



MPO POLICY COMMITTEE

AGENDA - FINAL

Thursday, June 12, 2025

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 June 11, 2025 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/join?muid=84796272107_1732125273000

Conference Call number: 312 626 6799 US (Chicago)

Meeting ID: 847 9627 2107 Passcode: 252201

CMAF 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.

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1.0 Call to Order and Introductions**2.0 Agenda Changes and Announcements****3.0 Approval of Minutes****3.01 Minutes from March 13, 2025**[25-214](#)

PURPOSE & ACTION: Review and approval of the meeting minutes.

ACTION REQUESTED: Approval

Attachments: [MPO Policy Committee 03.13.25 minutes](#)

3.02 Minutes from the May 30, 2025 special meeting[25-216](#)

PURPOSE & ACTION: Review and approval of meeting minutes.

ACTION REQUESTED: Approval

Attachments: [MPO Policy Committee 05.30.25 Minutes](#)

4.0 CMAP Announcements**4.01 Executive director's report**[25-205](#)

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

ACTION REQUESTED: Information

4.02 CMAP Board update[25-206](#)

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

ACTION REQUESTED: Information

4.03 Council of Mayors' Executive Committee report[25-207](#)

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

ACTION REQUESTED: Information

5.0 Other Items for Approval**5.01 MPO Self-Certification for the Metropolitan Transportation Planning Process**[25-177](#)

PURPOSE & ACTION: The MPO and the State are required to certify that the metropolitan transportation planning process complies with certain federal requirements at least every four years. Staff are seeking approval of the self-certification.

ACTION REQUESTED: Approval

Attachments: [Memo - Self Certification](#)
 [CMAP MPO self-certification 2025](#)

5.02 ON TO 2050/2025-2029 TIP Conformity Analysis and TIP Amendment [25-176](#)

PURPOSE & ACTION: CMAP requests approval of the ON TO 2050/2025-2029 TIP Conformity Analysis and TIP amendment 25-08 from the MPO Policy Committee as recommended by the Transportation Committee at its May 30, 2025 meeting.

ACTION REQUESTED: Approval

Attachments: [Memo - Conformity Analysis](#)
[Formal TIP Conformity Amendment 25-08](#)

5.03 Federal Fiscal Year (FFY) 2026- 2030 Congestion Mitigation and Air Quality Improvement Program (CMAQ), Surface Transportation Program Shared Fund (STP-SF), and locally programmed Transportation Alternatives (TAP-L) Programs [25-184](#)

PURPOSE & ACTION: The proposed FFY 2026 - 2030 CMAQ, STP-SF, and TAP-L regional transportation funding programs and the corresponding TIP Amendments 25-09.1, 25-09.2 and 25-09.3 were approved by the Transportation Committee for consideration by the MPO Policy Committee for approval.

ACTION REQUESTED: Approval

Attachments: [Memo - Fed Programs 26-30](#)
[FFY26-30 CMAQ Prog-TC 05-30-25](#)
[FFY26-30 STP-SF Prog-TC 05-30-25](#)
[FFY26-30 TAP-L Prog-TC 05-30-25](#)
[CMAQ TIP Amendment 25-09.1](#)
[STP-SF TIP Amendment 25-09.2](#)
[TAP-L TIP Amendment 25-09.3](#)

6.0 Information Items**6.01 Appointment of a subcommittee for nominating the vice chair of the MPO Policy Committee [25-202](#)**

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: [Memo - Nominating MPO Policy Subcommittee](#)

6.02 Regional Vision update [25-131](#)

PURPOSE & ACTION: Updates on the early phases of the Vision planning process and a preview of early insights from a regional existing conditions assessment.

ACTION REQUESTED: Information

Attachments: [Memo - Vision](#)

6.03 Regional Transportation Plan (RTP) update**[25-181](#)**

PURPOSE & ACTION: Preview key findings from the Existing Conditions report for the 2026 RTP.

ACTION REQUESTED: Information

Attachments: [Memo - 2026 RTP Existing Conditions report](#)
[Existing Conditions Report](#)

6.04 Legislative update**[25-215](#)**

PURPOSE & ACTION: CMAP intergovernmental affairs staff will provide an update on recent federal and state legislative activity.

ACTION REQUESTED: Information

Attachments: [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 scheduled for Wednesday, October 8, 2025.

10.0 Adjournment



MPO POLICY COMMITTEE

MEETING MINUTES - DRAFT

Thursday, March 13, 2025

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, March 12, 2025 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/87224789656?pwd=KaD8obAlodV9pUAo3V2rkrAagsccgK.1>

Conference Call number: 312 626 6799 US (Chicago)

Meeting ID: 872 2478 9656 Passcode: 293023

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1.0 Call to Order and Introductions

Chair Biagi called the meeting to order at 9:31 a.m.

Noting a physical quorum of the committee, Chair Biagi reported that requests were received from Lake Co Representative Shane Schneider and CMAP Representative 2 Matt Brolley, to attend the meeting virtually in compliance with the Open Meeting Act. A vote is required.

A motion was made by RTA Representative Leanne Redden, seconded by CoM Representative Jeff Schielke, to permit remote participation of members. The motion carried by the following vote:

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

Absent: Kendall Co Representative and Will Co Representative

Non-Voting: FTA Representative

Not Present: CMAP Representative 2 and Lake Co Representative

Absent (NV): Class I Railroads Representative and FHWA Representative

Gia Biagi served as IDOT Representative, Vignesh Krishnamurthy served as CDOT Representative, Frank Beal served as CMAP Representative 1, Matt Brolley served as CMAP Representative 2, Jesse Elam served as Cook County Representative, Jeffery Schielke served as Council of Mayors Representative, Molly Poppe served as CTA Representative, William Eidson served as DuPage Co Representative, Cassandra Rouse served as Illinois Tollway Representative, Tom Rickert served as Kane Co Representative, Shane Schneider served as Lake Co Representative, Drew Duffin served as McHenry Co Representative, Lynnette Ciavarella served as Metra Representative, Erik Llewellyn served as Pace Representative, Leanne Redden served as RTA Representative, Mark Kane served as FTA Representative

Staff present: Erin Aleman, Bill Barnes, Alex Beata, Nora Beck, Michael Brown, John Carpenter, Teri Dixon, Kama Dobbs, Phoebe Downey, Jane Grover, Noah Harris, Craig Heither, Aimee Lee, Julie Reschke, Stephane Phifer, Ryan Thompto, Jennie Vana, Blanca Vela Schneider, Laura Wilkison, Claire Williams

Other's present: Garland Armstrong, Josh Auld, Holly Bieneman, Christina Burns, Toner Cokysar, Eric Czarnota, Jackie Forbes, Michael Fricano, Brandon Geber, Henry Guerriero, Jennifer Henry, George Kandathil, Gretchen Klock, David Kralik, Jill Leary, Heidi Lichtenberger, Laura McFadden, Matt Pasquini, Leslie Rauer, Karyn Robles, Megan Swanson, Michael Vanderhoof

2.0 Agenda Changes and Announcements

3.0 Approval of Minutes

3.01 Minutes from January 9, 2025

[25-061](#)

Attachments: [MPO Policy 01.09.25 Minutes - Draft](#)

A motion was made by CoM Representative Jeff Schielke, seconded by Tollway Representative Cassandra Rouse, to approve the January 9, 2025 meeting minutes. The motion carried by the following vote:

Aye: CDOT Representative, CMAP Representative 1, CMAP Representative 2, CoM Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT Representative, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative, RTA Representative and Tollway Representative

Absent: Kendall Co Representative and Will Co Representative

Non-Voting: FTA Representative

Absent (NV): Class I Railroads Representative and FHWA Representative

4.0 CMAP Announcements

4.01 Executive director's report

[25-065](#)

Erin Aleman, Executive Director, welcomed everyone to the March meeting and introduced Secretary Biagi from the Illinois Department of Transportation as the new chair.

Director Aleman's updates included key points on the impact of new presidential executive orders on transportation funding and projects, with some freezes resolved but uncertainties remaining. The Safe Streets for All program and the Climate Pollution Reduction Grant project faced changes due to executive orders. CMAP's annual budget for FY 2026 was approved, and projects like the Congestion Management Plan and the Regional Transportation Plan were highlighted. A report on modernizing Illinois sales tax is forthcoming, aiming to secure a stronger fiscal future. Director Aleman addressed the securing of \$1.27 billion in federal funding for transportation projects in 2024.

