



MPO POLICY COMMITTEE

AGENDA - FINAL

Thursday, January 9, 2025

9:30 AM

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

Members of the public who attend in-person can pre-register for a visitor's pass at info@cmap.illinois.gov until Wednesday, January 8, 2025 at 4:00 p.m. or should plan to arrive early to check-in with the building's information desk for access.

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

<https://us06web.zoom.us/j/86417785803?pwd=0zoK4BYChCSxHybKvbpverckEtoRJs.1>

Conference Call number: 312 626 6799 US (Chicago)

Meeting ID: 864 1778 5803 Passcode: 220679

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

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

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

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

1.0 Call to Order and Introductions**2.0 Agenda Changes and Announcements****3.0 Approval of Minutes****3.01 Minutes from October 9, 2024** [25-005](#)

PURPOSE & ACTION: Review and approval of meeting minutes.

ACTION REQUESTED: Approval

Attachments: [MPO Policy & CMAP Board Minutes 10.09.24](#)

4.0 CMAP Announcements**4.01 Executive director's report** [25-006](#)

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

ACTION REQUESTED: Information

4.02 CMAP Board update [25-007](#)

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

ACTION REQUESTED: Information

4.03 Council of Mayors' Executive Committee report [25-009](#)

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

ACTION REQUESTED: Information

5.0 Items for Approval**5.01 FY 2026 Unified Work Program (UWP)** [24-498](#)

PURPOSE & ACTION: The Transportation Committee recommends approval of the FY 2026 Unified Work Program (UWP) budget allocations for inclusion in the FY 2026 UWP for Northeastern Illinois (July 1, 2025 - June 30, 2026) by the MPO Policy Committee, contingent upon final approval of the CMAP FY 2026 Comprehensive Work Plan and Budget by the CMAP Board.

The FY 2026 UWP budget totals \$34,251,215. This includes \$27,400,972 in Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) metropolitan planning funds and \$6,850,243 in state and local matching funds.

ACTION REQUESTED: Approval

Attachments: [Memo - FY26 UWP Allocations](#)

5.02 2025 Roadway Safety Targets [24-476](#)

PURPOSE & ACTION: A summary of the proposed 2025 highway safety targets recommended for approval by the Transportation Committee at its November 22, 2024 meeting will be presented for consideration.

ACTION REQUESTED: Approval

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

5.03 2026 Highway Asset Condition Targets [24-500](#)

PURPOSE & ACTION: Approval of IDOT's adjusted pavement condition targets and confirmation of the existing regional bridge condition targets as recommended by the Transportation Committee at its December 20, 2024 meeting.

ACTION REQUESTED: Approval

Attachments: [Memo - 2026 Highway Asset Condition Targets](#)

5.04 ON TO 2050/2025-2029 TIP Conformity Analysis and TIP Amendment [24-495](#)

PURPOSE & ACTION: CMAP requests approval of the ON TO 2050/2025-2029 TIP Conformity Analysis and TIP amendment 25-03 from the MPO Policy Committee as recommended by the Transportation Committee at its December 20, 2024 meeting.

ACTION REQUESTED: Approval

Attachments: [Memo - TIP Conformity Analysis](#)
[Formal TIP Conformity Amendment 25-03](#)

6.0 Information Items**6.01 Introduction of the draft CMAP FY 2026 Regional Work Plan [25-010](#)**

PURPOSE & ACTION: An overview of CMAP's draft annual work plan that identifies key activities the agency will continue or commence in fiscal year 2026 (July 1, 2025 - June 30, 2026).

ACTION REQUESTED: Information

Attachments: [Memo - FY26 draft CMAP Work Plan](#)
[FY26 draft CMAP Work Plan](#)

6.02 Accessible Communities Program Update [24-506](#)

PURPOSE & ACTION: CMAP will provide an update on the Accessible Communities Program to help communities achieve baseline compliance with Title II requirements.

ACTION REQUESTED: Information

Attachments: [Memo - Accessible Communities Update](#)

6.03 Regional Transportation Plan update [25-002](#)

PURPOSE & ACTION: CMAP will provide an update on the Regional Transportation Plan (RTP) including the process to develop a fiscally constrained list of transportation projects to prioritize for implementation in the RTP.

ACTION REQUESTED: Information

Attachments: [Memo - Regional Transportation Plan Update](#)

7.0 Other Business

8.0 Public Comment

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

9.0 Next Meeting

The next meeting is scheduled for March 12, 2025.

10.0 Adjournment

MPO POLICY COMMITTEE AND CMAP BOARD**MEETING MINUTES - DRAFT**

Wednesday, October 9, 2024

9:30 AM

**Old Post Office
Marquee Conference Room
433 West Van Buren Street, 2nd FL
Chicago, IL 60607**

Members of the public who attend in-person can pre-register for a visitor's pass at info@cmap.illinois.gov until Tuesday, October 8, 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/88121200726?pwd=OIFcnbDvF0rsbpzwKpB4CvRXBvKy2i.1>

Conference Call number: 312 626 6799 US (Chicago)

Meeting ID: 881 2120 0726 Passcode: 394669

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1.0 Call to Order and Introductions

CMAP Board

Chair Bennett called the meeting to order at 9:38 a.m.

Present: Gerald Bennett, Frank Beal, Matthew Brolley, Jada Curry, Gary Grasso, Nina Idemudia, Paul Hoefert, John Noak, Richard Reinbold, John Roberson, Nancy Rotering, Anne Sheahan, Joanna Ruiz, Carolyn Schofield and Matthew Walsh

Non-Voting: Kouros Mohammadian and Leanne Redden

Noting a physical quorum of the Board, Chair Bennett reported requests were received from Paul Hoefert and John Roberson to attend the meeting virtually in compliance with the Open Meets Act. A vote is needed to approve their virtual attendance.

