



## **TRANSPORTATION COMMITTEE**

### **AGENDA - FINAL**

Friday, December 20, 2024

9:30 AM

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

**Members of the public who attend in-person can pre-register for a visitor's pass at [info@cmap.illinois.gov](mailto:info@cmap.illinois.gov) until December 19, 2024 at 4:00 p.m. or should plan to arrive early to check-in with the building's information desk for access.**

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

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

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

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

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

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

**1.0 Call to Order and Introductions****2.0 Agenda Changes and Announcements****3.0 Approval of Minutes****3.01 Minutes from November 22, 2024**[24-494](#)

PURPOSE & ACTION: Review and approval of the minutes.

ACTION REQUESTED: Approval

**Attachments:** [TC Meeting Minutes 11.22.24](#)

**4.0 CMAP Updates****5.0 Items for Approval****5.01 2025 Committee meeting dates**[24-496](#)

PURPOSE & ACTION: CMAP staff requests approval of the proposed meeting dates for 2025. All the dates are on Fridays at 9:30 a.m. and are subject to change based upon the work of the committee.

ACTION REQUESTED: Approval

**Attachments:** [TC\(Memo\)MeetingDates2025](#)

**5.02 FFY 2023-2028 Transportation Improvement Program (TIP) amendments and administrative modifications**[24-493](#)

PURPOSE & ACTION: TIP amendment 25-04 was published to the eTIP web site on December 13, 2024 for committee review and public comment. A memo summarizing formal TIP amendment 25-04 and administrative amendments 25-04.1 and 25-04.2 is included in the meeting materials. Staff requests approval of TIP amendment 25-04.

ACTION REQUESTED: Approval

**Attachments:** [TC\(Memo\)TIP Amend25-04](#)  
[Formal TIP Amendment 25-04](#)  
[Administrative TIP Amendment 25-04.1](#)  
[Administrative TIP Amendment 25-04.2](#)

**5.03 ON TO 2050/2025-2029 TIP conformity analysis & TIP amendment** [24-495](#)

PURPOSE & ACTION: ON TO 2050/2025-2029 TIP Conformity Analysis and TIP Amendment 25-03 was released for public comment through December 10, 2024. CMAP staff requests approval recommending the ON TO 2050/2025-2029 TIP Conformity Analysis and TIP amendment 25-03 to the MPO Policy Committee for their consideration. A memo summarizing the conformity amendment is included in the meeting materials.

ACTION REQUESTED: Approval

**Attachments:** [TC\(Memo\)Conformity Amendment](#)  
[Formal TIP Conformity Amendment 25-03](#)

**5.04 FY 2026 Unified Work Program (UWP) budget allocations** [24-497](#)

PURPOSE & ACTION: The proposed FY 2026 UWP budget allocations have been prepared for the committee's review and recommendation for approval to the MPO Policy Committee for inclusion in the FY 2026 Unified Work Program.

ACTION REQUESTED: Approval

**Attachments:** [TC\(Memo\) FY26 UWP 12202024](#)

**5.05 2026 Highway asset condition targets** [24-500](#)

PURPOSE & ACTION: On October 7, 2024, IDOT shared adjusted statewide midpoint targets for pavement condition and bridge condition as part of the State Biennial Performance Report in the FHWA Transportation Performance Management Portal. This action triggers CMAP's responsibility to either support IDOT's targets or identify its own regional targets by March 30, 2025. Staff requests approval recommending support for IDOT's new pavement condition targets and confirmation of the existing regional bridge condition targets to the CMAP Board and MPO Policy Committee.

ACTION REQUESTED: Approval

**Attachments:** [PM2Target 2024update](#)

**6.0 Information Items****6.01 Regional Transportation Plan update** [24-499](#)

PURPOSE & ACTION: Federal and state regulations require CMAP to develop a financially constrained list of transportation projects to prioritize for implementation in the Regional Transportation Plan (RTP). Staff will provide an overview of past processes to identify and select projects for inclusion in GO TO 2040 and ON TO 2050 plans and share proposed updates to the process for the 2026 Regional Transportation Plan.

ACTION REQUESTED: Informational

**Attachments:** [RTP Update Memo Transportation Committee 12.12.2024](#)

**7.0 Other Business****8.0 Public Comment**

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

**9.0 Next Meeting**

The next meeting is scheduled for Friday, February 28, 2025.

**10.0 Adjournment**



## **TRANSPORTATION COMMITTEE**

### **MEETING MINUTES - DRAFT**

Friday, November 22, 2024

9:30 AM

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

Members of the public who attend in-person can pre-register for a visitor's pass at [info@cmap.illinois.gov](mailto:info@cmap.illinois.gov) until November 21, 2024 at 4:00 p.m. or should plan to arrive early to check-in with the building's information desk for access.

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

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

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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

Chair Carrier called the meeting to order at 9:30 a.m.

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

**Absent:** Academic Research Representative 1, Academic Research Representative 2, Cook Co Representative, IDOT - OIPI Representative, and SEWRPC Representative

**Non-Voting:** FHWA Representative

**Absent (NV):** FTA Representative

Noting a physical quorum of the committee, Chair Carrier reported requests were received from DuPage Co Representative Steve Travia and Metra Representative Bryan Stepp to attend the meeting virtually in compliance with the Open Meetings Act. It was noted that Bryan Stepp would participate in the meeting after Metra Representative David Kralik leaves.

*A motion was made by CoM Representative Leon Rockingham, seconded by McHenry Co Representative Scott Hennings, to permit the virtual attendance of DuPage Co Representative Steve Travia and Metra Representative Bryan Stepp (upon David Kralik's leave). The motion carried by the following vote:*

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

**Absent:** Academic Research Representative 1, Academic Research Representative 2, Cook Co Representative, IDOT - OIPI Representative, and SEWRPC Representative

**Non-Voting:** FHWA Representative

**Not Present:** DuPage Co Representative

**Absent (NV):** FTA Representative

Kevin Carrier served as Lake Co Representative, Jeff Schriver served as CDOT Representative, Aimee Lee served as CMAP Representative, Pam Jones served as CNT Representative, Leon Rockingham served as CoM Representative, Cara Bader served as CTA Representative, Steve Travia served as DuPage Co Representative, Steve Schilke served as IDOT D1 Representative, Megan Swanson served as IDOT OP&P Representative, Jack Cruikshank served as IEPA Representative, George Khandathil served as Kane Co Representative, Heidi Lichtenberger served as Kendall Co Representative, Scott Hennings served as McHenry Co Representative, David Kralik (followed by Brian Stepp) served as Metra Representative, Audrey Wennink served as Metropolitan Planning Council Representative, Grace Benninger served as NIRPC 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, Jon Paul Diipla served as FHWA Representative

**Staff present:** Erin Aleman, Jesse Altman, Victoria Barrett, Alex Beata, Nora Beck, Vas Boykovskyy, Aaron Brown, Brett Brown, John Carpenter, Karly Cazzato, Kaitlin Cernak, Teri Dixon, Kama Dobbs, Phoebe Downey, Kate Evasic, Doug Ferguson, Elizabeth Ginsberg, Ryan Gougis, Jane Grover, Jon Haadsma, Noah Harris, Jen Maddux, Martin Menninger, Nikolas Merten, Jen Miller, Richard Norwood, Tim O'Leary, Russell Pietrowiak, Julie Reschke, Elizabeth Scott, Clarke Shupe-Diggs, Mike Sobczak, Sarah Stolpe, Aspen Walters, Laura Wilkison

**Others present:** Garland Armstrong, Luka Bettich, Kristi DeLaurentiis, Drew Duffin, Dennis Esquivel, Travis Farmer, Mike Fricano, Brandon Geber, Henry Guerriero, Jennifer Henry, Katie Herdus, Mark Kane, Mike Klemens, John Paul Jones, Quinn Kasal, Gretchen Klock, Brian Larson, John Loper, Lee Overholser, Leslie Rauer, Ben Redding, Todd Schmidt, Erik Schroeder, Joe Surdam, Michael Vanderhoof, Marla Westervelt

## 2.0 Agenda Changes and Announcements

There were no changes or announcements.

## 3.0 Approval of Minutes

### Approval of the Group Vote

*A motion was made by CoM Representative Leon Rockingham, seconded by Tollway Representative Karyn Robles, to approve the minutes for agenda items 3.01 and 3.02. The motion carried by the following vote:*

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

**Absent:** Academic Research Representative 1, Academic Research Representative 2, Cook Co Representative, IDOT - OIPI Representative, and SEWRPC Representative

**Non-Voting:** FHWA Representative

**Absent (NV):** FTA Representative

### 3.01 Minutes from September 13, 2024

[24-473](#)

**Attachments:** [TC 09.13.24 Minutes](#)

*Agenda items 3.01 and 3.02 were taken under one vote.*

### 3.02 Minutes from October 25, 2024 special meeting

[24-474](#)

**Attachments:** [TC 10.25.24 special meeting minutes](#)

*Agenda items 3.01 and 3.02 were taken under one vote.*

## 4.0 CMAP Updates

Erin Aleman, Executive Director, provided an update regarding recent litigation on contract work and disadvantage business enterprises (DBEs). The result of the litigation, stemming from two firms filing lawsuits in Indiana and Kentucky, is that the US DOT is prohibited from using gender or race-based assumptions in its Disadvantaged Business Program for certain contracts. This could impact at least 23

states and potentially the entire country. The firms who had filed the lawsuit must notify the FHWA of their intent bidding on a project within five days of the project being posted. The FHWA will then notify the state's Department of Transportation of the firm's intent, and the state who will need to remove the language and repost the project for bid. This is specifically related to construction work that is federally funded. Director Aleman reported the governor is committed to maintaining the state's DBE program but there is uncertainty regarding the broad impact of this legislation.

Aimee Lee, Deputy of Transportation, requested that if there are items that the Transportation Committee members would like to bring forward in 2025, they should reach out to her or her staff. She reported CMAP participated in engagement events including the Federal Highway Administrations' annual senior leadership meeting, the Illinois Institute for Transportation Engineers luncheon, the Illinois Legislative Latino Caucus Foundation, the Regional ADA Coordinators Group, and more.

The call for transportation project applications is open through December 20, 2024. CMAP facilitates four federal funding programs that fund projects aimed at reducing emissions, improving traffic congestion, enhancing regional transportation infrastructure, and supporting non-motorized transportation. Additional information can be found out CMAP's website.

Deputy Lee reported that CMAP's intergovernmental affairs staff are working on CMAP's 2025-2026 Federal and State Advocacy Agenda. The agenda is updated biannually through the lens of the ON TO 2050 Plan and the strategic direction, and it outlines CMAP's key policy priorities that can help advance the region, address challenges, seize opportunities and thrive. The agenda will be presented to the CMAP Board in January.

CMAP has recently sent out its annual contribution letters to its counties, municipalities, and transportation partners. These monies are used to support the 20% local match required to receive federal planning funds.

*The agenda item was presented.*

## 5.0 Items for Approval

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

[24-470](#)

**Attachments:** [TC\(Memo\)TIP Amend25-02](#)  
[Formal TIP Amendment 25-02](#)  
[Administrative TIP Amendment 25-02.1](#)  
[Administrative TIP Amendment 25-02.2](#)

Russell Pietrowiak, Senior Programming Analyst, presented FFY 2023-2028 formal TIP amendment 25-02 and administrative TIP amendments 25-02.1 and 25-02.2. There are 149 formal amendments for the committee's consideration. Additionally, 140 administrative amendments were reviewed and approved by staff. The formal amendments resulted in an increase of \$279 million in total projects costs for all prior, current, and future years. Notable items include IDOT's awarding of 11 projects in the first round of federal national electric vehicle infrastructure (NEVI) funding, the eW2 CREATE project added \$14 million in right-of-way projects, and IDOT has added \$30 million to repair and replace 11 bridges and resurface portions of IL 53.