Director Aleman discussed the resolution of transportation funding freezes and the need for clarity on discretionary grants. She thanked county partners for their support of the Safe Streets for All program.

Director Aleman mentioned the pause on the Climate Pollution Reduction Grant project due to broader executive orders and acknowledged support from federal and state partners despite staff reductions and the need to streamline work.

Director Aleman outlined the interim period guidance from USDOT and FHWA regarding project compliance with executive orders and emphasized the importance of identifying projects at risk and communicating with congressional delegation offices.

Director Aleman announced the approval of the annual budget work plan for FY2026, starting July 1. She highlighted key projects like the Congestion Management Plan and the Regional Transportation Plan and previewed a report on modernizing Illinois sales tax to secure a stronger fiscal future for the state.

The executive director's report was received and filed.

4.02 CMAP Board update

[25-063](#)

Leanne Redden, RTA, reported on the January and February CMAP board meetings. At the January meeting, bylaws were updated to reflect the language in the Regional Planning Modernization Act, allowing a simple majority vote for most contractual actions except the Executive Director's contract. The board approved the 2025-2026 federal and state advocacy agenda and received the 2024 CMAP

annual report, which tracks progress towards regional goals. At the February meeting, it was reported that CMAP received a clean audit, and the board approved the 2025 budget and work plan, and set federal performance targets for roadway safety and highway asset conditions. The March 12 board meeting was canceled.

The CMAP Board update was received and filed.

4.03 Council of Mayors' Executive Committee report

[25-066](#)

Jeffery Schielke, Council of Mayors, discussed the impact of federal funding uncertainties and the upcoming mayoral elections on April 1. A key topic was the development of electric vehicle infrastructure, with Batavia's Tesla dealership as a notable example. The city had to rezone a 187,000 sq. ft. building to accommodate Tesla's 50,000 sq. ft. space, with the remaining area for rental storage. He also covered the potential need for additional nuclear reactors due to increased electrical demand from electric vehicles, and the role of Commonwealth Edison in preparing for this growth.

Mayor Schielke acknowledged four members not seeking re-election: Mayor Tom Hayes from Arlington Heights, Mayor Karen Darch from Barrington, Mayor Greg Lungmus from Northfield, and Mayor George Van Dusen of Skokie. The mayoral election is scheduled for April 1.

The next meeting for the Council of Mayors is scheduled for June.

The Council of Mayors' Executive Committee report was received and filed.

5.0 Information Items

5.01 Regional Transportation Plan (RTP) update

[25-067](#)

Attachments: [Memo - Emerging Priorities](#)
[RTP emerging priorities report](#)

Ryan Thompto, principal policy analyst, provided updates on the Regional Transportation Plan (RTP) development, emphasizing the emerging priorities report and existing conditions research. The emerging priorities report involves a review of over 30 plans from state, regional, county, and local agencies, and numerous one-on-one conversations with partners.

Thompto mentioned the progress on regional capital projects (RCPs) and the refinement of evaluation criteria with the resource group.

Thompto discussed the robust efforts in stakeholder engagement and public outreach, with a focus on 2025 for more public outreach activities. An engagement site is now live on CMAP's website, including an informational video, a questionnaire which has received more than 500 responses, and a portal for submitting research or memos. The engagement site also includes Frequently Asked Questions, meeting notes, and slide decks from various resource groups.

Julie Reschke, senior analyst, outlined the focus of the emerging priorities report, which outlines high-level goals and objectives based on early research and feedback from stakeholders. The report serves as a snapshot in time, summarizing key themes and priorities from ongoing regional planning efforts like ON TO 2050. The report also identifies five goal areas:

1) Strengthening connections focuses on improving how people experience the transportation system. Objectives include strategies to improve travel time, reliability, Intelligent Transportation

Systems (ITS), multi-modal access options, and ADA compliance.

2) Prioritizing safety and public health emphasizes the need to better manage speeds on roadways and provide safe opportunities for active transportation. Local and countywide initiatives support a comprehensive approach to planning transportation corridors to prevent crashes and support public health. The region's natural resources are critical assets, and the RTP should explore strategies to improve disparate outcomes in public health.

3) Mitigating pollution focuses on mitigating pollution and investing in resilient infrastructure. Stakeholders are interested in using the RTP to align transportation priorities with local development needs, ensuring investments support economic growth and job creation. The freight network has a significant impact on the regional economy, and the RTP should explore strategies to balance freight efficiency with community well-being.

4) Supporting economic prosperity focuses on supporting economic prosperity and inclusive growth. Stakeholders have indicated that transportation strategies should not be one-size-fits-all, as communities have unique economic and land use needs. The RTP should explore approaches that align transportation priorities with local development needs, ensuring investments support economic growth and job creation.

5) Strategically governing the system focuses on strategically governing, funding, and preserving the transportation system. The research and stakeholder feedback highlight the need to increase funding sources, facilitate collaboration, and improve data collection and sharing. The RTP should advance new and innovative projects, including emerging technologies, to implement the region's vision for transportation.

Reschke wrapped up by emphasizing that the emerging priorities report will help set the foundation for upcoming work in the RTP. The report will outline high-level goals and objectives, promoting greater alignment with subsequent efforts like data analysis, policy development, and the identification of performance metrics.

Discussion occurred.

The Regional Transportation Plan update was presented.

5.02 Congestion Management Strategy update

[25-059](#)

Attachments: [Memo - Congestion Management Strategy](#)

Noah Harris, analyst, outlined the presentation's focus on management strategy, including its connection to federal requirements and the regional transportation plan. He emphasized the significant problem of congestion in the region, citing headlines about the region's worst traffic congestion and highlighted the role of CMAP as the MPO for Northeastern Illinois, responsible for overseeing a collaborative process to develop a cohesive regional strategy. Federal regulations mandate the congestion management process (CMP) for urbanized areas with populations over 200,000, emphasizing connections to other transportation planning activities.

Harris suggested that the CMP align with and support the advancement of regional transportation planning goals, not just those focused on congestion, and the CMP's measures and strategies can feed directly into the regional transportation plan, guiding questions about system performance and accessibility.

Harris explained that the Federal Highway Administration (FHWA) provides an eight-step process

model for congestion management, starting with establishing objectives and the network and performance measures. The objectives should be consistent with broader RTP goals, identifying the geographic area of application and system components. Performance measures help assess progress towards meeting objectives, collecting data and monitoring system performance. The final three steps focus on identifying and assessing strategies, programming and implementing strategies and evaluating strategy effectiveness.

Harris focused on Preliminary Objectives and Data Collection which is based on initial meetings with subject matter experts and stakeholder outreach, including enhancing access to jobs and destinations, improving transit, and reducing weather impacts. He suggested data collection and monitoring system performance will help identify congestion problems, locate severe problem areas, and determine root causes. Federal regulations require the establishment of strategies based on unique needs, considering cost-effective and right-sized solutions for different contexts.

In conclusion, Harris stated that the project will result in two primary deliverables: a strategies guidebook and a comprehensive corridor study template. The strategies guidebook will lay out options for congestion management strategies aligned with tiers and provide guidance on assessing right-sized strategies. The corridor study template will establish a new framework for regional collaboration, emphasizing multi-jurisdictional and multi-agency coordination.

An update to the Congestion Management strategy and its connections to the Regional Transportation Plan was presented.

5.03 2025-2026 Federal and State Advocacy Agenda and legislative update

[25-058](#)

Attachments: [Memo - Legislative update](#)
[CMAP Advocacy Agenda 2025-2026](#)
[2025 Regional Planning Act fact sheet](#)
[2.26.25 CMAP Update](#)

John Carpenter, IGA Director, provided an update on the 2025-2026 Federal and State Advocacy Agenda, focusing on transportation, climate, and regional economic competitiveness. Key points included the need to establish a \$2 million annual state appropriation for technical assistance which is included in House Bill 3784 which has bipartisan support, and the need for sustainable revenue sources for transit systems. The agenda also emphasizes enhancing resilience and reducing emissions, integrated water resources management, and inclusive economic growth. Federal updates highlighted the ongoing Surface Transportation reauthorization process and changes in USDOT review procedures. State updates covered legislation on transit governance which one option includes a road user charge advisory committee.

An update on the 2025-2026 Federal and State Advocacy Agenda and other legislative activity was presented.