A motion was made by Member Anne Sheahan, seconded by Member Carolyn Schofield, to permit Members Paul Hoefert and John Roberson to participate in the meeting in accordance with Open Meetings Act requirements. The motion carried by the following vote:

Aye: Gerald Bennett, Frank Beal, Matthew Brolley, Jada Curry, Gary Grasso, Nina Idemudia, John Noak, Richard Reinbold, Nancy Rotering, Anne Sheahan, Joanna Ruiz and Carolyn Schofield

Non-Voting: Leanne Redden

Not Present: Paul Hoefert, John Roberson and Matthew Walsh

Absent (NV): Kouros Mohammadian

MPO Policy Committee

Chair Osman called the meeting of the MPO Policy Committee to order.

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

Absent: Kendall Co Representative

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

Secretary Omer Osman served as IDOT Representative, Tom Carney served as CDOT Representative, Frank Beal served as CMAP Representative 1, Matt Brolley served as CMAP Representative 2, Molly Poppe served as CTA Representative, Jennifer Sis Killen served as Cook Co Representative, Jeff Schielke served as CoM Representative, Steve Travia served as DuPage Co Representative, Andy Brinkerhoff served as FHWA Representative, Tony Greep served as FTA Representative, Cassandra Rouse served as Tollway Representative, Tom Rickert served as Kane Co Representative, Shane Schneider served as Lake Co Representative, Scott Hennings served as McHenry Co Representative, Jim Derwinski served as Metra Representative, Richard Kwasneski served as Pace Representative, Leanne Redden served as RTA Representative, Elaine Bottomley served as Will Co Representative, and Thomas Evenson served as Class I Railroads

Staff present: Laurent Ahiablame, Erin Aleman, Bill Barnes, Lindsay Bayley, Nora Beck, Vas Boykovskyy, Michael Brown, John Carpenter, Enrique Castillo, Kama Dobbs, Phoebe Downey, Doug Ferguson, Jane Grover, Craig Heither, Jaemi Jackson, Natalie Kuriata, Aimee Lee, Tony Manno, Stephane Phifer, Ryan

Thompto, Jennie Vana, Blanca Vela-Schneider, Laura Wilkison, Claire Williams

Others present: Garland Armstrong, Holly Bieneman, Elaine Bottomley, Shae Burnham, Lynnette Ciavarella, Jose Cinfantes, Eric Czarnota, Jon Paul Diipla, Drew Duffin, Julie Forbes, Brandon Geber, Scott Gengler, Chloe Groome, Henry Guerriero, Jennifer Henry, Thomas Hill, Stephen Hull, Neil James, George Kandathil, Mike Klemens, Gretchen Klock, David Kralik, Vig Krishnamurthy, Brian Larson, Adrian Levin, Heidi Lichtenberger, Brittany Matyas, Risara Melendez, Skylar Moran, Tara Orbon, Matt Pasquini, Leslie Rauer, Robert Rescot, Hector Rios, Karyn Robles, Ethan Saltzberg, Todd Schmidt, Ben Schnelle, Vicky Smith, Megan Swanson, Mike Sullivan, Robert Sullivan, Joe Surdam, Daniel Thomas, Janice Thomas, Steve Travia, Mike Vanderhoof, Alex Wall, Eric Wood, Meg Woodburn

2.0 Agenda Changes and Announcements

There were no changes to the agenda.

2.01 Executive director's report

[24-414](#)

Attachments: [Memo - Executive director report](#)

Erin Aleman, Executive Director, welcomed MPO Member Steve Travia, DuPage Co Representative, who is new to the MPO Policy Committee and recognized CMAP Board Members Jada Curry and Joanna Ruiz who are participating in their first joint meeting between the CMAP Board and MPO Policy Committee.

(CoM Representative Jeff Schielke of the MPO Policy Committee arrived at 9:43 a.m.)

Executive Director Aleman highlighted several recent CMAP engagements including a presentation of the Plan of Action for Regional Transit (PART) at the AMPO Conference and staff moderating and participating in several panel sessions at American Planning Association State Conference.

CMAP held 45 events across six counties during the months of July to September. It was also noted that Executive Director Aleman received the Leadership in Public Service Award from the March of Dimes at their annual Construction and Transportation luncheon.

The executive director report included an update on the I-290 Corridor Development Office, the launch of the Household travel survey, the biennial municipal survey, ADA coordinators groups, and the upcoming transportation Call for Projects.

The executive director's report was received and filed.

3.0 Approval of Minutes

3.01 MPO Policy Committee meeting minutes from June 13, 2024

[24-408](#)

Attachments: [MPO Policy Committee 06.13.24 Minutes](#)

MPO Policy Committee: A motion was made by Cook Co Representative Jennifer Sis Killen, seconded by Lake Co Representative Shane Schneider, to approve the June 13, 2024 MPO Policy Committee meeting minutes. Motion carried by the following vote:

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

CONSENT AGENDA (Agenda Items 3.02 and 4.01 - 4.03 for CMAP Board Approval)

(CMAP Board Member Matt Walsh arrived at 9:50 a.m.)

Approval of the Group Vote

CMAP Board

A motion was made by Board member John Noak, seconded by Board Member Anne Sheahan, to approve agenda items 3.02 and 4.01 through 4.03 under the Consent Agenda. The motion carried by the following vote:

Aye: Gerald Bennett, Frank Beal, Matthew Brolley, Jada Curry, Gary Grasso, Nina Idemudia, Paul Hoefert, John Noak, Richard Reinbold, John Roberson, Nancy Rotering, Anne Sheahan, Joanna Ruiz, Carolyn Schofield and Matthew Walsh

Non Voting: Leanne Redden

Absent (NV): Kouros Mohammadian

3.02 CMAP Board minutes from September 11, 2024

[24-411](#)

Attachments: [CMAP Board 09.11.24 Minutes](#)

Agenda items 3.02 and 4.01 through 4.03 were approved by the CMAP Board as part of the Consent Agenda.