Administrative amendments added \$141.7 million in total costs in total projects costs for all prior, current, and future years. The TIP remains fiscally constrained. The amendments and memo were posted on November 15, 2024 for committee and public review.

*A motion was made by Kendall Co Representative Heidi Lichtenberger, seconded by Metra Representative David Kralik, that FFY 2023-2028 TIP formal amendment 25-02 be approved. The motion carried by the following vote:*

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

**Absent:** Academic Research Representative 1, Academic Research Representative 2, Cook Co Representative, IDOT - OIPI Representative, and SEWRPC Representative

**Non-Voting:** FHWA Representative

**Absent (NV):** FTA Representative

## 5.02 2025 Roadway Safety Targets

[24-476](#)

**Attachments:** [Memo TC Safety Targets 2025 Final](#)

Victoria Barrett, Senior Planner, presented the 2025 roadway safety performance targets. The roadway safety performance measures are a part of the Federal Highway Administration's (FHWA) Transportation Performance Management (TPM) program that focuses on five traffic safety performance measure targets mandated since 2018. Senior Planner Barrett reported that CMAP must adopt the state's targets or adopt regional targets on an annual basis. She reviewed the process for roadway safety targets, noting that the process begins with IDOT sharing its statewide roadway safety targets.

Senior Planner Barrett reported that the targets set by IDOT for 2025 are based on a five-year rolling average of the most recent data available, in this case most recent data uses 2022's five-year rolling average. When the five-year trend reflects an increase, IDOT's sets a target of a 2% reduction in the number of fatalities. While fatalities decreased in 2021 and 2022, the five-year rolling average reflects an upward trend.

Senior Planner Barrett reviewed statistics on the five, traffic safety performance measure targets: 1) annual rate of fatalities, 2) fatalities per 100 million vehicle miles traveled (VMT), 3) serious injuries, 4) rate of serious injuries per 100 million VMT, and 5) non-motorized fatalities and serious injuries.

(Metra Representative David Kralik left the meeting at 9:55 a.m. Brian Stepp served as Metra Representative this point forward of the meeting.)

Senior Planner reported CMAP is working on creating regional targets but wants to ensure that it has a data driven methodology that is informed by a plan of action. CMAP intends to align its regional targets with the timing of the regional transportation plan. At this time, staff requests support of the targets as set forth by IDOT.

*A motion was made by RTA Representative Kyle Whitehead, seconded by Tollway Representative Karyn Robles, to approve the 2025 Roadway Safety Targets and to send them to the MPO Policy Committee for consideration. The motion carried by the following vote:*

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

**Absent:** Academic Research Representative 1, Academic Research Representative 2, Cook Co Representative, IDOT - OIPI Representative, and SEWRPC Representative

**Non-Voting:** FHWA Representative

**Absent (NV):** FTA Representative

## 6.0 Information Items

### 6.01 Congestion Management Strategy update

[24-475](#)

**Attachments:** [4.X Congestion Management Strategy Memo 2024-11-15](#)

Noah Harris, Analyst, provided a presentation on the congestion management strategy (CMS). The CMS is the current initiative to comprehensively update the congestion management process (CMP), a federally required planning activity. The CMP is meant to be an on-going activity and is a federally regulated component of regional transportation planning for populations over 200,000. The FHWA defines the CMP as a systematic and regionally-accepted approach for managing congestion that provides information on system performance and assesses strategies to meet state and local needs.

Federal regulations for the CMP identify specific connections to the Regional Transportation Plan (RTP). The CMP should be informed by and aligned with all of CMAP's regional transportation planning goals. While the CMP is most directly related to the RTP's preliminary goal of increasing mobility and accessibility, it also has connections to many of the other RTP goals.

Analyst Harris reviewed the eight steps to assess system performance and strategies as outlined in the US Department of Transportation Federal Highway Administration's Congestion Management Process: A Guidebook. CMAP created a resource group to guide the comprehensive update, addressing both technical and policy perspectives. The CMP network is comprised of the seven-county metropolitan planning area and system components. CMAP's preliminary objectives and measures were reviewed and next steps clarified. Analyst Harris reported on peer examples.

CMAP has two deliverables: one is the creation of a CMP guidebook that identifies strategy types that align with CMP objectives and RTP goals, and provides guidance in identifying, applying and evaluating strategies. The second deliverable is the creation of a comprehensive corridor study template that will serve as a framework for regional collaboration, give emphasis on multi-jurisdictional and multi-agency coordination and provide guidance to plan for and implement identified strategies.

Analyst Harris reviewed the timeline, reporting that it will seek feedback from the committee in the

new year. Discussion ensued regarding the efforts that have been made to improve mobility for all users and the next steps.

*The Congestion Management Strategy update was presented.*

## 6.02 Transportation Resilience Improvement Plan

[24-477](#)

**Attachments:** [Transportation Resilience Improvement Plan Memo 11.5.2024](#)

Kate Evasic, Senior Planner, provided an update on the Transportation Resilience Improvement Plan. The goal of the Transportation Resilience Improvement Plan is to identify opportunities to improve the resilience of the transportation network to extreme weather and climate change. Developing the plan will aid in building a more resilient transportation system and communities that are better equipped to withstand existing and future weather conditions. It was also meet the requirements identified in the FHWA's PROTECT program requirements which will position the region to compete for PROTECT funds and other resilience grants.

Senior Planner Evasic reported the transportation network includes the physical infrastructure, service operations, and the user experience. The plan seeks to increase resilience by identifying and prioritizing major vulnerable transportation assets, identifying and prioritizing infrastructures investments to build resilience and reduce climate risks, propose equitable and inclusive resilience investments, and inform transportation planning and decision making.

Senior Planner Evasic reviewed the timeline and efforts that began in February 2023. The finalized vulnerability assessment revealed that flooding poses the biggest threat with current and future impacts to all aspects of the transportation system, service operations, and users and the most urban areas have the highest risk of floods. Extreme heat is also on the rise and it is projects that the number of days over 95 degrees will increase from 2 days to 18 days per year by the year 2050. Not all transit riders are equally affected by the heat with users in the urban areas experiencing more vulnerability than non-urbanized areas.

Data on the region's risk-based vulnerability assessment is available online. The results will be used in the TRIP investment plan, funding applications, project selection, long-range planning efforts, and local planning efforts. Senior Planner Evasic reviewed next steps.

Discussion ensued regarding how regional trails can be more resilient and whether green infrastructure projects may be considered in the future.

*The Transportation Resilience Improvement Plan was presented.*

## 6.03 2025 Draft Committee Meeting Dates

[24-471](#)

**Attachments:** [TC\(Memo\)DraftMeetingDates2025](#)

Chair Carrier presented the 2025 draft committee dates. Formal consideration will be made at the next meeting.

## 7.0 Other Business

Pace Representative Erik Llewellyn reported Pace is beginning the next phase of its Network Restructuring Project ReVision. Feedback is being sought on its concepts through surveys and open houses.

## 8.0 Public Comment

John Paul Jones, Sustainable Englewood Initiatives, remarked on the need to address the number of traffic fatalities and improve traffic safety in his community. Garland Armstrong, former Illinois resident, expressed concern that there are no addresses at some Metra and Amtrak stations making it difficult to schedule paratransit services.

## 9.0 Next Meeting

The next meeting is scheduled for December 20, 2024

## 10.0 Adjournment

*A motion was made by EPA Representative Jack Cruikshank, seconded by Tollway Representative Karen Robles, to adjourn the meeting. The motion carried by the following vote:*

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

**Absent:** Academic Research Representative 1, Academic Research Representative 2, Cook Co Representative, IDOT - OIPI Representative, and SEWRPC Representative

**Non-Voting:** FHWA Representative

**Absent (NV):** FTA Representative

The meeting was adjourned at 10:47 a.m.

Minutes prepared by Blanca Vela-Schneider

**MEMORANDUM**

**To:** Transportation Committee  
**From:** CMAP Staff  
**Date:** December 13, 2024  
**Subject:** 2025 Committee Meeting Dates  
**Action Requested:** Approval

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The following are the proposed meeting dates for 2025. All the dates are on Fridays at 9:30 a.m. and are subject to change based upon the work of the committee. CMAP staff requests approval of the Transportation Committee meeting calendar for 2025.

<b>2025 Transportation Committee Calendar</b>
February 28, 2025
April 25, 2025
May 30, 2025
August 1, 2025
September 12, 2025
November 21, 2025
December 19, 2025

## MEMORANDUM

**To:** CMAP Transportation Committee

**From:** CMAP Staff

**Date:** December 13, 2024

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

**Action Requested:** Approval of Formal TIP Amendment 25-04

Since the committee's last meeting, project programmers submitted 101 formal amendments for Transportation Committee consideration. Additionally, 109 administrative amendments were submitted, reviewed, and accepted by staff. Summary information is presented below. A list of projects and report of the full change details for each amendment are available on the Amendments tab of the [eTIP public web page](#). Staff requests committee approval of Formal Amendment 25-04.

### Formal Amendment 25-04

A total of 101 formal amendments were submitted for Transportation Committee approval on amendment 25-04. Projects (45) with cost changes above the administrative thresholds added \$807.7 million in total cost and \$475.7 million in federal participation. Projects (39) primarily having project phases moving into or out of the FFY 25-29 TIP added \$42.6M in total cost and \$7.7M in federal participation. New projects (17) added \$191.6 million in total cost and \$125.2 million in federal participation. The overall change in total project cost within all prior, current, and future years due to this amendment is the addition of \$1.042 billion in total cost, and \$609 million in federal participation, as summarized below.

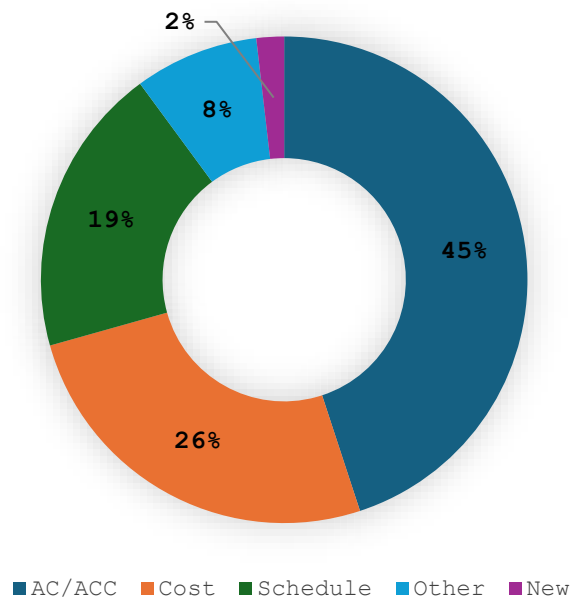
Type of change	# of projects	Change in total cost	Total cost before	Total cost after	Change in federal cost	Federal cost before	Federal cost after
Cost change	45	\$807.7	\$8,542.8	\$9,350.5	\$475.7	\$6,332.1	\$6,807.7
New project	17	\$191.6	\$0.0	\$191.6	\$125.2	\$0.0	\$125.2
Project phase moved into or out of TIP years	39	\$42.6	\$1,077.5	\$1,120.1	\$7.7	\$637.1	\$644.8
<b>Grand Total</b>	<b>101</b>	<b>\$1,041.9</b>	<b>\$9,620.4</b>	<b>\$10,662.3</b>	<b>\$608.6</b>	<b>\$6,969.2</b>	<b>\$7,577.8</b>

All costs in \$ millions

## Administrative Amendments 25-04.1 and 25-04.2

A total of 109 Administrative Amendments were submitted, reviewed, and accepted by staff on amendments [25-04.1](#) and [25-04.2](#). Administrative amendments include new projects that are not federally funded or have all federal funds in future years, conversion of project phases to or from Advance Construction (AC), cost changes that are below CMAP's amendment thresholds, changes to project schedules within the years of the TIP, changes to fund sources, and other miscellaneous changes that do not affect the scope, schedule, or funding of projects in a way that requires committee approval.