6.0 Other Business

There was no other business before the committee.

7.0 Public Comment

Garland Armstrong, former Illinois resident, expressed concern about Amtrak and lack of transportation options. He urged municipalities to be more transparent and communicate with

people in different languages to ensure everyone is well-informed and included.

8.0 Next Meeting

The next meeting is scheduled for June 12, 2025.

9.0 Adjournment

A motion was made by McHenry County Representative Drew Duffin, seconded by CMAP Representative1 Frank Beal, to adjourn the meeting. The motion carried by the following vote:

Aye: IDOT Representative, CDOT Representative, CMAP Representative 1, CMAP Representative 2, CTA Representative, Cook Co Representative, CoM Representative, DuPage Co Representative, Tollway Representative, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative and RTA Representative

Absent: Kendall Co Representative, Will Co Representative and Class I Railroads Representative

Non-Voting: FHWA Representative and FTA Representative

Not Present: FTA Representative

Absent (NV): FHWA Representative

The meeting adjourned at 11:04 a.m.

Minutes prepared by Suzanne McCray.



MPO POLICY COMMITTEE

MEETING MINUTES - DRAFT

Friday, May 30, 2025

11:30 AM

Cook County Conference Room
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Conference Call number: 312 626 6799 US (Chicago)

Meeting ID: 842 5937 4738 Passcode: 865268

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1.0 Call to Order and Introductions

Chair Biagi called the special meeting of the MPO Policy Committee to order at 11:32 a.m.

Present: CDOT Representative, CoM Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT Representative, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative, RTA Representative, Tollway Representative and Will Co Representative

Absent: CMAP Representative 1, CMAP Representative 2 and Kendall Co Representative

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

Gia Biagi served as IDOT Representative, Mary Nicol served as CDOT Representative, Tara Orbon served as Cook Co Representative, Leon Rockingham served as CoM Representative, Molly Poppe served as CTA Representative, John Loper served as DuPage Co Representative, Tom Rickert served as Kane Co Representative, Kevin Carrier served as Lake Co Representative, Scott Hennings served as McHenry Co Representative, David Kralik served as Metra Representative, Erik Llewellyn served as Pace Representative, Kyle Whitehead served as RTA Representative, Karyn Robles served as Tollway Representative, Christina Kupkowski served as Will Co Representative, Tom Evenson served as Class 1 Railroad Representative, Todd Schmidt served as FHWA Representative, and Mark Kane served as FTA Representative

Staff present: Lindsay Bayley, Kama Dobbs, Aimee Lee, Russell Pietrowiak, Blanca Vela-Schneider, Laura Wilkison

Others present: Hugo Coronado, Eric Czarnota, John Paul Dipla, Drew Duffin, Brandon Geber, Scott Gengler, Grace Hebert, Katie Herdus, George Kandathil, Mike Klemens, Gretchen Klock, Heidi Lichtenberg, Brittany Matyas, Laura McFadden, Tommy Myszk, Greg Osborne, Matt Pasquini, Jada Porter, Leslie Rauer, Chad Riddle, Jeffrey Sriver, Joe Sudan

2.0 Agenda Changes and Announcements

There were no changes to the agenda.

3.0 Items for Approval

3.01 FFY 2025 FTA Sub-Area Allocation between Indiana-Illinois and Wisconsin-Illinois of Section 5307/5340 Urbanized Area, Section 5337 State of Good Repair, Section 5339 Bus and Bus Facilities and Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities funds

[25-178](#)

Attachments: [RTA Formula Funding Memo for TC 05 30 2025](#)

Russell Pietrowiak, Program Lead, presented the FFY 2025 FTA sub-area allocation splits between Indiana and Illinois and Wisconsin and Illinois. Splits are established in a letter of understanding between the RTA, the Northwestern Indiana Regional Planning Commission and the Southeastern Wisconsin Regional Planning Commission. The RTA's Board of Directors will consider the funding allocations at their June 12, 2025 meeting. The MPO Policy Committee's approval is contingent upon their approval.

A motion was made by Lake Co Representative Kevin Carrier, seconded by CoM Representative Leon Rockingham, to approve the FFY 2025 FTA sub-area allocations contingent upon RTA's approval at its

June 12, 2025 Board meeting. The motion carried by the following vote:

Aye: CDOT Representative, CoM Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT Representative, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative, RTA Representative, Tollway Representative and Will Co Representative

Absent: CMAP Representative 1, CMAP Representative 2 and Kendall Co Representative

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

3.02 Safe Streets for All (SS4A) Regional Safety Action Planning

[25-174](#)

Attachments: [SS4A Memo 05 30 2025](#)

Lindsay Bayley, Program Lead, presented the need for improved transportation safety in the region. She explained the intention of the Safe Streets from All grant and shared highlights and the high impact networks of the plans for Cook, DuPage, Kane, Lake, McHenry, and Will counties. Federal requirements for safety action plans have been met for the six counties.

After the adoption of the safety action plans, CMAP will continue its safety work to ensure progress on safety outcomes. Once adopted, these plans will allow counties to apply for funding to implement the plans' recommendations.

Secretary Biagi discussed how speed impacts safety on our streets and policies IDOT will be implementing to address speed in our communities. Additional comments were about the safety action plans and prioritization of certain plan elements.

Discussion ensued about funding concerns for projects in the safety plans and the work that will follow their approvals.

A motion was made by RTA Representative Kyle Whitehead, seconded by Cook Co Representative Tara Orbon, to approve the Safe Streets for All Regional Safety Action Plan. The motion carried by the following vote:

Aye: CDOT Representative, CoM Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT Representative, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative, RTA Representative, Tollway Representative and Will Co Representative

Absent: CMAP Representative 1, CMAP Representative 2 and Kendall Co Representative

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

4.0 Public Comment

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

John Paul Jones, Grow Greater Englewood, remarked on the need for the Safe Streets for All (SS4A) to include more information on heavy vehicle impact in crashes, the need to improve crosswalk technology in the city of Chicago, and the need to coordinate work with underground utilities to improve safety.

Garland Armstrong, former Illinois resident, commented on safety issues related to raised and uneven sidewalks for senior populations and individuals with mobility challenges. He requested that data be examined and made available to the counties.

5.0 Next Meeting

The next meeting is scheduled for Thursday, June 13, 2025.

6.0 Adjournment

A motion was made by Will Co Representative Christina Kupkowski, seconded by Lake Co Representative Kevin Carrier, to adjourn the meeting. The motion carried by the following vote:

Aye: CDOT Representative, CoM Representative, Cook Co Representative, CTA Representative, DuPage Co Representative, IDOT Representative, Kane Co Representative, Lake Co Representative, McHenry Co Representative, Metra Representative, Pace Representative, RTA Representative, Tollway Representative and Will Co Representative

Absent: CMAP Representative 1, CMAP Representative 2 and Kendall Co Representative

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

The meeting was adjourned at 12:05 p.m.

Minutes prepared by Kate Roudebush.



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

MEMORANDUM

To: MPO Policy Committee

From: CMAP Staff

Date: May 23, 2025

Subject: MPO Self-Certification for the Metropolitan Transportation Planning Process

Action Requested: Approval

Purpose

This memo outlines the self-certification requirements for the metropolitan transportation planning process, in compliance with federal law. The MPO Policy Committee will be asked to approve the updated self-certification in June. The Transportation Committee is requested to recommend approval of the attached certification statement.

Background

In accordance with 23 CFR § 450.336, each MPO and the State of Illinois must self-certify every four years that their respective planning processes comply with all applicable federal regulations. The MPO Policy Committee is charged with implementing the metropolitan planning process in the CMAP region in accordance with the following applicable federal requirements:

1. Metropolitan Transportation Planning Requirements

- **23 U.S.C. 134** – Highways, Sec. 134. Metropolitan Planning
Describes the legal framework for MPOs and the conduct of the metropolitan transportation planning processes, development of transportation plans, programs, and activities to encourage and promote safe and efficient management, operation and development of transportation systems.
- **49 U.S.C. 5303** – Public Transportation, Sec. 5303. Metropolitan Transportation Planning
Provides the legal framework to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people, as well as freight and foster economic growth and development within and between States and urbanized areas. It also

encourages the continued improvement of the metropolitan and statewide transportation planning processes.