4.0 Procurements and Contract Approvals

4.01 Authorization to amend contract C24-0066 with Energy + Environmental Economics, Inc. for Comprehensive Climate Action Plan Technical Assistance for an additional amount of \$71,000 for a total not to exceed amount of \$511,000

[24-427](#)

Attachments: [Memo - C24-0066 Amendment Justification 02](#)

Agenda items 3.02 and 4.01 through 4.03 were approved by the CMAP Board as part of the Consent Agenda.

4.02 Authorization to amend contract C23-0029 with ICF Incorporated, LLC for Resilience Improvement Program for the additional amount of \$50,285 for a total not to exceed amount of \$885,000

[24-428](#)

Attachments: [Memo - C23-0029 A02 ICF Amendment Justification](#)

Agenda items 3.02 and 4.01 through 4.03 were approved by the CMAP Board as part of the Consent Agenda.

- 4.03 Authorization to amend contract C24-0047 with SRF Consulting Group, Inc. for Northwest Cook Transit Coordination Study for an additional amount of \$29,725.21 for a total not to exceed amount of \$222,100** [24-431](#)

Attachments: [Memo - C24-0047 A01 Board Justification Memo](#)

Agenda items 3.02 and 4.01 through 4.03 were approved by the CMAP Board as part of the Consent Agenda.

REGULAR AGENDA

5.0 Items for Approval

- 5.01 Approval of the MPO Policy Committee meeting schedule for 2025** [24-412](#)

Attachments: [Memo - MPO Policy Committee 2025 meeting dates](#)

MPO Policy Committee

A motion was made by Pace Representative Richard Kwasneski, seconded by RTA Representative Leanne Redden, to approve the MPO Policy Committee meeting schedule for 2025. The motion carried by the following vote:

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

Absent: Kendall Co Representative

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

- 5.02 Election of MPO Policy Committee Vice-Chair** [24-413](#)

Attachments: [Memo - Nomination of Vice-Chair](#)

Aimee Lee, Deputy of Research, Analysis, and Programming, reported that the MPO Policy Nominating Committee met on September 13, 2024 to review candidates. They nominated Cassandra Rouse to serve as the Vice-Chair of the MPO Policy Committee for calendar year 2025.

MPO Policy Committee

A motion was made by Pace Representative Richard Kwasneski, seconded by Metra Representative Jim Derwinski, to elect Tollway Representative Cassandra Rouse as Vice Chair of the MPO Policy Committee for calendar year 2026. The motion carried by the following vote:

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

Absent: Kendall Co Representative

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

5.03 Memorandum of Understanding (MOU) between the CMAP Board and MPO Policy Committee

[24-421](#)

Attachments: [Memo - MOU Board and MPO Policy Committee](#)
[MPO Board MOU 2024](#)

Erin Aleman, Executive Director, reported that when CMAP was created 20 years ago, the CMAP Board and MPO Policy Committee jointly adopted a MOU that is periodically reviewed. No changes are being recommended but staff requests that both bodies approve and reaffirm the MOU.

CMAP Board

A motion was made by Member John Noak, seconded by Member Carolyn Schofield, to approve the MOU between the CMAP Board and MPO Policy Committee. The motion carried by the following vote:

Aye: Gerald Bennett, Frank Beal, Matthew Brolley, Jada Curry, Gary Grasso, Nina Idemudia, Paul Hoefert, John Noak, Richard Reinbold, John Roberson, Nancy Rotering, Anne Sheahan, Joanna Ruiz, Carolyn Schofield and Matthew Walsh

Non-Voting: Leanne Redden

Absent (NV): Kouros Mohammadian

MPO Policy Committee

A motion was made by Metra Representative Jim Derwinski, seconded by Cook Co Representative Jennifer Sis Killen, to approve the MOU between the CMAP Board and MPO Policy Committee. The motion carried by the following vote:

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

Absent: Kendall Co Representative

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

6.0 CMAP Announcements

6.01 CMAP Board report

[24-415](#)

Leanne Redden, RTA Representative, reported that the CMAP Board did not meet in July or August. At their September 11, 2024 meeting, the Board received an update on the Greater Chicagoland Economic Partnership regarding the efforts that have been made during the first year of partnership and a look into future work and received an update on upcoming amendments to their bylaws pursuant to Public Act 103-0986 which becomes effective January 1, 2025.

RTA Representative Redden also reported the RTA will be hosting a transportation summit on October 24, 2024 in Arlington Heights with a focus on suburban services.

The CMAP Board report was presented.

6.02 Council of Mayors' Executive Committee report

[24-416](#)

Jeff Schielke, CoM Representative, reported the Council of Mayors' Executive Committee met on September 24, 2024. The committee began a discussion on the complex transportation funding process and an introduction to the socioeconomic forecast that serves as the anchor for the development of the Regional Transportation Plan. The Committee will meet next month to discuss severe weather trends in northeastern Illinois and how municipalities and CMAP can meet those challenges.

The Council of Mayors' Executive Committee report was presented.