25-04.1 & 25-04.2 Administrative Amendments - Type of Changes



The most frequent administrative changes were project phases going into or out of advanced construction status (49). These changes added \$4.0M in total cost and \$2.5 in federal participation. Twenty-eight (28) projects had cost changes below the formal thresholds, adding \$15.2 million in total cost and \$20.6M in federal participation. Thirty (30) projects had schedule or other changes, such as the addition of project IDs and updating project contact information, without any financial changes and there were two (2) new projects that added \$3.6M in total cost and \$0.4M in federal cost (in future years). The overall result of the administrative changes was the addition of \$22.8 million in total cost and \$23.6 million in additional federal participation in projects. Total cost includes all fund sources and all project phases in prior, current, and future years of the TIP. Federal cost includes only federal fund sources for all project phases in prior, current, and future years of the TIP. The type of change, number of projects affected, total project cost, and federal project cost information is shown in the table below.

Type of change	# of projects	Change in total cost	Total cost before	Total cost after	Change in federal cost	Federal cost before	Federal cost after
Phase(s) converted from AC	37	\$3.1	\$210.0	\$213.1	\$2.6	\$112.7	\$115.4
Phase(s) placed in AC	12	\$0.9	\$40.1	\$41.0	-\$0.1	\$23.3	\$23.3
Cost change	28	\$15.2	\$1,472.9	\$1,488.1	\$20.6	\$550.5	\$571.1
New project	2	\$3.6	\$0.0	\$3.6	\$0.4	\$0.0	\$0.4
Schedule change	21	\$0.0	\$174.7	\$174.7	\$0.0	\$95.4	\$95.4
Other	9	\$0.0	\$149.4	\$149.4	\$0.0	\$21.7	\$21.7
<b>Grand Total</b>	<b>109</b>	<b>\$22.8</b>	<b>\$2,047.1</b>	<b>\$2,070.0</b>	<b>\$23.6</b>	<b>\$803.7</b>	<b>\$827.3</b>

All costs in \$ millions





**MEMORANDUM**

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

**From:** CMAP Staff

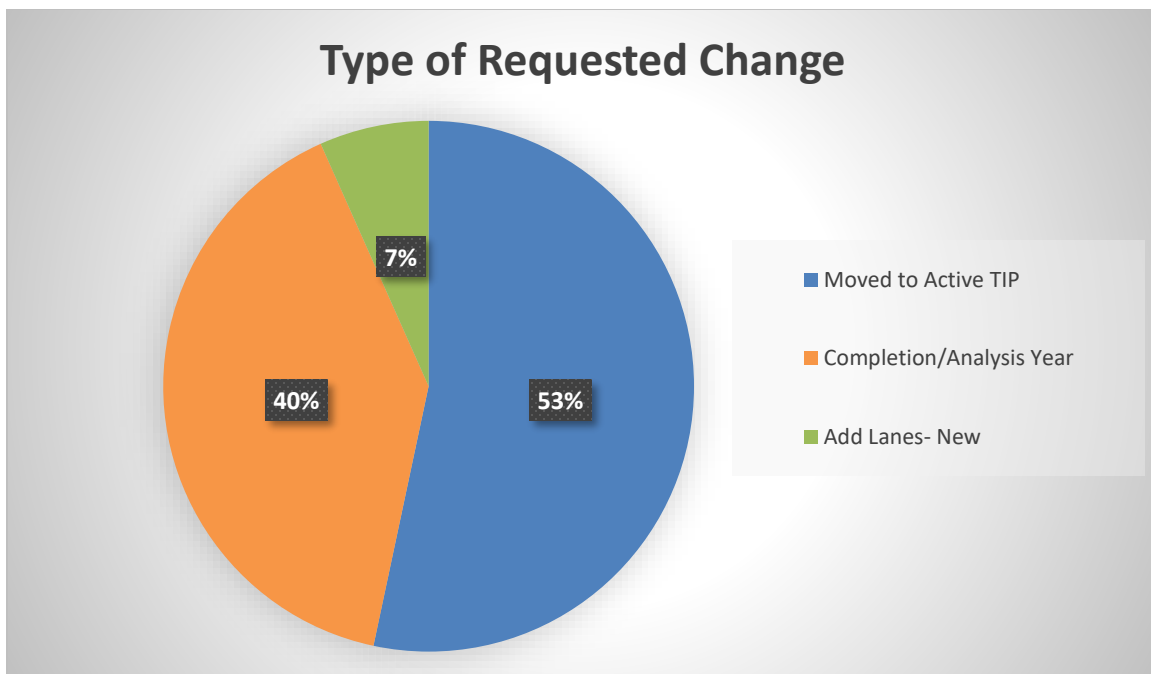
**Date:** November 8, 2024

**Re:** ON TO 2050/2025-2029 TIP Conformity Analysis & TIP Amendment 25-03 release for public comment

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In accordance with the required plan update conformity analysis policy, CMAP staff asked programmers to submit changes, additions, or deletions to projects that are currently included or are being submitted for inclusion in the FFY 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. Fifteen projects submitted TIP changes, shown on conformity amendment 25-03. These changes will be included in CMAP’s regional emissions analysis. Below is a summary by type of requested changes.



If the FFY 2025-2029 TIP conformity amendment is approved, nine new Not Exempt projects and six 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. 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:

- TIP ID [07-25-0002](#): road expansion of I-80 from Torrance Ave to the State Line (Flex Rd – ITS) to add an eastbound Dynamic Speed Lane (DSL) lane. This lane will continue to I-65 in Indiana. The Illinois portion is a small segment of a much larger I-80 Flex lanes TSMO project being led by INDOT.

The Not Exempt projects moving into active TIP years to be conformed are:

- TIP ID [03-24-0010](#): resurfacing of Gannon Drive from Golf Road to Higgins to implement a road diet from 4 lane section to 3 lane section between IL 58 and IL 72, with ADA, curb, and gutter improvements and a new off-street multi-use path.
- TIP ID [03-24-0014](#): road reconstruction of Springinsguth Road from Weathersfield Way to Schaumburg Road with a lane reduction to accommodate an on-street parking lane and a bike lane along each side of the road. Construction will include utility and sidewalk improvements and the installation of a roundabout at the intersection with Weathersfield Way.
- TIP ID [09-23-0003](#): traffic signal interconnects at five intersections along Kindall Street between Grove Avenue and Dundee Avenue.
- TIP ID [09-24-0028](#): road reconstruction of Bilter Road from Premium Outlets Boulevard to DuPage Parkway, adding an additional lane in each direction. Construction will include signal modernization, ADA ramp improvements, pedestrian improvements, and drainage, and pavement marking.
- TIP ID [09-24-0031](#): road reconstruction and widening of Farnsworth Avenue from US 34 to Hafenrichter Road from 2-lane to 4-lane section with curb & gutter, landscaped median, storm sewers, street lighting, ADA ramps, sidewalks, and associated work
- TIP ID [09-24-0032](#): traffic signal modernization at 4 intersections along Commons Drive from New York Street to McCoy Drive, with ADA improvement at intersections and resurfacing.
- TIP ID [12-24-0011](#): road extension of Highpoint Drive from the intersection with Airport Road north to south of Alder Creek Drive. The project will include construction of curb & gutter, aggregate base course and asphalt pavement, storm sewer, multi-use path, bridge over Mink Creek, street lighting, and all other ancillary work necessary to properly complete the project.

- TIP ID [12-24-0020](#): road reconstruction and add lanes on Rodeo Drive from just east of Naperville-Plainfield Road to Kings Road roundabout and reconstruction and add lanes on Essington Drive north and south of Rodeo Drive. The intersection of Rodeo Drive and Essington Drive is designed for a roundabout.

The previously conformed projects that have conformity changes included in the amendment are:

- TIP ID [08-20-0026](#): intersection improvements including new signals and signal interconnects of Lemont Rd from 87th St to 83rd St and 87th Street from Lemont Rd to Havens Dr. including resurfacing.
- TIP ID [09-99-0102](#): road expansion of a new bypass under UPRR to connect Bunker Road and LaFox Road from Keslinger Road to Bunker Road.
- TIP ID [10-03-0005](#): road expansion widening Deerfield Road from IL 21 US 45 Milwaukee Ave to Saunders Road to a 3-lane cross section with the addition of a multi-use path.
- TIP ID [10-18-0005](#): road expansion extension of Hook Drive (new roadway) from Nicole Lane to Orchard Lane and reconstruction of Nicole Lane at existing pavement width from proposed Hook Drive to Rollins Road.
- TIP ID [10-22-0001](#): railroad grade separation on Old McHenry Road with intersection improvements at Fairfield, Midlothian, and Quentin- including widening of Quentin Road from Old McHenry to IL 22, new bike paths, and new signals at St. Mathews Church and Old McHenry, at Old McHenry Rd and Echo Lake Rd, and at Quentin Road and Highland Road.
- TIP ID [12-18-0019](#): expanded interchange of I-55 - I-80 to US 52 (Jefferson St) and at IL 59 and US 52 Jefferson St - River Rd to Houbolt Rd, including adding lanes, bridge replacement, and road widening and extension.

**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 [08-20-0026](#): the intersection improvements of Lemont Rd had the open to traffic year updated from 2024 to 2026, and the completion year(s) for analysis were changed to 2026-2030.
- TIP ID [09-99-0102](#): the road expansion of a new bypass under UPRR had the open to traffic year updated from 2023 to 2025 as Construction phases were moved to later years due to earlier phase delays.
- TIP ID [10-03-0005](#): the road expansion widening Deerfield Road had the open to traffic year updated from 2026 to 2027.

- TIP ID [10-18-0005](#): the road expansion extension of Hook Drive had the open to traffic year updated from 2025 to 2026, and the completion year(s) for analysis were changed to 2026-2030.
- TIP ID [10-22-0001](#): railroad grade separation on Old McHenry Road had Construction phases moved to later years due to the project being adjusted for staged construction. The open to traffic date was update from 2026 to 2029.

### 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.

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

- TIP ID [03-24-0010](#): the resurfacing of Gannon Drive from Golf Road to Higgins had Engineering II and Construction phases moved to earlier years as funding was added from the illustrative multi-year budget (MYB) to FFY 2025 for ENG II and FFY 2026 for Construction.
- TIP ID [03-24-0014](#): the road reconstruction of Springinsguth Road from Weathersfield Way to Schaumburg Road had the Construction phase moved to earlier years as funding was added from the illustrative multi-year budget (MYB) to FFY 2029.
- TIP ID [09-23-0003](#): the traffic signal interconnects at five intersections along Kindall Street had Construction phases moved to FFY 2026 due to earlier phase delays.
- TIP ID [09-24-0028](#): the road reconstruction of Bilter Road from Premium Outlets Boulevard To DuPage Parkway had right of way (ROW) and construction phases moved to earlier years as funding was add from the illustrative multi-year budget (MYB) to FFY 2025 for ROW and FFY 2028 for construction. The open to traffic date was updated to from 2030 to 2028.
- TIP ID [09-24-0031](#): the road reconstruction and widening of Farnsworth Avenue had Engineering II and Construction phases moved to earlier years as funding was added from the illustrative multi-year budget (MYB) to FFY 2027 for ENG II and FFY 2028 for Construction.
- TIP ID [09-24-0032](#): the traffic signal modernization at 4 intersections along Commons Drive had Construction phases moved to earlier years as funding was added from the illustrative multi-year budget (MYB) to FFY 2029 for Construction and Construction Engineering. The open to traffic date was updated from 2030 to 2029. Right of Way funding in FFY 2025 was removed and the phase was deleted from the project.
- TIP ID [12-18-0019](#): expanded interchange of I-55 - I-80 to US 52 had Construction phases moved to earlier years as funding was added from the illustrative multi-year budget (MYB) to FFY 2028 and 2029 for Construction and Construction Engineering.