- **23 CFR 450.336 (a)**, Self-certifications and Federal certifications
Requires MPOs and the State to certify compliance with all planning requirements every four years

2. **Clean Air Act and Transportation Conformity**

- **Clean Air Act, 42 U.S.C. Sec. 7401 et seq.**

The law that defines the Environmental Protection Agency's responsibilities for protecting and improving the nation's air quality and the stratospheric ozone layer, per the Clean Air Act Amendments of 1990.

- **40 CFR part 93** – Determining Conformity of Federal Action State or Federal Implementation Plans

Sets forth policy, criteria, and procedures for demonstrating and assuring conformity of such activities to an applicable implementation plan developed pursuant to the CAA. This section also provides procedures for air quality nonattainment and maintenance to implement requirements with respect to the conformity of transportation plans, programs, and projects which are developed, funded, or approved by the United States Department of Transportation (USDOT), and by MPOs or other recipients of highway or transit funds.

3. **Civil Rights Act of 1964**

Title VI of the Civil Rights Act of 1964

states that "No person in the United States shall, on the ground of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." This legislation authoritatively outlawed discrimination in the conduct of all federal activities. Subsequent laws and Presidential Orders added handicap, sex, age, and income status to the criteria for which discrimination is prohibited.

4. **Federal Transit Law, 49 U.S.C. 5332**

States that a person may not be excluded from participating in, denied a benefit of, or discriminated against under, a project, program, or activity receiving financial assistance under this chapter because of race, color, religion, national origin, sex, disability, or age.

5. **Fixing America's Surface Transportation Act, Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26**

Provides the legal and regulatory framework regarding the involvement of disadvantaged business enterprises in USDOT funded projects.

6. **Equal Employment Opportunity on Federal and Federal-Aid Construction Contracts, 23 CFR part 230**

Provides regulatory standards for the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts.

7. **The American with Disabilities Act (ADA) of 1990, 42 U.S.C. 12101 et seq.**
Prohibits discrimination against people with disabilities in employment, transportation, public accommodation, communications, and governmental activities. It prohibits the discrimination on the basis of disability by public accommodations and in commercial facilities.
 - **49 CRF part 27** specifies nondiscrimination on the basis of disability in programs or activities receiving federal assistance
 - **49 CFR part 37** implements portions of ADA related to transportation services for individuals with disabilities; and
 - **49 CRF part 38** provides guidelines for accessibility standards required by ADA for transportation vehicles.

8. **The Older Americans Act, as amended, 42 U.S.C. 6101**
Prohibits discrimination on the basis of age in programs or activities receiving federal assistance.

9. **Federal-Aid Highways, Section 324 of title 23 U.S.C.**
Prohibits discrimination based on gender.

10. **Section 504 of the Rehabilitation Act of 1973, 29 U.S.C. 794 and 49 CFR part 27**
Prohibits discrimination against individuals with disabilities

As noted in the attached self-certification document, CMAP asserts (by and through the MPO Policy Committee) that the conduct of the metropolitan planning and programming process (including the development and implementation of the Regional Transportation Plan, the Transportation Improvement Program, and the Unified Work Program) complies with all applicable federal requirements – namely those listed above.

Current Documentation

In support of its assertion of self-compliance, CMAP provides links to current planning process documentation to this committee for its consideration and review.

Unified Work Program	FY25 Northeastern Illinois Unified Work Program for Transportation Budget , approved by the MPO Policy Committee March 2025
Transportation Improvement Program	FFY 2023-28 Transportation Improvement Program , adopted by the MPO Policy Committee October 2022
Public Participation Plan	Public Participation Plan , approved by the MPO Policy Committee January 2024
Air quality conformity analysis	Air quality conformity analysis , adopted in October 2022

Congestion management process	Current Congestion Management Process documentation
MPO cooperative agreements	Board-MPO memorandum of understanding , NIRPC and SEWRPC cooperative agreements
Metropolitan planning area boundary	Resolution to reaffirm boundary , approved by the MPO Policy Committee June 2024
Annual listing of obligated projects	Annual obligation and performance reports
TMA Certification Review	Chicago, Illinois, TMA Certification Review , 2022

ACTION REQUESTED: Approval

MPO Self-Certification Chicago Metropolitan Agency for Planning

The Chicago Metropolitan Agency for Planning (CMAP) is the federally designated metropolitan planning organization (MPO) for northeastern Illinois. The Illinois Regional Planning Act established CMAP as the comprehensive planning agency for northeastern Illinois' 284 municipalities and 7 counties.

The Illinois governor and northeastern Illinois officials designated CMAP's [MPO Policy Committee](#) as the implementer for the metropolitan planning process, in accordance with federal law. The MPO's planning area includes Cook, DuPage, Lake, Kane, Kendall, McHenry, and Will counties, as well as Aux Sable township in Grundy County and Sandwich and Somonauk townships in DeKalb County.

The MPO and state are required to certify every four years that the metropolitan transportation planning process is meeting the requirements as described in Title 23, U.S. Code of Federal Regulations Section 450.336.

The MPO Policy Committee hereby certifies that the conduct of the metropolitan planning and programming process — which includes the development and implementation of the Regional Transportation Plan, the Transportation Improvement Program, and the Unified Work Program — complies with all following applicable requirements:

1. Metropolitan Transportation Planning, 23 U.S.C. § 134 and 49 U.S.C. § 5303, as continued in the Infrastructure Investment and Jobs Act of 2021 (Pub. L. 117-58);
2. Clean Air Act, 42 U.S.C. § 85, sections 174 and 176(c) and (d), as amended (42 U.S.C. §§ 7504, 7506(c) and (d)), and 40 CFR part 93, for non-attainment areas;
3. Civil Rights Act of 1964, 42 U.S.C. § 2000d-1 (as amended), and 49 CFR part 21, prohibiting exclusion from participation in, denial of benefits of, and discrimination under federally assisted programs on the grounds of race, color, or national origin;
4. Federal Transit Law, 49 U.S.C. § 5332, prohibiting discrimination by FTA funding recipients on the basis of race, color, creed, national origin, religion, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises (DBEs) in USDOT-funded projects.
6. Equal Employment Opportunity on Federal and Federal-Aid Construction Contracts, 23 CFR part 230;
7. Americans with Disabilities Act of 1990, 42 U.S.C. § 12101 *et seq.*, and 49 CFR

parts 27, 37, and 38, prohibiting discrimination on the basis of disability;

8. Older Americans Act, 42 U.S.C. § 6101, as amended, prohibiting discrimination on the basis of age in programs or activities receiving federal financial assistance;
9. Federal-Aid Highways, 23 U.S.C. § 324, prohibiting discrimination on the basis of sex; and
10. Rehabilitation Act of 1973, 29 U.S.C. § 794 and 49 CFR part 27, regarding discrimination against individuals with disabilities.

Gia Biagi
Chair, MPO Policy Committee
Chicago Metropolitan Agency for Planning

Erin Aleman
Executive Director
Chicago Metropolitan Agency for Planning

Subscribed and sworn to before me this 13 of June, 2025.

My commission expires:



MEMORANDUM

To: MPO Policy Committee

From: CMAP Staff

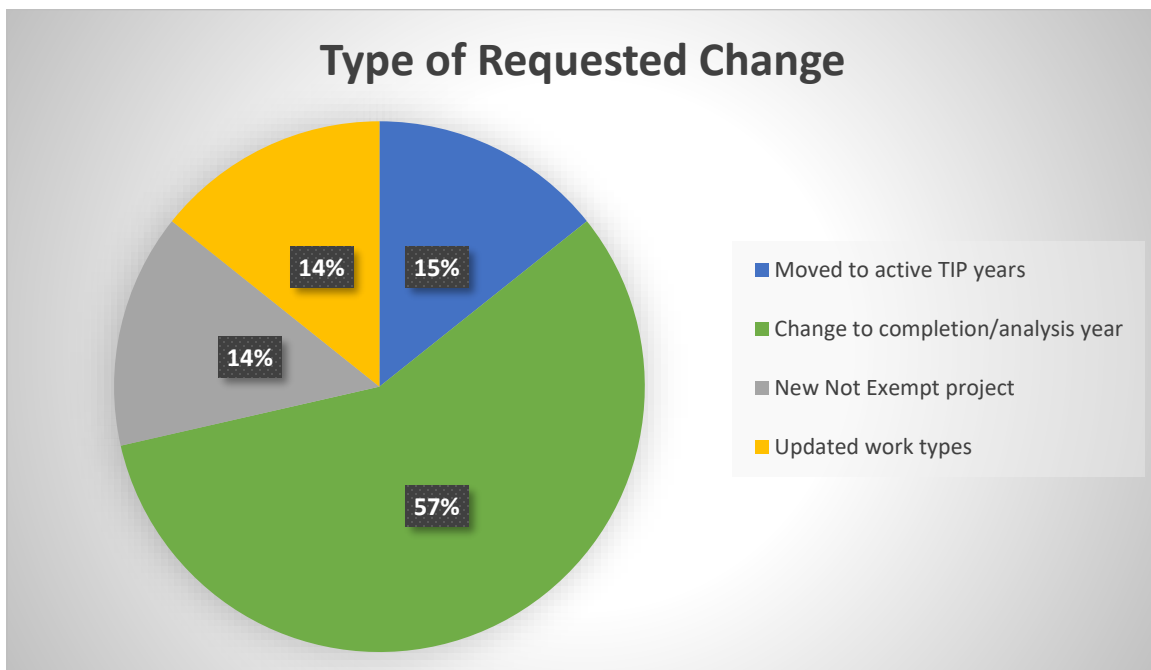
Date: May 30, 2025

Subject: ON TO 2050/2025-2029 TIP Conformity Analysis & TIP Amendment 25-08 and 25-08.1 release for public comment

Action Requested: Approval

Purpose

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 2025-2029 TIP/ON TO 2050 plan that are Not Exempt from air quality emissions analysis and are thus required to being included in the regional emissions analysis. Seven projects submitted TIP changes, shown on formal conformity amendment 25-08. These changes will be included in the required regional emissions analysis. Below is a summary by type of requested changes.



If the FFY 2025-2029 TIP formal conformity amendment is approved, two projects not previously conformed and modifications to five 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 constrained and conformed. In nonattainment areas (The CMAP region is a nonattainment area for ozone) [Transportation Conformity Regulations](#) state that conformity determinations are required for the adoption, acceptance, approval or support of TIPs and TIP amendments developed pursuant to 23 CFR part 450 or 49 CFR part 613 by an MPO or DOT; and the approval, funding, or implementation of FHWA/FTA projects.

As a Metropolitan Planning Organization (MPO), CMAP is responsible for ensuring that the TIP is fiscally constrained by determining that sufficient resources will be available to construct projects shown in the TIP. 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 new Not Exempt project to be conformed is:

- [08-25-0022](#): extension of the IL 390 ramps from Lake St (US 20) to County Farm Road. Work includes replacing the current interchange with a diverging diamond and intersection improvements at Ontarioville Rd & Lake St, Greenbrook Blvd & Lake St, as well as the intersection of the new ramps & County Farm Rd.

The Not Exempt project moving into active TIP years to be conformed is:

- [08-19-0042](#): road expansion of I-55 from I-355 to Bolingbrook Dr (IL 53) to reconstruct the road to include additional through lanes and an auxiliary lane.

The previously conformed projects that submitted conformity related TIP changes included in the amendment are:

- [07-14-0003](#): road expansion of Vollmer Road from Kedzie Avenue to Western Avenue including full replacement of the bridge over the rail tracks and the addition of a new shared use path.
- [09-10-0024](#): road modernization of State St (IL 38) from the Fox River to Kirk Road, reconstructing the roadway and implementing new bicycle facilities.
- [09-20-0098](#): road modernization of Orchard Gateway Boulevard from Orchard Road to Hansen Boulevard. Work will provide adequate turn lanes at intersections, new traffic signals and interconnection, sidewalk improvements, and a new curb and gutter. The project also includes installation of a new intersection, roadway lighting, and a retaining wall.
- [10-17-0027](#): road expansions of Baron Boulevard (IL 83) and Belvidere Road (IL 120) to Buckley Road (IL 137) and Atkinson Road, respectively. This project includes the construction of a new road between IL 120 and Atkinson Road, along with reconstruction, intersection upgrades, and ADA improvements along the two routes.
- [17-94-0008](#): new transit vehicle acquisition and implementation, purchasing over 100 hybrid buses for system-wide vehicle replacements and fleet expansions. Investments in new bus stock will include a focus on Pace's Pulse Dempster Corridor.

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:

- [09-10-0024](#): the road modernization of State St (IL 38) had the open to traffic year updated from 2026 to 2027, with the implementation status changed to reflect that the project has been let to construction.
- [09-20-0098](#): the road modernization of Orchard Gateway Boulevard from Orchard Road to Hansen Boulevard had a change to the project completion year(s) for analysis from 2025 to 2026-2030 as the construction letting date was delayed.
- [10-17-0027](#): the road expansions of Baron Boulevard (IL 83) and Belvidere Road (IL 120) had the open to traffic year changed from TBD to 2035 and the completion year(s) for analysis updated to 2031-35. The second phase of this project is set to be let for construction in 2033. The Signal Timing work type was also added to the project scope.
- [17-94-0008](#): the new transit vehicle implementation had a change to the project completion year(s) for analysis from 2025 to 2026-30.

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 work types do not require an air quality conformity analysis. Examples of exempt work types are resurfacing, intersection improvements, and rail station modernization.

This previously Not Exempt project removed the Not Exempt work type, making it an Exempt project and removing it from the conformity analysis model:

- [07-14-0003](#): the road expansion of Vollmer Road from Kedzie Avenue to Western Avenue no longer includes adding additional thru lanes, thus the add lanes work type was removed and the project is now a bridge replacement only.

The Not Exempt projects moving into active TIP years (FFY 2025-2029) to be conformed are:

- [08-19-0042](#): the road expansion of I-55 from I-355 to Bolingbrook Dr (IL 53) was moved out of the illustrative program and into the active TIP. Engineering II phases were programmed in FFY 2025-27, with the open to traffic date for this project changed from 2030 to 2032, with analysis completion year(s) of 2031-35.

Newly submitted changes are found in the [25-08 Conformity Formal Amendment](#) report.

An administrative conformity amendment, 25-08.1 was created to enable projects to make technical corrections or update modeling information for Exempt Tested projects. Exempt Tested projects are projects that have work types that do not impact air quality but do impact the master highway network used in travel demand modeling. An example of an Exempt Tested project is a change in the width of a travel lane. Adding a new travel lane requires a project to go through conformity analysis, but changing the width of an existing lane does not. Exempt Tested projects help ensure that the master highway network is kept up to date. Through this administrative amendment CMAP can update the master highway network, ensuring that the most updated network is used for conformity analysis. The administrative changes can be found in the [25-08.1 Conformity Administrative Amendment](#) report. Administrative amendments are effective upon staff approval in the eTIP database.

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) MOVES4 model for emissions modeling.

The Chicago Nonattainment area is within the CMAP region and is classified as Serious Nonattainment for Ozone. Ozone is a gas that is formed by the reaction of Volatile Organic Compounds (VOC) and Oxides of Nitrogen (NO_x) in the atmosphere in the presence of sunlight (VOC and NO_x are referred to as ozone precursors). Illinois EPA has an approved State Implementation Plan (SIP) to reduce Ozone levels in the CMAP region to meet the current National Ambient Air Quality Standards (NAAQS). The SIP has emissions budgets including the Motor Vehicle Emissions budget (MVEB) for VOC and NO_x that the CMAP TIP needs to demonstrate conformity to. 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's remained unchanged. To demonstrate that the CMAP TIP conforms to the MVEB CMAP performed the required regional emissions analysis per the Transportation Conformity regulations pervious mentioned. Using MOVES4, CMAP modeled on-road emission estimates for ozone precursors VOC and NO_x in each analysis year were produced. The emission analysis shown in the table below demonstrates that FFY 2025-2029 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	50.60	60.13	125.00	150.27
2030	43.81	60.13	74.91	150.27
2035	38.58	65.00	49.45	110.00
2040	34.70	65.00	39.69	110.00
2050	30.80	65.00	35.44	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 2025

ACTION REQUESTED: Approval of the ON TO 2050/2025-2029 TIP Conformity Analysis & TIP Amendment 25-08 by the MPO Policy Committee.