7.0 Information Items

7.01 CMAQ Program Mid-Point Performance Plan

[24-422](#)

Attachments: [Memo - CMAQ MidPoint Performance Plan](#)
[CMAQ Mid-Point Performance Plan-2 Performance Period 10-1-24](#)

Doug Ferguson, Senior Analyst, reported the federal requirements for CMAP established by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and refined Fixing America's Surface Transportation Act (FAST Act) set three specific measures tied to the Congestion Mitigation Air Quality Improvement (CMAQ) program.

The northeastern region is non-attainment for national ambient air quality standards and as part of CMAQ Performance Measures, CMAP is required to develop a performance plan covering four-year periods. The first Performance Period began in 2018. CMAP is currently at the two-year mark in the second Performance Period that began in 2022.

The three performance measures are: Peak Hour Excessive Delay; Non-Single Occupancy Vehicle (Non-SOV) Travel; and Total Emissions Reduction. CMAP is required to set the Hour Excessive Delay and Non-SOV targets with Northwestern Indiana Regional Planning Council.

The northeastern region has met the target for Peak Hour Excessive Delay and has exceeded its two-year goal of increasing Non-SOV travel by 3.9% for a total of 36.3%. Staff believes these goals may have been achieved by travel patterns related to the COVID-19 pandemic. The northeastern region did not reach its target in reducing total emissions related to volatile organic compounds (VOC) or nitrogen oxides (NOx). This could be tied directly to how targets were created, whether projects were completed or if replacement projects didn't have the same estimated emissions benefits as an originally approved project. It was also noted that there weren't any diesel fuel projects in this time period which is a main contributor of NOx.

Senior Analyst Ferguson reported that the CMAQ Program Mid-Point Performance Plan was submitted to IDOT and shared with FHWA prior to its October 1st deadline. Staff will evaluate the project in another two years as part of the four-year program, and new targets will be identified at that time.

The CMAQ Program Mid Point Performance Plan was presented.

7.02 Regional Transportation Plan (RTP) update

[24-419](#)

Attachments: [Memo - RTP Update](#)

Erin Aleman, Executive Director, reported that the Regional Transportation Plan (RTP) is currently embedded in the ON TO 2050 Plan and includes recommendations on how the seven counties and 284 municipalities will address transportation, housing, economic development, open space, the environment, and other quality of life issues. The three guiding principles: inclusive growth, resilience, and prioritized investment have informed every recommendation in the current RTP and will continue to serve as pillars for the next RTP.

The Vision and RTP plans will be uncoupled into separate, but related, documents and processes. The RTP will build on the ON TO 2050 Plan and will guide transportation investments, policies, and initiatives within northeastern Illinois along the 2050 planning horizon while providing flexibility to address new and existing challenges or opportunities.

(CMAP Board Member Dr. Korous Mohammadian arrived at 9:45 a.m.)

Ryan Thompto, Principal Policy Analyst, reported he is overseeing the transportation investment strategy program. The RTP must be updated every four years to receive federal funding. Federal regulations require the RTP be fiscally constrained which means that it can only include investments that can be delivered within the anticipated revenues identified in the plan.

The RTP planning process considers three questions: what transportation do we want?; what are the challenges and opportunity to get there?; and how will we achieve the transportation system we want? Principal Thompto reviewed the timeline for completing the RTP.

At previous meetings, CMAP has shared the review of more than 30 multi-modal transportation plans at the local, regional, state, and federal levels. CMAP has met with communities to discuss their transportation priorities and policies and processes related to regionally significant projects (RSPs) have also been updated.

In 2025, the Board and MPO Policy Committee will be updated on the approach for selecting RSPs for inclusion in the RTP. Staff will update committees and stakeholders on emerging priorities and existing conditions and these conversations will inform the selection of a prioritized list of strategies and projects for the RTP along with the financial plan.

A key component of the RTP is to demonstrate that sufficient funding will be available to invest in the transportation system. CMAP must identify anticipated expenditures and revenue sources necessary to carry out the operation, maintenance, and expansion of the region's transportation system through 2050. The financial plan serves as tool to help provide an understanding of the relationship between investments included in the plan and the measures needed to ensure the funding is available to implement the projects.

Principal Thompto reported that the financial plan has historically included baseline revenue sources through federal, state, local, tolls and fares. Total revenue from these sources is \$480 billion. Financial plans have also included additional revenues (known as regionally expected revenues) that could be expected to become available to the region between now and 2050.

Regionally expected revenues identified in the 2022 2050 Plan Update included the tolling of highway

expansions and reconstructions, replacing the motor fuel tax with a road user charge, expanding the sales tax base to include services, implementing a regional fee on transportation networking companies, and expanding the local pricing of parking. Combined, regionally expected revenues and traditional baseline revenue sources allowed the ON TO 2050 Plan Update to have a forecasted total fiscal constraint of \$526 billion.

Principal Thompto reported that the expenditures for the associated administration, operation, and maintenance of the current system in its existing conditions account for 80% of the transportation system's total expenditures in the financial plan. The remaining costs include improvements to the existing system that would meet the plan's system performance targets, improvements to the system that would meet other regional goals, and the costs to expand the transportation system.

Principal Thompto reviewed next steps for the financial plan. The next RTP will build on the foundation but evolve to create space for regional dialogue on how to financially plan for the future. Staff will continue to forecast baseline revenues and expenditures but will consider how trends will impact the funding picture. Staff will introduce scenario planning into the process to help the region prepare for different possibilities.

Discussion ensued regarding how the values identified in the ON TO 2050 Plan will be used to prioritize RSPs and the need to consider population decline in the financial plan and RTP.

(MPO Vice-Chair Jennifer Sis Killen left the meeting at 10:22 a.m.)

An update of the Regional Transportation Plan was provided.