- TIP ID [12-24-0011](#): the road expansion of the new Highpoint Drive had Engineering I and Engineering II phases added to the TIP, with funds in FFY 2024 and FFY 2028 respectively. Construction phases were moved to earlier years as funding was added from the illustrative multi-year budget (MYB) to FFY 2029 for Construction. The project scope was expanded to include work types for a new bridge, shared use path, curb and gutters, stormwater infrastructure, lighting, along with the road extension.
- TIP ID [12-24-0020](#): the road reconstruction of Rodeo Drive had Right of Way (ROW) and Engineering II phases moved to earlier years as funding was added from the illustrative multi-year budget (MYB) to FFY 2027 for ROW and ENG II.

This project has been newly added to the TIP, funded with Illinois state funding, to complete work led by the Indiana Department of Transportation:

- TIP ID [07-25-0002](#): road expansion of I-80 from Torrance Ave to the State Line (Flex Rd – ITS) to add an eastbound lane of traffic. Construction includes a new 10' eastbound lane (DSL) for car traffic only. The lane next to it to be reduced from 12' to 11', which will also be prohibited for use by trucks. The lane will only open during peak traffic periods or when the corridor is congested. Funding for Construction has been added for FFY 2025 and 2026, with an estimated open to traffic date of 2027.

Newly submitted changes are found in the [25-03 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) MOVES4 model for emissions modeling.

Using MOVES4, 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 NOx in 2035. Prior year MVEB remain unchanged. For ozone precursors volatile organic compounds (VOC) and nitrogen oxides (NOx), 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 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 (NOx) 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	50.66	60.13	125.10	150.27
2030	43.74	60.13	74.88	150.27
2035	38.66	65.00	49.50	110.00
2040	34.71	65.00	39.74	110.00
2050	30.79	65.00	35.46	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 November 2024

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

Year	Fine Particulate Matter		Nitrogen Oxides	
	Northeastern Illinois	Historical SIP Budget	Northeastern Illinois	Historical SIP Budget
2025	1,537.14	5,100.00	42,234.27	127,951.00
2030	1,052.22	2,377.00	25,280.62	44,224.00
2035	870.61	2,377.00	17,122.03	44,224.00
2040	842.43	2,377.00	14,266.56	44,224.00
2050	863.16	2,377.00	13,095.85	44,224.00

**Greenhouse Gas Mobile Source Emissions (Informational Only)**

CO <sub>2</sub> Equivalent in Tons per Year	
Year	Northeastern Illinois
2025	37,459,207.56
2030	34,721,629.54
2035	32,798,922.38
2040	32,017,996.80
2050	32,283,923.93

ACTION REQUESTED: Approval of the ON TO 2050/2025-2029 TIP Conformity Analysis & TIP Amendment 25-03 by the MPO Policy Committee.



## MEMORANDUM

**To:** CMAP Transportation Committee

**From:** CMAP Staff

**Date:** December 13, 2024

**Subject:** FY 2026 Unified Work Program (UWP) budget allocations

**Action Requested:** Recommend approval of the FY 2026 UWP budget allocations to the MPO Policy Committee for inclusion in the FY 2026 Unified Work Program

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On October 16, 2024, CMAP staff issued a call for FY 2026 Unified Work Program (UWP) Core funding proposals in accordance with the [Unified Work Program Development Methodology](#) approved by the UWP Committee on October 23, 2023. Proposals were received from sixteen external agencies: the Chicago Department of Transportation (CDOT), the eleven individual Councils of Mayors (CoM), Chicago Transit Authority (CTA), McHenry County Division of Transportation (McHenry DOT), Metra, and Pace. CMAP staff worked with the agencies to make modest adjustments to the proposals, resulting in a recommended core program of \$5,673,802 for personnel, travel, and other expenses to support external agencies.

On March 14, 2024, the MPO Policy Committee approved the FY 2025 UWP, which included a commitment of \$1,069,000 for FY 2026 competitive program projects (see Table 1 on the following page for details). Adding these commitments to the proposed FY 2026 core program results in a proposed FY 2026 UWP budget of \$6,742,802 for external agencies.

On November 15, 2024, the Illinois Department of Transportation (IDOT) provided a programming mark of \$34,251,215 for FY 2026. Subtracting the external commitments above from this mark results in \$27,508,413 being available for CMAP personnel and expenses to support the work of the Metropolitan Planning Organization (MPO). Currently, CMAP's budget is in the early stages of development, therefore the final allocation of funding to core activities is not yet known.

The Infrastructure Investment and Jobs Act (IIJA) requires that at least \$856,289 (2.5% of the federal funding available) be allocated for activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. The projects included in the FY 2026 competitive program exceed this requirement, and it is anticipated that the requirement will be further exceeded with CMAP's Safe Travel for All Roadmap, Accessible Communities, and other work.

The proposed allocation of funds to individual agencies and activities, except as noted previously for CMAP, is provided in Table 2 on the following page. Table 2 also provides the FY 2025 budget for each agency and the percentage change from FY 2025 to FY 2026. These proposed allocations were discussed with the UWP Committee at their December 11, 2024 meeting and no concerns were raised by that committee.

Staff requests Transportation Committee consideration and a recommendation to the MPO Policy Committee to include the proposed funding allocations in the FY 2026 UWP. Upon final approval by the MPO Policy Committee, the UWP will be transmitted to IDOT and USDOT for their approvals, and contract documents will be drafted for execution prior to July 1, 2025.

**Table 1. FY 2025-2029 UWP Competitive Program**

Sponsor	Project	Total Cost	Recommended by FY				
			FY25	FY26	FY27	FY28	FY29
CTA	I-290/Blue Line Corridor Program (PMO Funding)	\$750	\$250	\$500	\$0	\$0	\$0
Metra	Targeted Station Ridership Counts	\$225	\$165	\$60	\$0	\$0	\$0
DuPage County	Bicycle and Pedestrian Plan	\$148	\$148	\$0	\$0	\$0	\$0
Metra	Origin/Destination Survey	\$750	\$0	\$509	\$242	\$0	\$0
<b>Total</b>			<b>\$563</b>	<b>\$1,069</b>	<b>\$242</b>	<b>\$0</b>	<b>\$0</b>
Federal (80%)			\$451	\$855	\$193	\$0	\$0
Sponsor Match (20%)			\$113	\$214	\$48	\$0	\$0

*All figures in thousands of dollars*



**Table 2. Proposed FY 2026 UWP Core Activity Summary - By Sponsor**

Agency	Proposed FY 2026 Core Budget			FY 2025 Budget	Change FY25 to FY26
	Personnel	Expenses	Total		
CDOT	\$284,453	\$885,612	\$1,170,064	\$1,114,334	5.0%
Transportation Improvement Program (TIP)	\$204,040	\$598,737	\$802,777		
Metropolitan Transportation Plan (MTP)	\$70,875	\$258,186	\$329,061		
Public Participation (PP)	\$9,538	\$28,688	\$38,226		
CMAP	TBD	TBD	\$27,508,413	\$28,267,859	-2.7%
Transportation Improvement Program (TIP)	TBD	TBD	TBD		
Metropolitan Transportation Plan (MTP)	TBD	TBD	TBD		
Congestion Management Process (CMP)	TBD	TBD	TBD		
Performance Monitoring (PM)	TBD	TBD	TBD		
Public Participation (PP)	TBD	TBD	TBD		
Operations (Ops)	TBD	TBD	TBD		
CoM	\$1,898,533	\$251,355	\$2,149,888	\$2,077,978	3.5%
Transportation Improvement Program (TIP)	\$803,257	\$12,374	\$815,631		
Metropolitan Transportation Plan (MTP)	\$373,010	\$10,614	\$383,624		
Performance Monitoring (PM)	\$83,602	\$480	\$84,082		
Public Participation (PP)	\$326,522	\$7,655	\$334,177		
Operations (Ops)	\$312,142	\$220,233	\$532,375		
CTA	\$1,135,534	\$0	\$1,135,534	\$1,049,205	8.2%
Transportation Improvement Program (TIP)	\$1,006,278	\$0	\$1,006,278		
Metropolitan Transportation Plan (MTP)	\$75,564	\$0	\$75,564		
Performance Monitoring (PM)	\$53,691	\$0	\$53,691		
McHenry DOT	\$3,316	\$50,000	\$53,316	n/a	n/a
Metropolitan Transportation Plan (MTP)	\$2,487	\$50,000	\$52,487		
Congestion Management Process (CMP)	\$829	\$0	\$829		
Metra	\$560,000	\$0	\$560,000	\$659,365	-15.1%
Transportation Improvement Program (TIP)	\$397,152	\$0	\$397,152		
Metropolitan Transportation Plan (MTP)	\$42,026	\$0	\$42,026		
Performance Monitoring (PM)	\$107,950	\$0	\$107,950		
Public Participation (PP)	\$12,872	\$0	\$12,872		
Pace	\$230,000	\$375,000	\$605,000	\$562,847	7.5%
Transportation Improvement Program (TIP)	\$90,000	\$0	\$90,000		
Congestion Management Process (CMP)	\$50,000	\$375,000	\$425,000		
Performance Monitoring (PM)	\$90,000	\$0	\$90,000		

<b>GRAND TOTAL CORE</b>	<b>\$4,111,836</b>	<b>\$1,561,967</b>	<b>\$33,182,215</b>	<b>\$33,731,588</b>	<b>-1.6%</b>
<b>PROGRAMMED COMPETITIVE</b>			<b>\$1,069,000</b>	<b>\$563,000</b>	<b>89.9%</b>
<b>GRAND TOTAL CORE + COMPETITIVE</b>			<b>\$34,251,215</b>	<b>\$34,294,588</b>	<b>-0.1%</b>
Federal Share (80%)			\$27,400,972	\$27,435,670	-0.1%
Local Share (20%)			\$6,850,243	\$6,858,918	-0.1%
External agencies			\$6,742,802	\$6,026,729	11.9%
CMAP			\$27,508,413	\$28,267,859	-2.7%



## MEMORANDUM

**To:** Transportation Committee

**From:** CMAP Staff

**Date:** December 13, 2024

**Subject:** 2026 Highway asset condition targets

**Action Requested:** Approval

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Federal law requires metropolitan planning organizations (MPOs) to set a variety of performance measures, including six measures related to highway and bridge asset condition. According to a federal rulemaking finalized in 2018<sup>1</sup>, these measures are monitored on the same cycle of a four-year target and a two-year midpoint adjustment. State departments of transportation (DOTs) initially set statewide targets, with MPOs then identifying targets no more than 180 days later. MPOs may either affirm statewide targets or set other targets specific to their regions.

On October 7, 2024, IDOT shared adjusted statewide midpoint targets for pavement condition and bridge condition as part of this cycle in their State Biennial Performance Report in the FHWA Transportation Performance Management Portal. This action triggers CMAP's responsibility to either support IDOT's targets or identify its own regional targets by March 30, 2025.