MEMORANDUM

To: MPO Policy Committee

From: CMAP Staff

Date: June 5, 2025

Subject: Federal Fiscal Year (FFY) 2026- 2030 Congestion Mitigation and Air Quality Improvement Program (CMAQ), Surface Transportation Program Shared Fund (STP-SF), and locally programmed Transportation Alternatives (TAP-L) Programs

Action Requested: Approval

Purpose

On May 15, 2025, the STP Project Selection Committee (PSC) approved the attached STP-SF program and the CMAQ and TAP-L PSC approved the attached CMAQ and TAP-L programs. The programs consist of 40 projects to be funded over the next five federal fiscal years (FFYs). The programs include STP-SF funding for 8 projects, CMAQ funding for 27 projects and TAP-L funding for 5 projects. The new projects were selected by applying performance-based selection methodologies to the 88 project applications received in response to the call for projects issued in October 2024.

Draft programs were available for public comment from April 4 through May 2, 2025. Three comments were received in support of a project included in the TAP-L program and one comment was received requesting the inclusion of five projects that were not submitted by eligible sponsors during the call for projects' application period. Based on the nature of the comments, the PSCs made no changes to the draft programs.

The recommended programs have been incorporated into TIP amendments [25-09.1](#), [25-09.2](#) and [25-09.3](#). The Transportation Committee recommends MPO Policy committee approval of TIP Amendments 25-09.1, 25-09.2 and 25-09.3.



Chicago Metropolitan Agency for Planning

CMAQ Multi-Year Program for Northeastern Illinois - FFY 2026-2030

Program Recommended by Transportation Committee on May 30, 2025

ID	Sponsor	Facility to be Improved	\$/Kilogram VOC Eliminated (Annualized)	Daily VOC Eliminated (Kilograms)	CMAQ Funding
Access to Transit					
16-25-0011	RTA	RTA Access to Transit Program of Projects - CFP	\$2,913	0.365	\$3,063,527
Bicycle Facility					
02-25-0015	Lincolnwood	Pratt Avenue Pedestrian Bridge - CFP	\$592	0.248	\$2,864,000
01-25-0016	CDOT	Eastward Extension of the 606: Ashland-Elston - CFP	\$5,599	0.296	\$31,813,240
02-25-0009	Evanston	Chicago Avenue Multimodal Corridor Improvement - CFP	\$12,675	0.044	\$11,160,000
07-25-0007	Park Forest	26th Street Multi-Use Path - CFP	\$37,502	0.003	\$2,510,000
Direct Emissions Reduction					
18-25-0020	Metra	Metra Electric Switch Locomotive - CFP	\$3,989	3.677	\$23,200,000
Intersection Improvement					
09-25-0018	IDOT D1 Hwys	Ill 31 - At Big Timber Rd - CFP	\$4,877	0.134	\$1,665,000
Signal Interconnect					
04-25-0010	IDOT D1 Hwys	St Charles Rd - Taft Ave to Wolf Rd - CFP	\$636	0.083	\$146,000
06-25-0007	IDOT D1 Hwys	US 45 LaGrange Rd/96th Ave - 123rd St/McCarthy Rd to Creek Rd - CFP	\$646	0.129	\$230,000
12-25-0009	Joliet	Joliet Central Traffic Management System (CTMS) - Phase C - CFP	\$749	0.387	\$800,100
11-25-0008	IDOT D1 Hwys	Ill 176 - US 14 (Virginia St) to Oak St - CFP	\$862	0.073	\$173,000
04-25-0009	IDOT D1 Hwys	Various - Various Locations (ATMS Expansion Phase 5A) - CFP	\$1,045	1.878	\$5,512,000
03-25-0015	IDOT D1 Hwys	Oakton St - Des Plaines River to Ill 21 (Milwaukee Ave) - CFP	\$1,079	0.267	\$796,000
04-25-0008	IDOT D1 Hwys	Various - Various Locations (ATMS Expansion Phase 5B) - CFP	\$1,162	0.654	\$2,096,000
04-25-0007	IDOT D1 Hwys	25th Ave - Addison Ave to Fullerton Ave - CFP	\$1,387	0.071	\$272,000
10-25-0005	IDOT D1 Hwys	Ill 53 - Long Grove Rd to Menards Entrance - CFP	\$1,499	0.060	\$248,000
02-25-0017	IDOT D1 Hwys	Various - Various Locations (ATMS Expansion Phase 5C) - CFP	\$1,566	0.326	\$1,408,000
02-25-0018	IDOT D1 Hwys	1) West Lake Ave - Pfingsten Rd to Greenwood Rd, 2) Greenwood Rd - West Lake Ave to East lake Ave - CFP	\$1,574	0.048	\$207,000

ID	Sponsor	Facility to be Improved	\$/Kilogram VOC Eliminated (Annualized)	Daily VOC Eliminated (Kilograms)	CMAQ Funding
03-25-0016	IDOT D1 Hwys	1) Rand Rd - US 14 (Miner/Dempster St) to Elk Blvd, 2) Ballard Rd - Rand Rd to Greenwood Ave - CFP	\$2,040	0.109	\$611,000
03-25-0013	IDOT D1 Hwys	Cumberland Ave - Devon Ave to Granville Ave - CFP	\$2,194	0.015	\$94,000
11-25-0007	IDOT D1 Hwys	1) US 20 Grant Hwy - Ill 23 to Prospect St, 2) Ill 23 - Ill 176 (Telegraph St) to US 20 (Grant Hwy) - CFP	\$2,803	0.048	\$368,000
08-25-0007	Naperville	Advanced Traffic Management System - South Expansion - CFP	\$3,046	0.285	\$2,031,328
12-25-0015	IDOT D1 Hwys	Ill 171 Archer Ave - 123rd St/McCarthy Rd to 143rd St - CFP	\$3,297	0.112	\$1,016,000
09-25-0013	Aurora	Farnsworth Avenue Traffic Signal Modernization / Resurfacing (I-88 to Sheffer Rd) - CFP	\$3,419	0.188	\$1,687,200
03-25-0014	IDOT D1 Hwys	1) Central Ave - Oakton Community College to Dearlove Rd & Ill 21 to Greenwood Rd, 2) Greenwood Rd - East Lake Ave to Central Rd - CFP	\$3,648	0.064	\$644,000
10-25-0006	IDOT D1 Hwys	1) Ill 60 - Petersen Rd to Ill 120, 2) Ill 120 (Belvidere Rd) - Ill 60 to Fairfield Rd - CFP	\$5,100	0.307	\$648,000
Transit Facility Improvement					
18-25-0022	Metra	Van Buren Street Station Renovation - CFP	\$4,712	3.173	\$80,000,000



Chicago Metropolitan Agency for Planning

STP-Shared Fund Multi-Year New Active Program for Northeastern Illinois - FFY 2026-2030

Program Recommended by Transportation Committee on May 30, 2025

Rank	TIP ID	Project	Sponsor	Phase	FFY 2026	FFY 2027	FFY 2028	FFY 2029	FFY 2030
1	03-25-0010	US 14 NW Hwy at CN Railroad - CFP	Barrington	C/CE		\$2,726,100			
2	09-25-0010	Kimball St over the Fox River - CFP	Elgin	C/CE			\$11,623,200		
14	05-25-0006	74th Avenue Pedestrian Bridge Replacement over the Indiana Harbor Belt Railroad - CFP	Summit	ENG2			\$175,000		
3	09-25-0017	Chicago Street Bridge over the Fox River - CFP	Elgin	C/CE				\$5,300,000	
4	01-25-0012	Milwaukee Avenue: Logan to Armitage Road Reconstruction Project - CFP	CDOT	CON				\$14,367,560	
9	01-25-0015	Rehabilitation of 92nd Street, 95th Street, and 100th Street Bridges over the Calumet River - CFP	CDOT					\$13,729,435	
8	03-25-0009	Algonquin Road & UP Railroad Grade Separation - CFP	Des Plaines	C/CE					\$14,476,800
10	07-25-0008	State Street Reconstruction: West of Burnham Avenue to State Line Road - CFP	Calumet City	CON					\$3,493,880
14	05-25-0006	74th Avenue Pedestrian Bridge Replacement over the Indiana Harbor Belt Railroad - CFP	Summit	C/CE					\$3,100,000

FFY = Federal Fiscal Year | ENG1 = Preliminary Engineering | ENG2 = Design Engineering | ROW = Land Acquisition | CON = Construction | CE = Construction Engineering | C/CE= CON & CE