7.03 Comprehensive Climate Action Plan for the greater Chicago area update

[24-420](#)

Attachments: [Memo - CAP update](#)

Carolyn Schofield, CMAP Board Member, reported on the Climate Action Plan (CAP) Steering Committee's first meeting in June. The Steering Committee has been charged with guiding and informing the climate action planning process and bringing perspective about regional priorities and challenges, areas for collaboration, and strategies for implementation.

Nora Beck, principal in Regional Policy and Implementation, reported that she oversees CMAP's Climate Action program. The reduction of greenhouse gas (GHG) to combat climate change is included in the ON TO 2050. It includes the goal of having a region that is prepared for climate changes and provides a recommendation to intensify climate mitigation efforts, setting an aggressive goal of an 80% decline in GHGs, relative to 2005, by 2050.

CMAP is working on two key projects to identify and prioritize effective strategies to achieve the region's climate goals: 1) develop a comprehensive climate action plan for the greater Chicago area and 2) the Clean Energy to Communities Technical Assistance.

CMAP partnered with the Metropolitan Mayors Caucus (MMC) and Northwestern Indiana Regional Planning Commission (NIRPC) on the US EPA's Climate Pollution Reduction Grant Program. The grant requires three deliverables. The first deliverable of creating a Priority Climate Action Plan (PCAP) was led by MMC with the assistance from CMAP. CMAP is leading the second deliverable, a comprehensive action plan (CCAP) that is due next fall. The third deliverable, also being led by CMAP, is a status report.

Principal Beck reported the planning area involves 13 counties, three states, and three metropolitan

planning organizations. The plan will serve as a framework of strategies to reach national goals and will serve as a starting point for ongoing conversations and planning efforts at the Board, MPO, County, municipal, state, and federal levels. Following submission of the plan, CMAP will work with CMAP's governing committees to learn from the process, identify paths forward, and confirm implementation action for CMAP action region. The CCAP will identify strategies to help the region reach net-zero greenhouse gas emissions by 2050 and achieve the shorter-term goal of reducing GHG emissions by 50% by the year 2035.

Principal Beck reviewed the timeline for the development of the CCAP and reported that the tasks of establishing guiding principles and creating a greenhouse gas inventory have already been completed. Staff is currently identifying strategies to reduce emissions. In early 2025, CMAP will estimate how strategies impact emissions. In spring 2025, staff will analyze how strategies impact communities. The plan will be completed by the fall 2025.

The four principles that are guiding the plan development are committing to zero by embracing transformative strategies, centering equity to reduce existing disparities, planning for action by prioritizing what will move the region forward, and growing a clean economy by harnessing economic opportunities of climate action.

Emissions were reviewed by county and sector. Three approaches to reduce emissions is avoiding or using less energy, using low-carbon options, and sequestering emissions.

CMAP Board Member Schofield reported that CMAP can learn from other local partners such as McHenry County that identified environmental sustainability as a key issue area in its 2022-2025 Strategic Plan. Discussion ensued regarding encouraging ComEd to upgrade their electrical grid, maximizing solar energy on rooftops, storing solar-generated energy, and developing strategies that consider the impact that energy has to communities regionally and globally.

An update of the Comprehensive Climate Action Plan for the greater Chicago area was presented.

7.04 Regional Safe Streets for All (SS4A) Grant Program update

[24-430](#)

Attachments: [Memo - SS4A Regional Update](#)

Lindsay Bayley, Program Lead, reported that fatalities in CMAP's northeastern region have been increasing since 2014, notably the same year when sports utility vehicles (SUVs) overtook sedans in the market-share of vehicles on roads. Similar trends have been seen for crashes related pedestrians and bicyclists. Traffic fatalities disproportionately impact black people.

Between 2018 and 2022, 2,847 people lost their lives and another 27,592 people were seriously injured or disabled. To address this crisis, CMAP created the Safe Travel for All Roadmap (STAR) program, a five-year effort to improve traffic safety through data collection and analysis, policy recommendations, local planning projects and implementation assistance. CMAP received \$4 million from the federal Safe Streets For All (SS4A) program to develop a traffic safety framework for northeastern Illinois. IDOT and six counties have contributed local match funds and CMAP is working with them to develop safety action plans based on the regional framework.

The goal of the SS4A program is to reduce and eliminate fatal and serious injury crashes. Data analysis is used to inform the location of roadway safety concerns, and the plan includes the identification of projects, strategies, and policies to reduce risk and eliminate serious injury and fatal crashes.

Safety Action Plans are guided by a Safe System Approach to transportation safety, a holistic approach that anticipates human mistakes and designs a system with safety measures that reduce the likelihood of serious and fatal outcomes of those mistakes.

Project Lead Bayley provided the County Safety Action Plan project overview and timeline. There are three phases of the timeline: Phase 1 identifies existing conditions; Phase 2 reviews potential strategies and prioritization; and Phase 3 implements and presents the plan. CMAP is working with the FHWA to ensure that county plans meet eligibility requirements to allow municipalities to apply for additional implementation funding. She reported additional resources are being put into an equitable engagement campaign to advance the federal justice forty initiative and focus resources where they are most needed. CMAP created a webpage that connects individuals to each of the counties' Safety Action Plan pages where people can view and identify their traffic safety concerns.

Elaine Bottomley, Deputy Chief of Staff of Will County, reported on Will County's Safety Action Plan. Notably, Elwood is the largest inland inter-modal port in the country and has seen the greatest number of injuries. A majority of crashes in Will County are occurring at urban intersections. Will County has created a high injury network map and has engaged the public online and in-person to identify areas of concern.

Cassandra Rouse, Executive Director of the Illinois Tollway, reported that the Tollway analyzes all crashes regardless of severity to identify opportunities to improve traffic safety along its roads.