***For the reasons set forth below, staff requests that the Transportation Committee recommend support for IDOT's new pavement condition targets and confirmation of the existing regional bridge condition targets to the CMAP Board and MPO Policy Committee.***

### **Pavement condition targets**

State DOTs and MPOs are required to establish a set of pavement condition targets for the full extent of the Interstate and non-Interstate NHS, regardless of ownership, within their respective jurisdiction. Pavement condition is calculated using a combination of three pavement distresses for asphalt and jointed concrete and two pavement distresses for reinforced concrete. Detailed information regarding the different pavement distress types and condition threshold metrics can be found in CMAP's 2021 NHS pavement condition performance targets memo.<sup>2</sup>

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<sup>1</sup> The bridge condition and pavement condition performance measure (PM2) requirements are set out in the [Federal Highway Administration's National Performance Management Measures: Assessing Pavement Condition for the National Highway Performance Program and Bridge Condition for the National Highway Performance Program](#) final rule

<sup>2</sup> See agenda item 7 on page 17. <https://cmap.illinois.gov/wp-content/uploads/TCFullPacket02-26-2021.pdf>

The federal rule requiring targets went into effect in 2018, at which time CMAP set regional targets for pavement condition as part of the ON TO 2050 plan. Those targets were based on available, but incomplete, data. In 2021, IDOT's statewide pavement condition targets and the full set of pavement distress data were made available. As a result, CMAP aligned its four-year pavement condition targets with IDOT's statewide targets. To continue this alignment, CMAP staff recommends supporting the State's 2024 pavement condition targets which have been adjusted to reflect the system's current condition and anticipated investments. Since setting baseline targets in 2022, the State has achieved two of its four pavement targets: Percentage of Interstate Pavements in Poor Conditions and Percentage of non-Interstate NHS pavements in Good condition.

**Table 1. IDOT revised statewide pavement performance targets through 2024**

Data Year	2021	2023		2025	
Reporting Year	2022	2024		2026	
	Baseline	Actual	Target	Original Target	Adjusted Target
% of Interstate Pavement in Good condition	65.7%	64.9%	65.0%	66.0%	65.0%
% of Interstate Pavements in Poor condition	0.4%	0.4%	1.0%	0.7%	0.5%
% of non-Interstate NHS pavements in Good condition	29.5%	30.8%	29.0%	30.0%	No change
% of non-Interstate NHS pavements in Poor condition	8.0%	10.1%	8.9%	8.5%	No change

### Bridge condition targets

State DOTs and MPOs are required to establish bridge condition targets for the full extent of the NHS in their respective jurisdictions, regardless of ownership. Bridge condition is calculated using data from the National Bridge Inventory (NBI). Bridge condition is determined through a scheduled inspection process and classified by the lowest rating of NBI condition ratings for deck, superstructure, substructure, or culvert.

Unlike pavement, the method and data source for setting bridge condition targets have not changed since the first ON TO 2050 plan in 2018. Therefore, CMAP staff recommends no change to the region's existing bridge condition target methodologies, which reflect the goal of steady improvements to regional bridge conditions. While the region has not yet achieved these targets, they remain ambitious, but within the range of recent values.

**Table 2. CMAP region bridge performance targets through 2024**

Data Year	2016	2023		2025	
Reporting Year	2017	2024		2026	
	Baseline	Actual	Target	Original Target	Adjusted Target
% of NHS bridges classified as in Good condition	36.6%	24.6%	36.9%	37.1%	No change
% of NHS bridges classified as in Poor condition	8.6%	11.2%	8.1%	8.0%	No change

## Next steps

CMAP staff are working with IDOT to better quantify the financial needs required to reach the region's performance targets which will be incorporated into the upcoming Regional Transportation Plan's (RTP's) Financial Plan. As part of the RTP process, CMAP will review and update (as appropriate) all of its federal performance measure targets.

Following discussion and approval by the CMAP Transportation Committee, Board and MPO Policy Committee, staff will inform IDOT that the CMAP MPO supports IDOT's statewide 2021 pavement condition targets and will continue to abide by regional bridge condition targets. By supporting IDOT's pavement targets, the MPO agrees to not only integrate state targets as goals in the metropolitan planning process but also to both plan and program projects that help meet the State's targets.

Moving forward, CMAP will continue to support the ongoing tracking of the region's performance measures. To enhance these efforts, CMAP has developed a series of [interactive performance measure dashboards](#)<sup>3</sup> to provide greater insight into its target progress monitoring and reporting process. CMAP staff will update these dashboards on an annual basis, as data becomes available.

**ACTION REQUESTED:** Approval

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<sup>3</sup> See new dashboard here: <https://experience.arcgis.com/experience/4415ff2ee63a4d1ebc5baa0f13ea0f23/>

## MEMORANDUM

**To:** Transportation Committee

**From:** CMAP Staff

**Date:** December 13, 2024

**Subject:** Regional Transportation Plan update

**Purpose:** Federal and state regulations require CMAP to develop a financially constrained list of transportation projects to prioritize for implementation in the Regional Transportation Plan (RTP). Staff will provide an overview of past processes to identify and select projects for inclusion in GO TO 2040 and ON TO 2050 plans and progress made on updating policies and procedures for the 2026 Regional Transportation Plan.

**Action Requested:** Information

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### Summary

- Federal and state regulations require the Chicago Metropolitan Agency for Planning (CMAP) to develop a financially constrained list of transportation projects to prioritize for implementation in its Regional Transportation Plan (RTP).
- In GO TO 2040 and ON TO 2050, projects were identified through the “Major Capital Projects” process and the “Regionally Significant Projects” process, respectively.
- Federal guidance recommends that CMAP revisit how it defines and prioritizes projects for inclusion in the RTP. CMAP staff have convened a resource group to guide and inform updates to these policies and procedures.
- CMAP staff is proposing to update how the agency identifies Regional Capital Projects (RCPs) for evaluation and prioritization in the 2026 RTP. The changes under consideration are responsive to federal and state regulations and guidance.

### Introduction

CMAP is required to develop a Regional Transportation Plan (RTP) every four years. That plan must outline priority infrastructure investments and fiscally constrain those projects over the planning horizon. A critical step in that process is the identification of capital investments that hold the potential to move the region closer to its goals for the regional transportation network. These are projects that can change the way people live, work, travel, and conduct business within northeastern Illinois either through capacity changes, traffic management

strategies, or significant investment in maintaining the facilities that already serve the region's transportation needs.

In past efforts, these projects have been referred to as Regionally Significant Projects. As explained later in this memo, CMAP proposes to change this name to Regional Capital Projects (RCPs). This term will be used throughout the rest of this memo.

The identification and prioritization of RCPs is an important step in both identifying the funding needs of the region over the planning horizon and determining whether existing funding streams can support those anticipated needs.

In addition to helping the region financially prepare for its long-term transportation needs, this identification and review of RCPs is an important step in ensuring the region will remain in conformity with air quality requirements established by the Clean Air Act. Thus, projects must undergo an air quality conformity analysis before they can be included in the constrained project listing.

In summary, CMAP identifies and evaluates RCPs for three primary reasons:

1. **Financial Constraint and Prioritization of Investment** - Transportation funding is limited. Evaluating and ranking these large, expensive projects will support funding decisions and support more strategic investment decisions.
2. **Performance Based Planning** – The use of performance measures and targets informs the prioritization of investment. Because RCPs compete for limited funds and have the potential to impact the regional transportation system and quality of life in the CMAP planning area, it is important to evaluate these projects for alignment with the region's overall goals and objectives before being fiscally constrained within the RTP.
3. **Air Quality Conformity** – Projects with the potential to impact emissions within the region cannot be eligible for federal action, including federal funding, without first being evaluated for air quality conformity.

CMAP, guided by federal recommendations and input from partner agencies, is considering updates to the process for identifying, designating, and prioritizing RCPs. The proposed updates focus on two key changes:

1. **Score-based Ranking** - RCPs will be prioritized using a tiered ranking system based on their alignment with regional goals. While all projects within the constrained budget will remain eligible for funding, those categorized as the highest priority will be elevated in the RTP and prioritized to receive planning and coordination support, in addition to being better positioned for competitive funding programs.
2. **Evaluation of a Broader Range of Projects** - The parameters used for evaluating potential RCPs will be assessed to include a wider variety of project types. These potential adjustments aim to highlight projects like large-scale Intelligent Transportation Systems (ITS) or active transportation projects, which were not previously considered alongside more traditional expansion and system preservation projects, despite their

potential to have impacts on the performance of the regional transportation system.

## **Previous Approaches and Federal Feedback**

As the federally designated Metropolitan Planning Organization (MPO) and state designated Regional Planning Agency (RPA) for northeastern Illinois, CMAP must list regional projects in its RTP that are subject to evaluation and prioritization before potential implementation (referred to herein as Regional Capital Projects).

These regulations set a minimum standard for how CMAP should ensure that future transportation investments guided by the RTP are equitable, environmentally sustainable, and financially viable. The standards generally revolve around regional planning, prioritization, and advocacy (state requirements) alongside air quality conformity, financial feasibility, and environmental justice (federal requirements).

Visit the CMAP Engage webpage for more context and information on these regulations: <https://engage.cmap.illinois.gov/rsp-resource-group>.

### **GO TO 2040 (2010 and 2014)**

In GO TO 2040 and the GO TO 2040 Update, the universe of projects evaluated and considered for inclusion in the Major Capital Projects (MCP) list was small in scope due to a narrow definition. These plans defined MCPs as “large projects with a significant effect on the capacity of the region’s transportation system, including extensions or additional lanes on the interstate system, entirely new expressways, or similar changes to the passenger rail system.”<sup>1</sup>

The plans also specified that expansion of arterial roads and intersection improvements should not be defined as major capital projects; nor should bus facilities unless they involved a dedicated lane on an expressway. No dollar threshold was set for MCPs.

### **Feedback from Federal Partners**

Every four years, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) conduct a certification review of CMAP and the overall regional transportation planning process for conformance with federal planning regulations.

In 2014, the certification review stated that the “identification of Major Capital Projects should be based on impact, not scope, of projects.”<sup>2</sup> For example, bus rapid transit (BRT) systems may have similar service characteristics and travel benefits to rail transit and should, therefore, be evaluated along with more traditional heavy rail and commuter rail projects.

Similarly, highway reconstruction projects may have regional impacts even if they add little or no capacity to the network. It was also stated that a more holistic MCP definition could better capture true regional priorities.

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<sup>1</sup> CMAP, “GO TO 2040 Comprehensive Regional Plan,” October 2010, [https://www.cmap.illinois.gov/documents/10180/17842/long\\_plan\\_FINAL\\_100610\\_web.pdf/1e1ff482-7013-4f5f-90d5-90d395087a53](https://www.cmap.illinois.gov/documents/10180/17842/long_plan_FINAL_100610_web.pdf/1e1ff482-7013-4f5f-90d5-90d395087a53).

<sup>2</sup>

[https://www.cmap.illinois.gov/documents/10180/282605/2014ChicagoPlanningCertificationReview\\_Final.pdf/9ae61d62-eaf5-4be6-a463-909fa9449b08](https://www.cmap.illinois.gov/documents/10180/282605/2014ChicagoPlanningCertificationReview_Final.pdf/9ae61d62-eaf5-4be6-a463-909fa9449b08)



## **ON TO 2050 (2018 and 2022)**

In ON TO 2050 and the ON TO 2050 Update, CMAP responded to federal guidance from the 2014 certification review with a Regionally Significant Projects (RSPs) process. Specifically, these plans expanded the universe of potential projects to include investments which met either of the following conditions:

- Costs at least \$100 million and either (a) changes capacity on the National Highway System (NHS) or is a new expressway or principal arterial, or (b) changes capacity on transit services with some separate rights of way or shared right of way where transit has priority over other traffic, or
- Costs at least \$250 million and improves the state-of-good-repair for a particular highway or transit facility.

These changes introduced a dollar threshold, captured eligible BRT projects, and incorporated non-capacity-changing projects, like major highway reconstructions, that could have regional impacts without adding or removing lanes.

### **Feedback from Federal Partners**

The most recent certification review was conducted in 2022 and included the recommendation that CMAP “revisit the threshold criteria for Regionally Significant Projects” prior to the adoption of the next long-range transportation plan.

The recommendation further explained that “the goal for RSPs should be to provide for a reasonably sized universe of projects to be considered and allow the plan to identify and prioritize the most critical projects in the region and to focus resources on accomplishing them.”