Chicago Metropolitan Agency for Planning

TAP-L Multi-Year Program for Northeastern Illinois - FFY 2026-2030

Program Recommended by Transportation Committee on May 30, 2025

CFP ID	Sponsor	Facility to be Improved	Proposed FFY24	Proposed FFY25	Proposed FFY26	Proposed FFY27	Proposed FFY28	TAP-L Funding
04-25-0006	Cook Co DOTH	Central Des Plaines River Trail - CFP	\$ 800,000	\$ -	\$ -	\$ -	\$ -	\$ 800,000
07-25-0010	Country Club Hills	BP Pipeline Shared Use Path - CFP	\$ 3,078	\$ -	\$ -	\$ -	\$ -	\$ 3,078
01-25-0009	CDOT	Weber Spur Trail UPRR from Devon Ave to Elston Ave - CFP	\$ -	\$ -	\$ 4,101,600	\$ -	\$ 41,780,000	\$ 45,881,600
12-25-0008	FPD Will Co	DuPage River Greenway Trail - Weber Road Improvements - CFP	\$ 344,800	\$ -	\$ 4,826,400	\$ -	\$ -	\$ 5,171,200
08-25-0008	Elmhurst	Bicycle and Pedestrian Overpass over IL 83 - CFP	\$ 123,918	\$ -	\$ -	\$ -	\$ -	\$ 123,918



Chicago Metropolitan Agency for Planning

433 West Van Buren Street
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Chicago, IL 60607

312-454-0400
cmap.illinois.gov

MEMORANDUM

To: MPO Policy Committee

From: Erin Aleman, Executive Director

Date: May 30, 2025

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



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MEMORANDUM

To: MPO Policy Committee

From: CMAP Staff

Date: May 30, 2025

Subject: Regional Vision update and emerging regional trends

Action Requested: Information

ON TO 2050, the region's current long-range plan and its three pillars – inclusive growth, prioritized investment, and resiliency – continue to guide CMAP's work.

Initial planning for the region's next comprehensive plan is underway, including development of a new regional Vision. This "north star" will articulate long-term goals and aspirations while also identifying potential challenges and opportunities that could shape regional progress.

With the help of a consultant team, CMAP is evaluating the region's existing conditions as it relates to demographics, the economy, fiscal capacity, housing, the environment, transportation, safety and affordability. The findings will help define the region's challenges and opportunities, inform regional planning efforts and give context for future-focused discussions.

In May, we will provide more context on the Vision planning process and preview early insights from the existing conditions assessment phase of the project.

Background

CMAP is shifting away from a single, large-scale regional comprehensive plan to a multi-plan framework with a regional vision at the center.

An [April 2024 CMAP memo](#) to the Board provides additional details on this approach.

With our partners and stakeholders, we will define *what* the region must do together and *why* it matters to the region, while providing topline policy guidance on *how* we can approach topical initiatives and implementation.

Together, the Vision and sub-plans will replace ON TO 2050 over time and collectively serve as the region's comprehensive plan. This new approach leverages the significant progress and direction provided by ON TO 2050 while providing a more dynamic and responsive approach to our region's challenges and opportunities.

We are targeting approval of the Vision by the CMAP Board and MPO Policy Committee in fall 2027.

The project team will be engaging the CMAP Board and MPO Policy Committee throughout this process and providing updates at your meetings.



MEMORANDUM

To: MPO Policy Committee

From: CMAP Staff

Date: June 3, 2025

Subject: 2026 Regional Transportation Plan Existing Conditions Report

Action Requested: Information

Northeastern Illinois is collaborating to develop the 2026 Region Transportation Plan (RTP). The RTP will summarize the region's vision for its transportation system and identify the investments and strategies needed to get there.

The *Existing Conditions* report is the next major milestone deliverable in the development of the RTP. The report uses data to understand conditions affecting the preliminary goal areas identified in the *Emerging Priorities* report, which was released in February 2025. The purpose of the report is to inform future discussions about actions the region should take to achieve its vision for transportation.

At the meeting, CMAP staff will present a preview of the *Existing Conditions* report, highlighting key transportation findings related to demographics, mobility, safety, the environment, the economy, system preservation, and more. Information in the report is organized by the five preliminary goal areas:

- Strengthen connections between people and places
- Prioritize safety and public health
- Mitigate pollution and invest in resilient infrastructure
- Support economic prosperity and inclusive growth
- Strategically, govern, fund, and preserve the system

The *Existing Conditions* report is available at the RTP's website, engage.cmap.illinois.gov/2026-rtp.

Following this report, the project team will transition to the strategy development phase of the RTP, which will continue to be informed by policy briefs, robust engagement, evaluation and prioritization of project submissions, and identification of funding options.



MEMORANDUM

To: MPO Policy Committee

From: CMAP Intergovernmental Affairs Staff

Date: June 2, 2025

Subject: Legislative update

Action Requested: Information

FEDERAL

Surface transportation reauthorization

The next surface transportation reauthorization process is currently underway. Congressional committees have begun reauthorization hearings to engage transportation implementers and stakeholders on priorities for the next reauthorization bill. Several national advocacy organizations have also published legislative priorities and shared key recommendations to lawmakers. The House Committee on Transit and Infrastructure recently closed their stakeholder portal for comments on reauthorization. CMAP provided comments aligned with previously developed regional principles for reauthorization. House T&I is now formally collecting input from members. Similarly, the Senate Environment and Public Works Committee has opened up a portal for member comments about reauthorization, and CMAP staff have spoken to Senator Durbin and Duckworth's offices about these priorities.

CMAP staff are beginning a process to develop updated shared regional principles for reauthorization. The "One Regional Voice" principles developed in 2021 for the previous reauthorization will serve as the basis for future regional conversations on the next reauthorization bill. Staff will collaborate with regional transportation implementers, advocacy groups, and other stakeholders to develop principles to share with the region's congressional delegation and other federal stakeholders.

STATE

Strengthen Communities (HB3784) RPA funding initiative

CMAP's Strengthen Communities (HB3784) funding initiative, which would appropriate \$2M to the agency to support the planning functions and programs required in the Illinois Regional Planning Act, was successfully incorporated into the FY26 budget. The FY26 budget appropriates \$2M via the Department of Human Services to CMAP for operational expenses. CMAP staff will work with DHS to access the funds and utilize them to strengthen CMAP's technical assistance offerings in alignment with the Regional Planning Act.

FY26 Budget

The General Assembly passed the FY26 budget (SB2510) on May 31st in the final hours before scheduled adjournment. Shortly after, the General Assembly passed companion budget implementation (HB1075) and revenue (HB2755) legislation. The \$55.2 budget increases spending by about 4% compared to the current fiscal year. Included in this package is a \$100M Budget Reserve for Immediate Disbursements and Governmental Efficiencies (BRIDGE) fund to address any unanticipated delays in funding or failures of revenue. The revenue package, totaling approximately \$800M, included some new taxes on sports betting, tobacco and vape products, and additional taxes on foreign and out-of-state corporations. Taken together, the final budget package accounts for an approximate \$500M shortfall in revenue projections since the Governor put forward his FY26 budget proposal in February.

Transit funding and reform

The General Assembly concluded its spring session without passing legislation to address transit funding and reform. Representative Delgado (SB2111 HA1) and Senator Villivalam (HB3438 SFA2) each filed bills in the final week of session addressing a series of governance reforms to the northeastern Illinois transit system. The bills would create a new Northern Illinois Transit Authority (NITA) to oversee operations of Metra, Pace, and CTA. The Senate bill also included several funding options that would raise revenues for transit operations and capital.

Following the introduction of a few amendments, the Senate bill passed by a vote of 32-22 during the final moments of session. The House did not take up the Senate bill, nor did the House bill advance to a floor vote.

Lawmakers are expected to work through the summer to address governance and funding issues raised throughout the committee hearings and legislative debate.

The General Assembly is not scheduled to reconvene until veto session in the fall, although legislative leadership have left the door open for a possible special session earlier if necessary.

General legislative activity

CMAP staff continue to track legislation before the Illinois General Assembly that impacts the region and is relevant to CMAP's work. The following has been identified by CMAP staff as key 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 is not an exhaustive list of legislation tracked by CMAP staff. For more information on other tracked legislation of interest, please contact Ryan Gougis, IGA Specialist at rgougis@cmap.illinois.gov.