Discussion ensued regarding the impact this project has on communities great and small, the need to incentivize communities to make improvements to public transportation area to reduce traffic fatalities, the impact of motor scooters on crash data, and the need educate the public on road safety, particularly in roundabouts.

An update of the regional Safety Streets for All (SS4A) Grant Program was provided.

7.05 September 2024 Executive Committee report on grants and procurements

[24-417](#)

Attachments: [September Grants and Procurements Report](#)

Stephane Phifer, Interim Deputy of Finance, presented the Executive Committee report on grants and procurements, noting that because the Executive Committee meeting was canceled, it is being brought to the CMAP Board. This is for informational purposes.

The September 2024 Executive Committee report on grants and procurements was received and filed.

7.06 State legislative update

[24-429](#)

Attachments: [Memo - Legislative Update](#)

John Carpenter, Intergovernmental Affairs Director, reported that staff has been actively monitoring the Illinois Senate's Transportation Committee's series of hearings related to improving transit services, noting the last hearing is scheduled for Tuesday, October 15 at 10:00 a.m. He also reported CMAP's 2025-2026 advocacy agenda is underway and a draft will be presented at November CMAP Board meeting.

CMAP Board Member Carolyn Schofield noted that McHenry County is not represented on the House's Transit Working Group. Director Carpenter reported the Illinois House Speaker appoints members.

The state legislative update was received and filed.

8.0 Other Business

Chair Bennett congratulated CMAP Board Member Nina Idemudia for being recognized by Crain's magazine in the 40 under 40 annual list that recognizes people who have achieved success in business before turning 40.

There was no other business before the CMAP Board or MPO Policy Committee.

9.0 Public Comment

Erin Aleman, Executive Director, reported two written comments were received by Ethan Saltzberg and Hayden Harris related to principal arterial highways and the expansion of the Forest Park Blue line. The comments have been provided to the members of both committees and will be included in the meeting minutes.

Garland Armstrong, former Illinois resident, commended Greyhound Bus for not closing its bus depot in Chicago and the agencies who worked to encourage that the station remain open. He commented on the need for communities to improve bus stop locations and noted many communities in Iowa are reducing or eliminating paratransit services. He also commented on CMAP staff's efforts to improve climate efforts in the region.

9.1 Written Public Comment for October 9, 2024 CMAP Board and MPO Policy Committee

[24-439](#)

Attachments: [Written Public Comments 10.09.24](#)

Written comments were received and filed.

10.0 Next Meeting

The CMAP Board is scheduled to meet on Wednesday, November 13, 2024.

The MPO Policy Committee is scheduled to meet on Thursday, January 9, 2025.

11.0 Adjournment

CMAP Board

A motion was made by John Noak, seconded by Richard Reinbold, to adjourn the meeting. The motion carried by the following vote:

Aye: Gerald Bennett, Frank Beal, Matthew Brolley, Jada Curry, Gary Grasso, Nina Idemudia, Paul Hoefert, John Noak, Richard Reinbold, John Roberson, Nancy Rotering, Anne Sheahan, Joanna Ruiz, Carolyn Schofield and Matthew Walsh

Non-Voting: Kouros Mohammadian and Leanne Redden

The CMAP Board was adjourned at 11:22 a.m.

MPO Policy Committee

A motion was made by Pace Representative Richard Kwasneski, seconded by Metra Representative, Jim Derwinski, to adjourn the MPO Policy Committee meeting. The motion carried by the following vote:

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

Absent: Kendall Co Representative

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

Not Present: CDOT Representative

The MPO Policy Committee was adjourned at 11:22 a.m.

Minutes prepared by Blanca Vela-Schneider

MEMORANDUM

To: MPO Policy Committee

From: CMAP/Transportation Committee

Date: January 2, 2025

Subject: FY 2026 Unified Work Program (UWP)

Action Requested: Approval of the FY 2026 Unified Work Program (UWP) budget allocations for inclusion in the FY 2026 UWP

Purpose

The MPO Policy Committee annually approves the Unified Work Program (UWP) that supports transportation planning in northeastern Illinois. CMAP's Transportation Committee requests MPO Policy Committee approval of UWP budget allocations for FY 2026.

Overview

The proposed FY 2026 UWP budget is \$34.25 million and includes \$27.5 million for CMAP operating activities (including personnel and contractual services that support transportation planning activities), \$5.67 million for partner agencies' core transportation planning activities, and \$1.07 million approved by the MPO Policy Committee on March 24, 2024 for partner agencies' competitive program activities.

Based on a call for FY 2026 Unified Work Program (UWP) core funding proposals (issued in October 2024) and in accordance with the [Unified Work Program Development Methodology](#), CMAP developed FY 2026 funding allocations by agency and activity. These allocations were reviewed by the UWP Committee and presented to the Transportation Committee for approval in December 2024.