The review also stated that ON TO 2025’s updated RSP thresholds “...are capturing many arterial roadway projects that may not be fully representative of the intended highest priority considerations or representative of the multimodal goals of the region.”<sup>3</sup>

### **Resource Group Feedback**

For the 2026 RTP, staff established a resource group comprised of the region’s major transportation agencies and advocates, including county transportation departments, IDOT, the region’s transit authorities (CTA, Metra, Pace, RTA), Illinois Tollway, and others (MPC, CNT, academia). The resource group has met six times since January 2024.

Through these meetings, the group has provided key pieces of feedback to inform how CMAP defines RCPs.

### **Updates Currently Under Consideration**

In response to federal and state regulations, certification review recommendations, and resource group feedback, CMAP staff is considering the following updates to how CMAP identifies and assigns fiscal constraint to projects with the potential to impact regional travel.

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<sup>3</sup> [https://www.cmap.illinois.gov/documents/10180/282605/2023-03-07\\_Chicago+TMA+Certification+Report+-+Transmittal+Letter.pdf/9cf46263-17c6-e91a-2a5b-7793b887d8a2?t=1678287881851](https://www.cmap.illinois.gov/documents/10180/282605/2023-03-07_Chicago+TMA+Certification+Report+-+Transmittal+Letter.pdf/9cf46263-17c6-e91a-2a5b-7793b887d8a2?t=1678287881851)

## **New Designation Title: Regional Capital Projects**

Regionally Significant Projects (RSP) was used to identify this effort in ON TO 2050. However, the term has a specific meaning under federal air quality conformity regulations. While the conformity regulations do set minimum requirements for projects that must be included in the RTP, the region can expand them to incorporate other projects that reflect regional priorities. To reduce confusion, staff recommend RCPs as a more appropriate term. Other terms considered included returning to the Major Capital Projects term used for GO TO 2040 which was rejected given the implication that the term is focused solely on projects that are large in scope and cost.

## **Identifying and Evaluating a Broader Range of Projects**

As the Resource Group continues to explore how be responsive to both federal and local feedback, staff recommends that any projects that meet one of the following parameters be included in the evaluation as a potential RCP. Based on the results of the evaluation and feedback from the Resource Group and Transportation Committee, RCP designations will be made for all submitted projects. Projects that are identified as an RCP will be sorted into tiered rankings and listed in the RTP as either fiscally constrained or unconstrained.

### **A. Capacity Projects**

Capacity Projects are transportation projects (other than an exempt project according to the list in [Appendix C](#)) that change capacity to a facility which serves regional transportation needs including, at a minimum, all principal arterial highways and all fixed guideway transit facilities.

As the region's MPO, CMAP is responsible for ensuring that transportation investments will not worsen air quality over time. The proposed capacity thresholds would ensure that CMAP fulfills the Clean Air Act requirements established in [40 CFR Part 93 Subpart A](#).

In the context of the 2026 RTP, it is proposed that a project will be considered a capacity project if it meets any of the following conditions:

1. Extends or adds lanes to the regional transportation system<sup>4</sup> (must meet the 1-Mile Length requirements noted in [Appendix A](#));<sup>5</sup>
2. Extends or adds lanes to an existing roadway intended to become a part of the regional transportation system (must meet 1-Mile Length requirements);
3. Is a new roadway intended to become a part of the regional transportation system (must meet 1-Mile Length requirements);
4. Reduces or removes lanes on a portion of the regional transportation system with an average daily traffic volume of 25,000 or more (must meet 1-Mile Length requirements);

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<sup>4</sup> For the purposes of the Regional Transportation Plan, the regional transportation system includes both the National Highway System (NHS) and the fixed guideway transit system. The NHS includes roadways classified as Interstate, Freeway or Expressway, and Other Principal Arterials. It also includes roads important to national defense, plus intermodal connectors. A static map of the regional transportation system is shown in Appendix B.

<sup>5</sup> All capacity projects, whether on the regional transportation system or less than the required length remain subject to air quality conformity analysis to be included in the CMAP TIP.

5. Adds a new direct connection between parts of the regional transportation system or adds lanes to existing an existing connection within this network (e.g., new interchange or adding lanes to flyovers on an existing interchange);
6. Adds new or extends fixed guideway transit infrastructure. Bus rapid transit projects must meet 1-Mile Length requirements;
7. Adds new fixed guideway transit stations (e.g., infill stations); or,
8. Adds multiple signals along a corridor on the regional transportation system and costs at least \$20M (in 2025 \$).

### ***B. Financially Significant Projects***

Financially Significant Projects are transportation projects (other than capacity projects as defined above) whose total estimated cost in 2025 dollars is greater than \$250 million. Total estimated cost includes both capital expenses to plan, design, and construct the project, as well as operating and maintenance expenses over the project's first 10-year period or through 2050, whichever comes first. This threshold would ensure the RTP development process identifies and evaluates costly projects so as to facilitate regional consensus around investment priorities. The Financially Significant threshold would also ensure that CMAP meets its fiscal constraint requirements as established in [23 CFR 450.324](#).

### ***C. Sponsor Nominated***

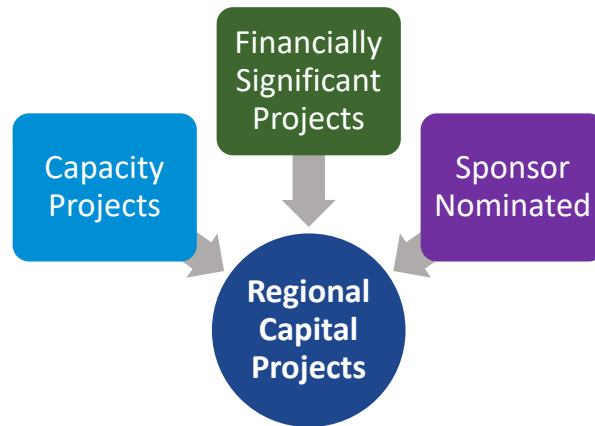
CMAP proposes allowing for the evaluation of Sponsor Nominated projects for potential inclusion on the RCP list. Under this category, either an implementing agency or CMAP could nominate a transportation project or a group of transportation projects (other than capacity projects or financially significant projects as defined above) for potential inclusion in the RTP. These projects may be evaluated separately from other project types depending on the proposed improvements and will require approval by CMAP's Transportation Committee and MPO Policy Committee for inclusion in the 2026 RTP. Examples of potential Sponsor Nominated projects include implementation of the Illinois International Port District's Master Plan and the Regional Greenways and Trails Plan.

### **Programmatic Investments**

Projects that do not meet the definitions of Capacity Projects, Financially Significant Projects, or Sponsor Nominated projects will be considered programmatic investments. Programmatic investments, in the context of the RTP, are projects or programs that do not meet the RCP definition and are, therefore, grouped together for planning and funding purposes. Through the RTP development process, Priority Programs can also be identified to highlight the role these programmatic categories have in achieving regional goals. Priority Programs previously identified in the [Northeastern Illinois Priority Investments booklet](#) include accessibility improvements for people with disabilities, bridge rehabilitation and maintenance, grade separations, projects that decarbonize the transportation system, bus priority, projects that arise from the Safe Travel for All Safety Action Plans, and projects identified in the Regional Greenways and Trails plan.

Figure A below provides a diagram of the types of projects which would be identified as a Regional Capital Project in the 2026 RTP.

Figure A. Project types that will be included in the 2026 RTP as the Regional Capital Projects



See [Appendix A](#) for definitions of terms used in the criteria above. See [Appendix B](#) for maps of the existing regional transportation system. See [Appendix C](#) for projects exempt from the air quality conformity analysis.

Tables 1 and 2 present the number and type of past projects that would be evaluated as potential RCPs under the proposed parameters. This is compared with the volume of RSPs included in the previous plan, ON TO 2050. This review is based on the projects listed in the CMAP TIP at some point between 2016 and Spring 2024.

**Table 1. Volume of Projects Designated as RSPs under ON TO 2050 and Volume of Projects that Meet Current Criteria for Evaluation**

Based on the projects included in the TIP between 2018 and 2024.

Project Type	ON TO 2050 Threshold	Proposed Threshold
Roadway Capacity	33	67
Transit Capacity	4	8*
Roadway preservation/modernization	14	14
Transit preservation/modernization	33	33
ITS/TDM		1
<b>Total Projects</b>	<b>84</b>	<b>123</b>

\*Two of the transit projects added under the proposed threshold were previously elevated to RSP status through a combined PACE Pulse bus effort. Under the proposed threshold, these projects would automatically qualify as RCPs without further action from the implementing agency.

**Table 2. Volume of Roadway Capacity Projects Designated as RSP under ON TO 2050 and Proposed that Meet Current Criteria for Evaluation by Functional Class**

Based on the projects included in the TIP between 2018 and 2024.

Project Type	ON TO 2050 Threshold	Proposed Threshold
Expressway	9	10
Tollway	3	5
Principal Arterial	21	52
<b>Total Projects</b>	<b>33</b>	<b>67</b>

**Score-based Ranking of RCPs**

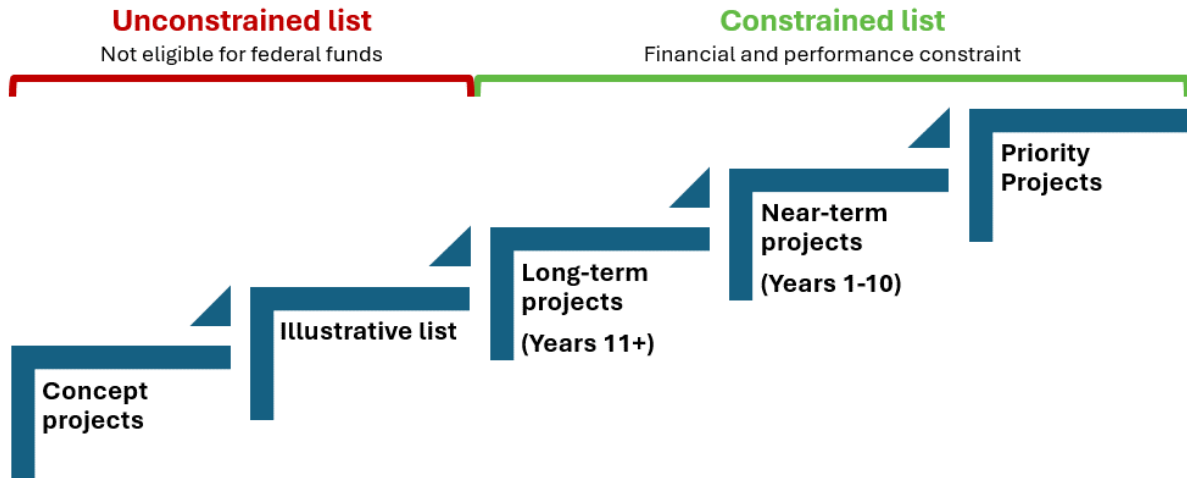
In GO TO 2040 and ON TO 2050, projects were placed on either the financially constrained list (and therefore would be eligible for federal action, such as funding) or the unconstrained list. While this approach allowed the region to identify which projects should move towards implementation, ON TO 2050’s RSP process constrained a larger universe of projects without providing additional prioritization between projects – leading to less clarity as to which investments reflect the regions’ top priorities.

CMAQ staff have received similar concerns and feedback from federal partners (FHWA and FTA), as well as from the region’s congressional delegation. While the proposed threshold for RCP evaluation is expected to increase the number of projects that receive RCP designation, as compared to ON TO 2050, staff are considering a framework to prioritize a subset of RCPs for federal, state, and regional resources.