Bike and Pedestrian

[HB2675](#) – **VEH CD-BIKE TRAIL SIGNAGE** (Rep. Moylan/Sen. Simmons)

Description: Amends the Illinois Vehicle Code. Provides that the authority having maintenance jurisdiction over publicly owned paved bicycle trails in the State shall erect permanent regulatory or warning signage 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. Provides that if the authority having maintenance jurisdiction over publicly owned bicycle trails has actual knowledge of an emergency or safety hazard that creates a dangerous condition on a publicly owned paved bicycle trail,

the authority shall take reasonable steps to erect temporary signage or other warning markers, including, but not limited to, cones, barricades, or drums, alerting pedestrians or cyclists of the dangerous condition. HA3 provides that the authority having maintenance jurisdiction over publicly owned paved bicycle trails in the State shall erect permanent regulatory or warning signage alerting pedestrians or cyclists of highway crossings, unless the crossing (rather than the intersection where the trail crosses the highway) is controlled by an official traffic control device or sign.

Status: Passed Both Houses on 5/22/2025

Transit Improvement

HB3094 – **TRANSPORTATION BENEFIT PROGRAM** (Rep. Mah/Sen. Villivalam)

Description: Amends the Transportation Benefits Program Act. Provides that the Act does not apply to a covered employer in the construction industry with respect to employees with whom the covered employer has entered into a bona fide collective bargaining agreement. Makes changes to definitions.

Status: Passed both Houses on 5/22/2025

Transportation Infrastructure

HB3177/SB2248 – **TRANSPORT INFRASTRUCTURE-DELIVERY** (Rep. Olickal/Sen. Villivalam)

Description: HA1 to HB3177 Amends the Innovations for Transportation Infrastructure Act. Provides that the Department of Transportation or the Illinois State Toll Highway Authority may use the design-build project delivery method for transportation facilities if the capital costs for transportation facilities delivered utilizing the design-build project delivery method or Construction Manager/General Contractor project delivery method or Alternative Technical Concepts in a design-bid-build project delivery method do not for transportation facilities delivered by the Department, exceed \$500,000,000 (rather than \$400 million) of contracts awarded on an annual basis (rather than during the Department's multi-year highway improvement program for any 5-year period). Provides that the Department may adjust the applicable monetary threshold on a yearly basis to reflect inflationary costs in highway construction as measured by the United States Department of Transportation in the National Highway Construction Cost Index or other similar index. Requires a notice of any change to that threshold to be published in the Illinois Transportation Bulletin. Removes language that provides that notwithstanding any other law, and as authority supplemental to its existing powers, the Department may use the Construction Manager/General Contractor project delivery method for up to 2 transportation facilities per year. Effective immediately. SA1 to HB3177 removed a provision from the engrossed bill that would have authorized the Department of Transportation to adjust the applicable monetary threshold on a yearly basis to reflect inflationary costs in highway construction as measured by the United States Department of Transportation in the National Highway Construction Cost Index or other similar index.

Status: HB3177 Passed both Houses on 5/31/2025; SB2248 re-referred to Senate Assignments on 4/11/2025

SB1999 – **TRANSPORTATION-VARIOUS** (Sen. Porfirio/Rep. Deuter)

Description: Amends the Department of Transportation Law of the Civil Administrative Code of Illinois. Provides that the Department of Transportation shall develop and implement a life-cycle costs analysis for each new construction, reconstruction, or replacement road project, except for State rehabilitation and preservation projects, under its jurisdiction for which the total pavement costs exceed \$500,000. Amends the Illinois Municipal Code. Provides that the employee of the Aeronautics Division of the Department of Transportation who is a member of the advisory committee that determines which homes contain windows or doors that cause offensive odors and thus are eligible for replacement shall only cast a vote when breaking a tie. Amends the Illinois Vehicle Code. Provides that every crash report required to be made in writing must be electronically submitted to the Administrator using an electronic format approved by the Administrator (rather than made on an approved form or in an approved

electronic format provided by the Administrator). Makes conforming changes. Effective immediately, except that the changes made to the Illinois Vehicle Code are effective January 1, 2027.

Status: Passed both Houses on 5/30/2025

Transportation Safety

HB2983 – TRANSPORTATION-VARIOUS (Rep. Gonzalez, Jr./Sen. Stadelman)

Description: Amends the Illinois Vehicle Code. Requires the Secretary of State to include information advising drivers of the laws and best practices for safely sharing the roadway with bicyclists and pedestrians in the Illinois Rules of the Road Publication. Provides that an applicant for a school bus driver permit or commercial driver's license with a school bus driver endorsement is not required to pass a written test if the applicant holds a valid commercial driver's license or a commercial driver's license that expired in the preceding 30 days issued by another state with a school bus and passenger endorsements. Requires all driver education courses to include information advising drivers of the laws and best practices for safely sharing the roadway with bicyclists and pedestrians. Provides that the examination to test an applicant's ability to read and understand official traffic control devices and knowledge of safe driving practices and traffic laws may be administered at a Secretary of State facility, remotely via the Internet, or in a manner otherwise specified by the Secretary of State by administrative rule. Allows the Secretary to destroy a driving record created 20 or more years ago for a person who was convicted of an offense and who did not have an Illinois driver's license if the record no longer contains any convictions or withdrawal of driving privileges due to the convictions. Provides that the application for an instructor for a driving school must be accompanied by a medical examination report completed by a competent medical examiner (rather than a competent physician). Provides that the restricted commercial driver's license issued for farm-related service industries may be available for periods not to exceed a total of 210 (rather than 180) days in any 12-month period. Removes some of the duration limitations for suspended licenses. Provides that the traffic-control signals also apply to bicyclists. Restricts a person from driving a motor vehicle on a bicycle lane, trail, or path designated by an official sign or marking for the exclusive use of bicycles or pedestrians. Makes other changes. Amends the School Code to make a conforming change. Effective immediately.

Status: Passed both Houses on 5/22/2025

SB1507 – VEH CD-SAFETY ZONES (Sen. Feigenholtz/Rep. Croke)

Description: Amends the Illinois Vehicle Code. Provides that the University of Illinois Chicago Urban Transportation Center shall conduct a study that includes the following: (1) a comprehensive review of the City of Chicago's website multi-year crash data on North and South DuSable Lake Shore Drive; (2) the available research on potential effectiveness of cameras powered by artificial intelligence in improving compliance and reducing crashes and road fatalities on North and South DuSable Lake Shore Drive; (3) an analysis of driving behavior to detect risky driving patterns and to address the DuSable Lake Shore Drive crash corridors; (4) an assessment of the effectiveness of psychological deterrence in reducing habitual speeding; and (5) an assessment of how fatalities can be reduced using these cameras powered by artificial intelligence and other technical options that may be available in place of cameras powered by artificial intelligence. Provides that the Department of Transportation shall adopt any rules necessary to implement this provision.

Status: Passed both Houses on 5/22/2025

SB1559 – IDOT-TRAFFIC STUDIES (Sen. Feigenholtz/Rep. Williams)

Description: SA1 amends the Department of Transportation Law of the Civil Administrative Code of Illinois. Requires the Department of Transportation to conduct a traffic study following the occurrence of any crash involving a pedestrian fatality that occurs at an intersection of a State or municipal highway. Sets forth the meeting agendas for State and municipal government departments of transportation if a memorandum of understanding exists between the State and municipal departments of transportation

and that memorandum of understanding requires that the 2 bodies meet monthly or regularly. Provides that the Department shall conduct a timely analysis of each fatal traffic crash that occurs on a State or municipal highway that is reported to the Illinois State Police or a local law enforcement agency. Provides that the Department shall conduct periodic analyses to identify trends, patterns, and correlations associated with traffic crashes. Provides that based on its analyses, the Department shall identify potential actions to increase traffic safety. Provides that when appropriate, the Department shall include estimates for the cost of implementation and potential funding options in its identification of such potential actions. Provides that in conducting analyses and in identifying potential actions, the Department shall coordinate with any other department, agency, or organization deemed relevant by the Department. Requires each department of transportation to make the reports of the analysis and the results of the study available to the public upon request. SA2 removes provisions concerning regular meetings between State and municipal departments of transportation, traffic crash analyses. Makes changes to provisions requiring the Department to identify potential action to increase traffic safety. Provides that the Department of Transportation (rather than each department, including State and municipal departments, of transportation) shall make the reports of the analysis and results of the study available to the public upon request. Makes other changes.

Status: Passed both Houses on 5/21/2025