed Both Houses on 5/17/2024

[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 5/3/2024

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

Description: 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: Placed on Senate Calendar Order of 2nd Reading on 5/21/2024

Transportation Infrastructure and Funding

SB899 – **TRANSPORTATION-TECH** (Sen. Simmons/Rep. Buckner)

Description: Authorizes the Department of Transportation to restrict vehicle length on its roadways as it deems appropriate. Provides that for the purposes of designing or modifying the intersection of a local roadway and a State roadway that does not accommodate specified vehicles, a local unit of government may request in writing for the Department to restrict the length of vehicles turning on to or off of any jurisdiction roadway of the intersection. Provides that such a restriction becomes effective when appropriate signs giving notice of the limit are erected and each governmental entity shall cause signage to be installed on its respective roadway to notify vehicles of turning and length restrictions. Prohibits vehicles that exceed posted measurements from turning to access the roadway. Requires each unit of local government to report to the Department, and the Department to post on its official website, any limitations prohibiting the operation of vehicles imposed by ordinance or resolution in the unit of local government's non-designated highway system and any non-designated highway that is not designed and constructed after January 1, 2024 (rather than January 1, 2023) to the overall length dimension of vehicles permitted.

Status: Referred to House Rules Committee on 5/24/2024

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 5/3/2024

SB3426 – **REVENUE-VARIOUS** (Sen. Belt/Rep. Hoffman)

Description: Amends the Service Use Tax Act, the Service Occupation Tax Act, and the Retailers' Occupation Tax Act. Makes changes concerning the exemption for materials, parts, equipment, components, and furnishings incorporated into or upon an aircraft. Amends the Motor Fuel Tax Law. Sets forth the method for calculating the percentage change in the Consumer Price Index for the purpose of the annual adjustment in the tax rate. Effective immediately.

Status: Passed Both Houses on 5/23/2024

HB5190 – **HWY CD-LAPSED FUNDS** (Rep. Hammond/Sen. Koehler)

Description: Amends the Illinois Highway Code. Provides that the allocation to road districts shall be made in the same manner and be subject to the same conditions and qualifications as

are provided by Section 8 of the Motor Vehicle Tax Law with respect to the allocation to road districts of the amount allotted from the Motor Fuel Tax Fund for apportionment to counties for the use of road districts, but no allocation shall be made to any road district that has not levied taxes for road and bridge purposes in such a manner that is eligible for allotment of Motor Fuel Tax funding pursuant to the Motor Fuel Tax Law. Provides that any funds allocated to a county that are not obligated within 48 months shall be considered lapsed funds and reappropriated in the same fund. Provides that the lapsed funds shall be used to provide additional monetary assistance to townships and road districts that have insufficient funding for construction of bridges that are 20 feet or more in length under the Code. Requires the Department of Transportation to adopt rules to implement the provisions. Effective immediately.

Status: Passed Both Houses on 5/25/2024

[HB5496](#) – **TRANSPORT-SOUTH SUBURBAN AIR** (Rep. Davis/Sen. Harris, III)

Description: Amends the Public-Private Agreements for the South Suburban Airport Act. Provides that in addition to the prequalification process under the Act, the Department of Transportation shall accept any unsolicited bids for the South Suburban Airport received pursuant to the Public-Private Partnerships for Transportation Act. Provides that nothing within the provisions shall be construed to restrict the obligations of the Department to respond to any unsolicited bids under the Public-Private Partnerships for Transportation Act. Amends the Public-Private Partnerships for Transportation Act. Provides that "transportation facility" includes the South Suburban Airport. Effective immediately.

Status: Passed Both Houses on 5/26/2024

[HB5511](#) – **PROCUREMENT-BID PREFERENCE** (Rep. Hoffman/Sen. Castro)

Description: Amends the Illinois Procurement Code. One change of note included in this procurement omnibus bill is the restoration of the language stricken last session from the Public-Private Partnerships for Transportation Act that requires any transportation facility developed under this act to be consistent with the regional plan of the MPO in whose boundaries the project is located. It also expands the definition of a "responsible public entity" to also include the five most populous counties in Illinois, in addition to IDOT and Tollway.

Status: Passed Both Houses on 5/28/2024

Climate

[SB1556 SA2](#) – **EPA-CLEAN TRANSPORT STANDARD** (Sen. Koehler)

Description: Creates the Clean Transportation Act and requires the IEPA to adopt rules creating a clean transportation standard that reduces carbon intensity from the on-road transportation sector by 25% within 10 years of the IEPA's adopted rules.

Status: Re-referred to Senate Assignments on 5/17/2024

[SB3323 SA2 & 3](#) – ACCESSIBLE EV CHARGING STATION (Sen. McConchie/Rep. Williams)

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 Committee on 5/10/2024

[HB4196 HA1](#) – VEH CD – ELECTRIC SCHOOL BUSES (Rep. Moylan/Sen. Villivalam)

Description: Requires the Illinois Environmental Protection Agency to establish a Fleet Electrification Incentive Program to provide fleet owners and operators in the State grants to promote the use of eligible electric vehicles. Provides that the Agency shall use a points-based evaluation and shall award additional points to an application from an eligible purchaser whose eligible electric vehicles are to be domiciled in an equity investment eligible community.

Status: Referred to Senate Assignments on 5/17/2024

Water Resources Management**[SB2628/HB4207 HCA1 & HFA2](#) – TRANSPORTATION-FLOOD INSURANCE (Sen. Koehler/Rep. Chung)**

Description: Amends the Rivers, Lakes, and Streams Act. Requires the Department of Natural Resources to ensure that State agencies comply with the National Flood Insurance Program requirements. Requires all State agencies to obtain a special flood hazard area development permit before undertaking development activity on State-owned property that is located in a special flood hazard area. Requires the Department to adopt an administrative rule setting forth a State special flood hazard area development program to ensure that specified conditions are met for the issuance of permits prior to any State agency development within a special flood hazard area. Allows the Department of Natural Resources to adopt emergency rules.

Status: SB2628 Passed Both Houses on 5/24/2024; HB4207 was referred to Senate Assignments on 4/16/2024