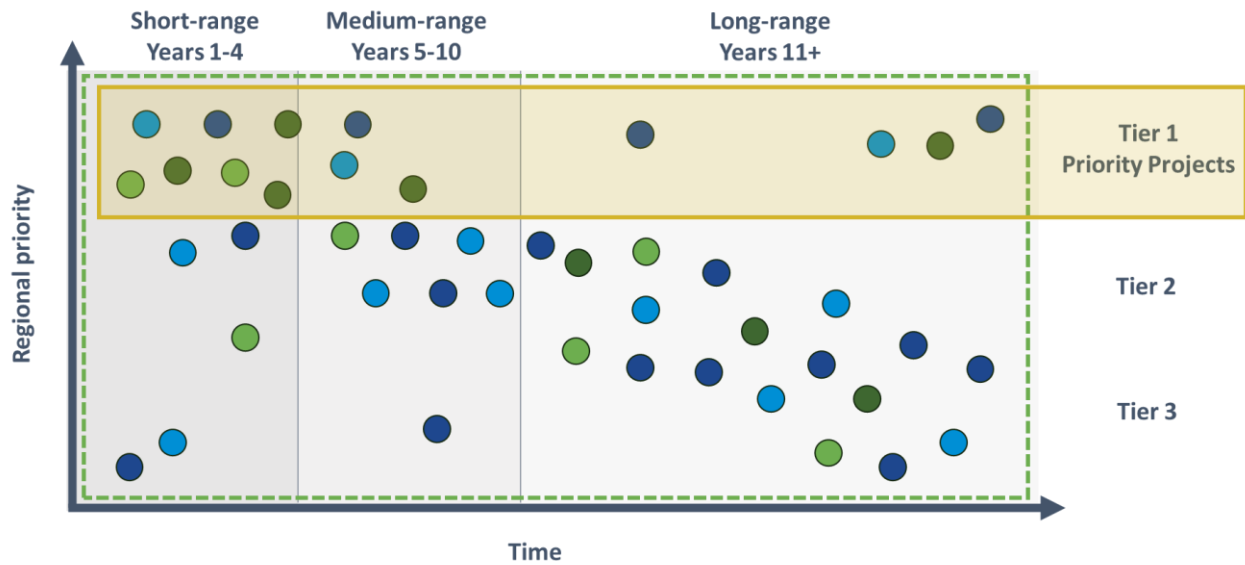
**Figure A** provides a concept for this framework. CMAQ will continue to work with the resource group in the coming months to establish specific guidelines, prioritization criteria and procedures for incorporating projects within the framework. CMAQ shared this concept with FHWA and FTA staff and received positive feedback for how this approach could address the concerns listed above.

**Figure B** provides a visual representation of how the proposed framework *could* group constrained projects, with projects (represented with dots) organized by both year of implementation and priority ranking. This approach serves to identify the highest priority projects and allow the region to anticipate when projects will need funding. By pairing this prioritization framework with the financial plan, it is anticipated that the RTP will provide improved financial planning.

**Figure A. Conceptual Framework for Prioritizing the RCP projects**



**Figure B. Conceptual Framework for Ranking Constrained RCP Projects**



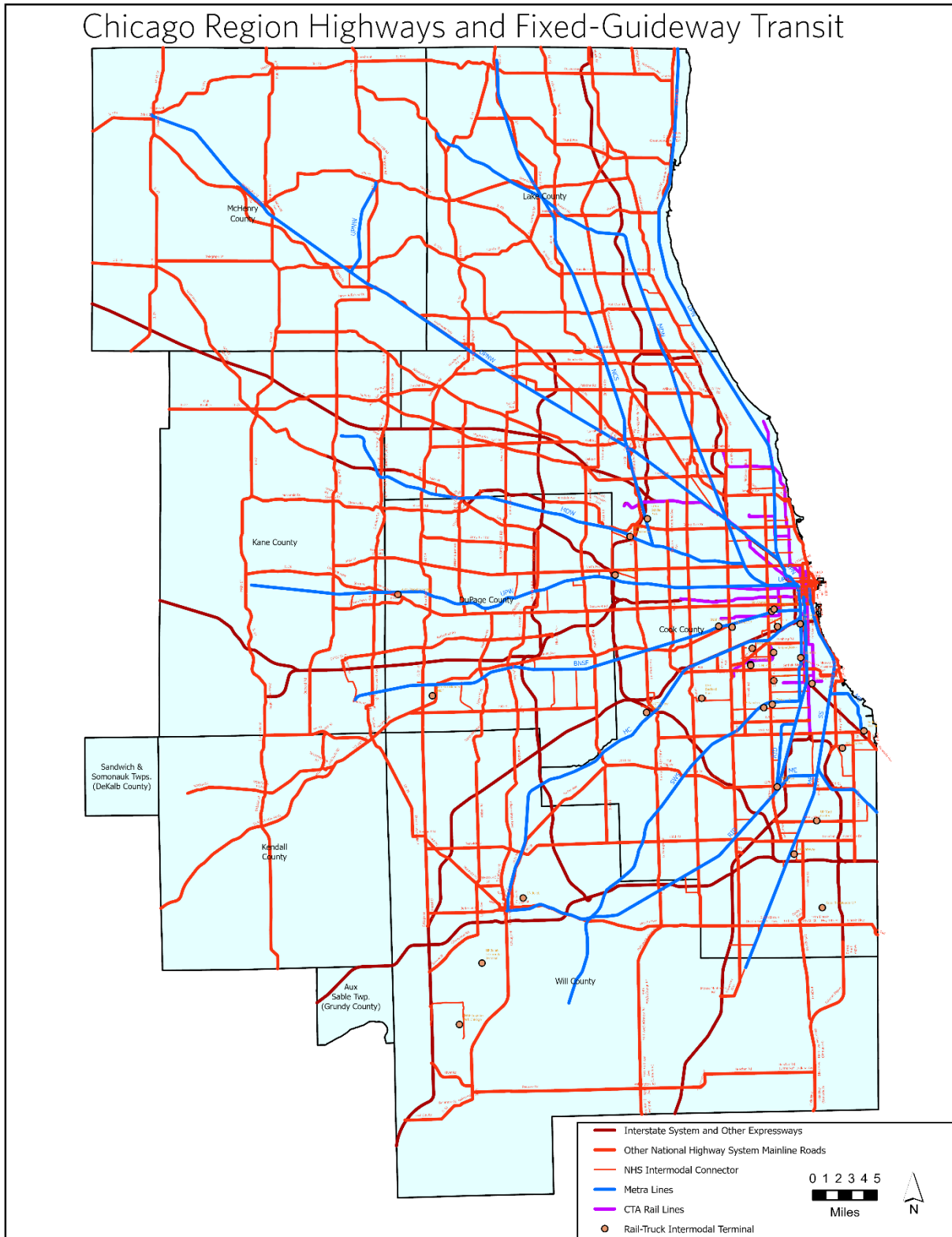
## Appendix A: Term definitions

- **Bus rapid transit**, as defined by the Federal Transit Administration, is a high-quality bus-based transit system that delivers fast and efficient service that may include dedicated lanes, busways, traffic signal priority, off-board fare collection, elevated platforms, and enhanced stations/stops.<sup>6</sup> Typically, bus rapid transit projects will also include major service improvements or expansions to vehicle fleet.
- **Exempt project** means a transportation project that is exempt from regional transportation air quality conformity analysis pursuant to [CFR 40 §93.126](#) and/or a transportation project with documented categorical exclusions from NEPA approvals typically required by the FHWA or FTA pursuant to [CFR 23 §771.117](#).
- **Fixed guideway transit infrastructure** means a public transportation facility or vehicle which uses exclusive rights-of-way or partially exclusive rights-of-way where transit has priority over other modes of travel. This includes rapid rail transit, light rail, commuter rail, bus rapid transit, busways, and automated people movers.
- **1-Mile Length requirement** – a minimum length requirement that applies to most portions of the capacity-based part of the RCP evaluation. For projects that are changing capacity on the network, the portion of the capacity change must be greater than or equal to one centerline mile of roadway. The total length of an improvement for projects that are planned or constructed in segments should be used to determine whether that improvement meets the minimum project length. Total project length should only include segments that are planned to be built within the 2050 plan horizon. This includes:
  - New or converted managed lanes of a mile or more in length
  - Auxiliary lanes that connect ramps located at least one mile awayThis does not include:
  - Turning lanes
  - Acceleration or deceleration lanes
- **Programmatic investment** means a transportation project or a collection of transportation projects that do not meet the eligibility criteria and thresholds of regional capital projects but are included in the Plan’s TIP.
- **Regional transportation system**, includes both the National Highway System (NHS) and the fixed guideway transit system. The NHS includes roadways classified as Interstate, Freeway or Expressway, and Other Principal Arterials. It also includes roads important to national defense, plus intermodal connectors. A static map of the regional transportation system is shown in [Appendix B](#).
- **Year of expenditure (YOE)** means the year when an expense, capital or operational, is anticipated to occur. YOE accounts for inflation in project costs over the plan horizon.

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<sup>6</sup> <https://www.transit.dot.gov/research-innovation/bus-rapid-transit>

## Appendix B: Regional Transportation System Map



## Appendix C: Exemption Status by Work Type

A project's exempt status is determined from its work types. The following is a list of all [work types](#) and their exempt status.



Work Type Code	Work Type Name	Exempt Status	Description
<b>Bicycle and Pedestrian - Maintenance</b>			
E-SharedMaint	Maintain Shared Path Facility	Exempt	Maintain Existing Shared Path Facility
E-ADAMAINT	Maintain/Repair ADA Infrastructure	Exempt	Maintain or Repair Existing ADA Infrastructure (Roadways)
E-BIKEMAINT	Maintain Bicycle Facility	Exempt	Maintain Existing Bicycle Facility
E-PEDMAINT	Maintain Pedestrian Facility	Exempt	Maintain Existing Pedestrian Facility
<b>Bicycle and Pedestrian - Modernization</b>			
E-ADAIMP	Improve ADA Infrastructure	Exempt	Improve Existing ADA Infrastructure (Roadways)
E-ADANEW	New ADA Infrastructure	Exempt	Install New ADA Infrastructure (Roadways)
E-BIKEIMP	Improve Bicycle Facility	Exempt	Improve Existing Bicycle Facility
E-BIKEPARK	Bicycle Parking	Exempt	Install New Bicycle Parking
E-PEDIMP	Improve Pedestrian Facility	Exempt	Improve Existing Pedestrian Facility
E-SharedModern	Improve Shared Path Facility	Exempt	Improve Existing Shared Path Facility
E-SRTS	Safe Routes to School	Exempt	Provide Safe Routes to School
<b>Bicycle and Pedestrian - Expansion</b>			
E-BIKENEW	New Bicycle Facility	Exempt	Build New Bicycle Facility
E-PEDNEW	New Pedestrian Facility	Exempt	Build New Pedestrian Facility
E-SharedNew	New Shared Use Path	Exempt	Build New Shared Use Path
<b>Bridge - Maintenance</b>			
B-DECK	Bridge Deck - Repair/Rehab	Exempt	Repair or Rehabilitate Bridge Deck
B-HYD	Bridge Deck - Hydro-Demolition	Exempt	Rehabilitate Bridge Deck Using Hydro-Demolition
B-OVR	Bridge Deck - Overlay	Exempt	Overlay Bridge Deck
B-PCHF	Bridge Deck - Full Depth Patching	Exempt	Complete Full Depth Patching on Bridge Deck
B-PCHP	Bridge Deck - Partial Depth Patching	Exempt	Complete Partial Depth Patching on Bridge Deck
B-PNT	Bridge/Structure - Paint	Exempt	Paint Bridge
B-REPAIR	Bridge/Structure - Reconst/Rehab No Chng in #, Width, or Lane	Exempt	Reconstruct/Repair Bridge
B-SUB	Bridge Substructure - Repair/Rehab	Exempt	Repair or Rehabilitate Bridge Substructure
B-SUP	Bridge Superstructure - Repair/Rehab	Exempt	Repair or Rehabilitate Bridge Superstructure
<b>Bridge - Modernization</b>			
B-RECNG	Bridge/Structure - Reconst/Rehab Chng in Lane Use/Widths	Exempt Tested	Reconfigure Bridge
B-REPLACE	Bridge/Structure - Replace	Exempt	Replace Bridge
<b>Bridge - Expansion</b>			
B-NEW	Bridge/Structure - New	Not Exempt	Build New Bridge
<b>Highway - Maintenance</b>			
H-C/G	Highway/Road - Curb And Gutter	Exempt	Work on Curb and Gutters
H-CLVT	Highway/Road - Repair/Replace Culvert	Exempt	Repair or Replace Culvert
H-INTRC	Highway/Road - Intersection Reconstruction	Exempt	Reconstruct Intersection (Within Current Footprint)