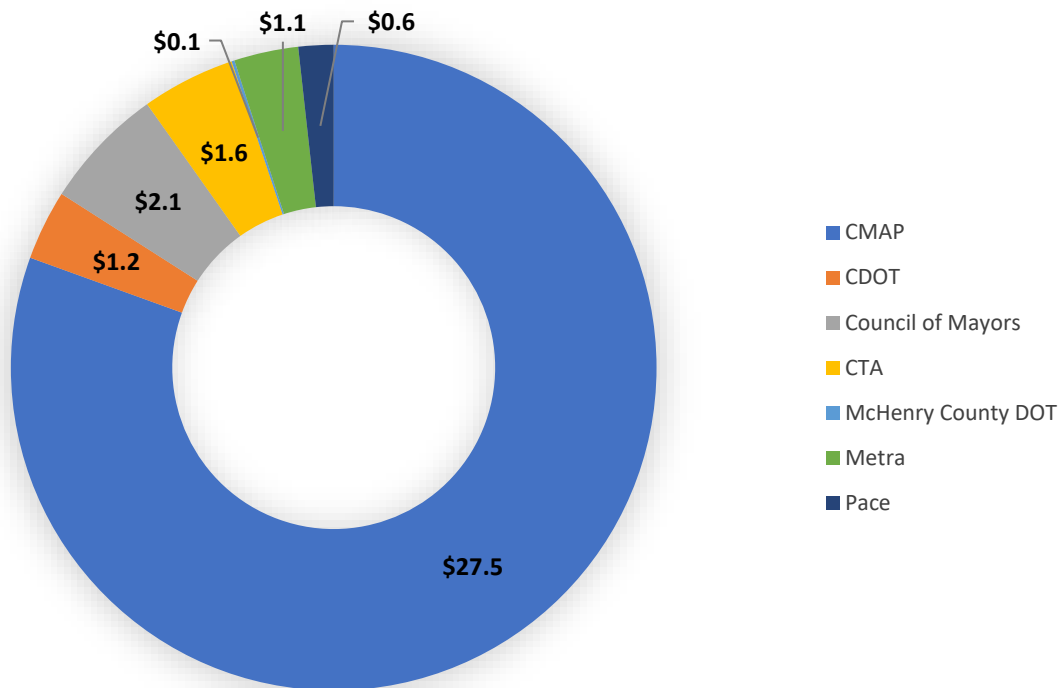
Proposed allocations by agency and activity were presented to the Transportation Committee on December 20, 2024. The Transportation Committee recommends approval of the allocations by the MPO Policy Committee for inclusion in the FY 2026 UWP. The proposed funding allocations, details of the program activities, and other highlights to be included in the FY 2026 UWP are provided below. The final UWP document incorporating the UWP budget allocations will be provided to the committee upon completion.

FY 2026 Funding Summary

FY 2026 UWP funds will be allocated to CMAP and 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 for core and competitive transportation planning activities. Figure 1 below summarizes the allocation of funding by agency. Funding allocations include both personnel costs and expenses, including consulting services.

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 scope of the projects included in the FY 2026 competitive program aligns with these activities and the funding allocated exceeds the 2.5% requirement. It is anticipated that the requirement will be further exceeded with CMAP’s Safe Travel for All Roadmap, Accessible Communities program, and other work.

Figure 1. FY 2026 UWP funding allocation by agency



FY 2026 core program

The core program consists of six major activities necessary for meeting MPO requirements. The allocation of funding for those activities, by agency, is provided in Table 1 below. The allocation of funding by activity for CMAP will be determined in CMAP’s FY 2026 comprehensive budget, currently under development. CMAP’s FY 2026 work plan will be reviewed by the CMAP Board on January 13, 2025. The CMAP Board is anticipated to take action on both documents in February.

Table 1. FY 2025-2029 UWP Competitive Program

Agency	Proposed FY 2026 Core Budget		
	Personnel	Expenses	Total
CDOT	\$284,453	\$885,612	\$1,170,064
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
Council of Mayors	\$1,898,533	\$251,355	\$2,149,888
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
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 County DOT	\$3,316	\$50,000	\$53,316
Metropolitan Transportation Plan (MTP)	\$2,487	\$50,000	\$52,487
Congestion Management Process (CMP)	\$829	\$0	\$829
Metra	\$560,000	\$0	\$560,000
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
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
GRAND TOTAL CORE			\$33,182,215
Federal Share (80%)			\$26,545,772
Local Share (20%)			\$6,636,443

FY 2025 – 2029 competitive program

One-time planning studies or activities that support, implement, inform, and/or complement the MPO’s required work are funded through a multi-year competitive program. Table 2 illustrates the competitive program approved by the MPO Policy Committee on March 24, 2024. The projects and funding approved for FY 2026 are included in the FY 2026 UWP.

Table 2. 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
Total			\$563	\$1,069	\$242	\$0	\$0
Federal (80%)			\$451	\$855	\$193	\$0	\$0
Sponsor Match (20%)			\$113	\$214	\$48	\$0	\$0

All figures in thousands of dollars

In addition to the programs highlighted above, the FY 2026 UWP document will contain several appendices, detailing sources of local match, civil rights and environmental justice requirements, staff requirements, audit requirements, an acronym list, a summary of non-UWP funded transportation planning studies, and core budget details.

MPO Policy Committee approval of the UWP activities and funding allocations described in this memo for inclusion in the FY 2026 UWP is requested. The final UWP document will be provided to the committee upon completion. Should any substantive changes to the allocations be proposed during the development of the CMAP comprehensive budget, those changes will be brought to the MPO Policy Committee for approval in March.



MEMORANDUM

To: MPO Policy Committee

From: CMAP/Transportation Committee

Date: December 18, 2024

Subject: 2025 Roadway safety performance targets

Action Requested: Approval

Purpose

The Transportation Committee recommends support of IDOT’s highway safety targets to the MPO Policy Committee and the CMAP Board.

Background

Under [federal law](#), state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) are required to establish annual roadway safety targets on all public roads for the following metrics:

- (1) number of fatalities,
- (2) rate of fatalities per 100 million vehicle miles traveled (VMT)
- (3) number of serious injuries
- (4) rate of serious injuries per 100 million VMT, and
- (5) number of non-motorized fatalities and non-motorized serious injuries

MPOs have the option of either supporting their respective state’s roadway safety targets or identifying their own regional roadway safety targets for any or all individual measures. In either case, MPOs must identify targets no later than 180 days past the setting of state safety targets (or by February 27, 2025) for the 2025 annual targets. The federal law went into effect in 2018. Since then, CMAP has supported the State’s safety targets, which has been common practice among U.S. MPOs. The primary reason for this is that most MPOs have not had the means or experience to reasonably quantify the impacts of regional safety work.