H-IRS	Highway/Road - Intermittent Resurfacing	Exempt	Resurface Part Of Road
H-PATCH	Highway/Road - Pavement Patching	Exempt	Patch Pavement
H-RCINKND	Highway/Road - Reconstruct in Kind	Exempt	Reconstruct Road with No Change to Number Of Lanes or Pavement Width
H-RS	Highway/Road - Resurface (with No Lane Widening)	Exempt	Resurface Road with No Change to Lane Widths
<b>Highway - Modernization</b>			
E-NOIS	Noise Attenuation	Exempt	Reduce Noise By Road
H-ALIGN	Highway/Road - Vertical/Horizontal Alignment (e.g. Clearance)	Exempt	Adjust Alignment Of Road
H-CLTL	Highway/Road - Continuous Bi-Directional Turn Lanes	Exempt Tested	Add Bi-Directional Turn Lane
H-HOT3	Highway/Road - HOT 3-Plus Lanes	Not Exempt	Add High Occupancy Toll Lane
H-HOV	Highway/Road - HOV Lanes	Not Exempt	Add High Occupancy Vehicle Lane
H-INFO	Highway/Road - Directional/Informational Signs	Exempt	Install Informational Signs
H-INTIMP	Highway/Road - Intersection Improvement	Exempt	Improve Intersection (Add/Change/Remove Turn Lanes or Otherwise Alter Current Footprint)
H-IPASS	Highway/Road - I-Pass Improvement	Exempt Tested	Improve tollway I-Pass System
H-RAB	Highway/Road - Roundabout	Exempt	Build Roundabout
H-RCNST	Highway/Road - Reconst with Change in Use or Width Of Lane	Exempt Tested	Reconstruct and Widen Road with No Change to Number Of Lanes
H-RL	Highway/Road - Remove Lanes	Not Exempt	Remove Lanes From Road
H-RRGS	Highway/Road - Railroad Grade Separation	Not Exempt	Highway-Railroad Grade Separation
H-WRS	Highway/Road - Widen Lanes And Resurface	Exempt Tested	Resurface and Widen Road with No Change to Number Of Lanes
I-RCNST	Interchange - Reconstruction	Exempt	Reconstruct Interchange with No Change to Movements
<b>Highway - Expansion</b>			
H-AL	Highway/Road - Add Lanes	Not Exempt	Add New Through Lanes to Road
H-EXT	Highway/Road - Extend Road	Not Exempt	Extend Road
H-NEW	Highway/Road - New Road	Not Exempt	Build New Road
I-EXP	Interchange - Expand (New Movements Added to Interchange)	Not Exempt	Add New Ramps/Movements to Interchange
I-NEW	Interchange - New	Not Exempt	Build New Interchange
<b>Highway - Other</b>			
H-COR	Highway/Road - Corridor Improvement	Not Exempt	Improve Overall Road Corridor (Added Capacity)

H-UTIL	Highway/Road - Utility Relocation	Exempt	Relocation Of Utilities
H-STWTR	Highway/Road - Stormwater Infrastructure	Exempt	Stormwater Infrastructure
H-GRNINF	Highway/Road - Green Infrastructure	Exempt	Install green infrastructure treatments, such as bioswales, permeable pavers, etc.
H-EVINF	Highway/Road - EV Infrastructure	Exempt	Infrastructure to charge electric vehicles
H-EV	Highway/Road - Electric Vehicles	Exempt	Electric Vehicles
E-LS	Enhancement - Landscaping	Exempt	Conduct Landscaping
<b>Safety</b>			
A-BAR	Safety - Barriers	Exempt	Install Safety Barriers
A-BEA	Safety - Beacons	Exempt	Install Safety Beacons
A-FNC	Safety - Fencing	Exempt	Erect Safety Fencing
A-GRD	Safety - Guardrails	Exempt	Erect Safety Guardrails
A-LTS	Safety - Lighting	Exempt	Install Safety Lighting
A-MED	Safety - Median Projects	Exempt	Work on Road Median to Improve Safety
A-OPT	Safety - Opticom Equipment	Exempt	Install Opticom Safety Equipment
A-OTH	Safety - Other	Exempt	Safety Improvement
A-PMRK	Safety - Pavement Marking	Exempt	Install Safety Pavement Marking
A-RDIET	Safety - Road Diet	Exempt Tested	Convert or Reconfigure Lanes to Improve Safety
A-RRXING	Safety - Railroad Crossing Improvements	Exempt	Install Railroad Crossing Safety Improvements
A-SHDR	Safety - Shoulder Improvements	Exempt	Improve Shoulder Safety
A-SKIDT	Safety - Skid Treatments	Exempt	Install Safety Skid Treatment
<b>Signals</b>			
S-ASNG	Signals - Add Signals At Single Intersection	Exempt	Add Traffic Signals to An Intersection
S-MOD	Signals - Modernization	Exempt	Upgrade Traffic Signals
S-NEW	Signals - New Signals for Multiple Intersections	Not Exempt	Add Traffic Signals to Several Intersections
S-TIM	Signals - Interconnects And Timing	Not Exempt	Coordinate Traffic Signal Timing
<b>Transit - Maintenance</b>			
C-MAINT	Rail Stations - Maintain, Rehabilitate, Replace	Exempt	Maintain Rail Station
F-YRDS	Facility - Towers And Yards	Exempt	Work on Rail tower or Yard
J-REHAB	Rolling Stock - Rehabilitate Vehicles	Exempt	Rehabilitate Buses/Trains
J-REP	Rolling Stock - Replace Existing Vehicles	Exempt Tested	Replace Buses/Trains
M-MAINT	Multi-Modal Center - Maintain, Rehabilitate, Replace	Exempt	Maintain Multi-Modal Center
M-RELOC	Multi-Modal Center - Relocate	Exempt Tested	Move Multi-Modal Center
O-OPS	Operations - Transit Operating Assistance	Exempt	Fund Transit Operating Assistance
P-MAINT	Parking - Maintain, Rehabilitate, Replace	Exempt	Maintain Commuter Parking Lot
R-MAINT	Rail Line - Maintain, Rehabilitate, Replace	Exempt	Maintain Rail Line

U-CPSMAINT	CPS - Maintenance	Exempt	Maintain Transit Communications, Power and Signal Equipment
V-MAINSTOR	Vehicle Facility - Maintenance/Storage	Exempt	Work on Vehicle Maintenance or Storage Facility
V-MAINT	Vehicle Facility - Maintenance	Exempt	Work on Vehicle Maintenance Facility
V-STOR	Vehicle Facility - Storage	Exempt	Work on Vehicle Storage Facility
X-MAINT	Transfer Facility - Maintain, Rehabilitate, Replace	Exempt	Maintain Transfer Facility
<b>Transit - Modernization</b>			
C-IMP	Station - Improve with Change in Service	Exempt Tested	Improve Rail Station
C-MOD	Rail Stations - Modernize, Replace	Exempt	Modernize Rail Station
C-RELOC	Station - Relocate	Exempt Tested	Move Rail Station
D-FAC	ADA - Transit Facility Improvements	Exempt	Improve Disability Access to Transit Facility
D-VEH	ADA - Transit Vehicle Improvements	Exempt	Improve Disability Access to Transit Vehicle
F-OFC	Facility - Office Facilities/Equipment	Exempt	Acquire Office Facility and/or Equipment
F-REV	Facility - Revenue Collection Equipment	Exempt	Acquire Revenue Collection Equipment
F-SHOP	Facility - Shop Facilities/Equipment	Exempt	Acquire Shop Facility and/or Equipment
F-SPTV	Facility - Signal Priority for Transit	Exempt	Install Transit Signal Priority System
F-TRN	Facility - Bus Turnaround	Exempt	Install Bus Turnaround
J-FUEL	Rolling Stock - Alternate Fuels	Exempt	Acquire Alternative Fuel Buses/Trains
J-INF	Alternative Fuel Infrastructure	Exempt	Install Alternative Fuel Infrastructure
J-RETRO	Rolling Stock - Retrofit Engine	Exempt	Retrofit Bus/Train Engines
M-IMP	Multi-Modal Center - Improve with Change in Service	Exempt Tested	Improve Multi-Modal Center
P-RELOC	Parking - Relocate Lot or Garage	Exempt Tested	Move Commuter Parking Lot
R-IMP	Rail Line - Improve Line	Exempt Tested	Improve Rail Line
T-IMP	Bus Routes - Major Service Improvement	Not Exempt	Make A Major Improvement to Bus Routes
T-IMPSVC	Bus Routes - Improve Service	Exempt	Improve Bus Service
U-COM	CPS - Communications	Exempt	Work on Transit Communications
U-CPSIMP	CPS - Improvement	Exempt	Modernize Transit Communications, Power and Signal Equipment
U-POW	CPS - Power	Exempt	Work on Transit Power
U-SIGS	CPS - Signals	Exempt	Work on Transit Signals
X-IMP	Transfer Facility - Improve with Change in Service	Exempt Tested	Improve Transfer Facility
X-MOD	Transfer Facility - Modernize, Replace	Exempt	Modernize Transfer Facility
X-RELOC	Transfer Facility - Relocate	Exempt Tested	Move Transfer Facility
<b>Transit - Expansion</b>			

C-NEW	Station - New	Not Exempt	Build New Rail Station
J-EXP	Rolling Stock - Expand Fleet	Not Exempt	Expand Bus/Train Fleet
M-NEW	Multi-Modal Center - New	Exempt Tested	Build New Multi-Modal Center
P-EXP	Parking - Expand Number Of Spaces	Exempt Tested	Add Spaces to Commuter Parking Lot
P-NEW	Parking - New Lot or Garage	Exempt Tested	Build New Commuter Parking Lot
R-EXP	Rail Line - Expand Line	Not Exempt	Extend Rail Line or Expand Line Capacity
R-NEW	Rail Line - New Line	Not Exempt	Build New Rail Line
T-EXP	Bus Routes - Major Expansion	Not Exempt	Expand Bus Routes Significantly
T-NEWSVC	Bus Routes - New Service	Exempt	Introduce New Bus Service
X-NEW	Transfer Facility - New	Exempt Tested	Build New Transfer Facility
<b>Transit - Other</b>			
O-C&A	Operations - Contingency And Administration	Exempt	Fund Contingency and Administration
<b>Other Work Types</b>			
E-HIS	Historic Preservation	Exempt	Preserve Historic Facility
Z-Museum	Miscellaneous - Transportation Museum	Exempt	Transportation Museum
E-MODE	Travel Demand Management	Exempt	Implement Travel Demand Management
Z-OTH	Miscellaneous - Project Types Not Listed	Not Exempt	Work on Miscellaneous Project Requiring Air Quality Analysis
Z-OTHEX	Miscellaneous - Exempt Projects	Exempt	Work on Miscellaneous Project Not Used in Air Quality Analysis
Z-OTHXTST	Miscellaneous - Exempt Tested Projects	Exempt Tested	Work on Miscellaneous Project Type Included in the Travel Demand Model

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