ON TO 2050 reinforces CMAP’s commitment to [reducing regional traffic fatalities to zero by 2050](#) and the agency has expanded its safety work, the [Safe Travel for All Roadmap](#) (STAR), to address growing concerns with traffic safety and mobility for all modes of travel. A cornerstone project in the STAR program is the [Safe Travel for All](#) regional safety planning effort, which is funded by a grant from the USDOT’s Safe Streets for All (SS4A) program. This project is comprised of six county safety action plans, which are currently underway. This planning work,

along with other safety-related efforts, is coordinated both across divisions and with the efforts to develop the regional transportation plan.

At the [September 2023 meeting](#) of the Transportation Committee, it was determined that CMAP would continue to support IDOT’s annual safety targets until the conclusion of the [Safe Streets for All](#) regional safety action planning effort. This work, expected to conclude in early 2026, will articulate both county-level safety targets and comprehensive work plans for achieving the county-level targets. Armed with this county-specific data and plans for action, CMAP intends to identify regional targets no later than 2027. This work will inform the agency’s next long-range transportation plan, which is scheduled for completion in late 2026.

For 2025, CMAP recommends that the CMAP Board and MPO Policy Committee continue to support IDOT’s 2025 roadway safety targets. Support of these targets indicates a commitment to integrate the targets as goals into CMAP projects and programs to help meet the State’s targets. CMAP will continue to do this by prioritizing projects that improve safety and working with local partners on projects, policies, and funding initiatives that improve safety outcomes for residents in our region, as described above.

Roadway safety targets trends and target performance

Each year the FHWA evaluates whether states have met, or made significant progress toward meeting, their safety targets. FHWA considers a state to have met its targets if at least four of the five targets are achieved. FHWA considers a state to have ‘made significant progress’ if the outcome metric was better than the baseline, which is the five-year average ending with the year prior to the establishment of the safety targets. The current annual performance trend and the five annual assessments of IDOT by FHWA are shown in table 1 below.

Table 1. IDOT Safety Performance Target Assessment Summary, 2018 – 2022

Performance Measure	2018 Target	2019 Target	2020 Target	2021 Target	2022 Target
Fatalities	No	No	No	No	No
Fatality Rate	No	No	No	No	No
Serious Injuries	Better than baseline	Yes	Yes	Yes	Yes
Serious Injury Rate	Better than baseline	Yes	Yes	Yes	Yes
Non-motorized Fatalities and Serious Injuries	No	No	Better than baseline	Yes	Yes

In 2022, the state achieved its targets for the number and rate of serious injuries as well as that for non-motorized fatalities and serious injuries. The state neither met nor made significant progress towards the two fatality performance targets: number of fatalities and rate of fatalities. Because the state did not meet or make significant progress on at least four of the five targets, IDOT will be required to use all Highway Safety Improvement Program (HSIP) funds for only safety projects and must also develop a HSIP Implementation Plan.

The number of traffic fatalities in Illinois continues to be a grave concern. Consistent with national trends, statewide traffic fatalities began to trend upward in 2014, followed by a spike during the COVID-19 pandemic. While 2022 fatalities were lower than the previous year, the number remains above pre-pandemic levels, prioritizing the need to address traffic safety urgently and comprehensively.

IDOT 2025 safety performance targets

As discussed previously with this committee, IDOT uses two different methods of setting targets, depending on the recent trend of the performance measure. For 2025, IDOT’s targets for both fatalities and rate of fatalities are determined using a policy-based two percent annual reduction in the five-year rolling average. This target reflects IDOT’s commitment to reversing the upward trend. The targets for serious injuries, rate of serious injuries and non-motorized fatalities and serious injuries are set using an ordinary-least-squares (OLS) trendline method because these measures are trending downward, as desired. For each measure, IDOT uses the method that results in the greatest decrease in the 5-year average. IDOT’s statewide safety targets and the rolling five-year averages are shown in table 2.

Table 2. IDOT 2025 Statewide Safety Performance Targets

Performance Measure	Base Years (5 Year Average)					Target
	2018	2019	2020	2021	2022	2025
Fatalities	1,025.0	1,042.0	1,081.0	1,132.2	1,168.2	1099.5
Fatality Rate	0.960	0.972	1.036	1.108	1.151	1.083
Serious Injuries	11,967.2	11,566.8	10,713.4	10,251.6	9,618.4	7816.8
Serious Injury Rate	11.222	10.795	10.177	9.923	9.401	8.046
Non-motorized Fatalities and Serious Injuries	1,561.8	1,584.0	1,492.0	1,496.8	1,459.4	1,332.4

The Transportation Committee met on December 20, 2023 and approved IDOT’s highway safety targets. The committee submits to the MPO Policy Committee and the CMAP Board for their approval.

Requested: Approval



MEMORANDUM

To: MPO Policy Committee

From: CMAP/Transportation Committee

Date: December 20, 2024

Subject: 2026 Highway asset condition targets

Action Requested: Approval

Purpose

CMAP's Transportation Committee requests MPO Policy Committee approval of IDOT's new pavement condition targets and confirm the existing regional bridge condition targets.

Background

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 2018¹, 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.

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

¹ 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

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.²

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

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

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 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](#)³ 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.

Requested: Approval

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



MEMORANDUM

To: MPO Policy Committee

From: CMAP/Transportation Committee

Date: December 20, 2024

Subject: ON TO 2050/2025-2029 TIP Conformity Analysis and TIP Amendment 25-03 release for public comment

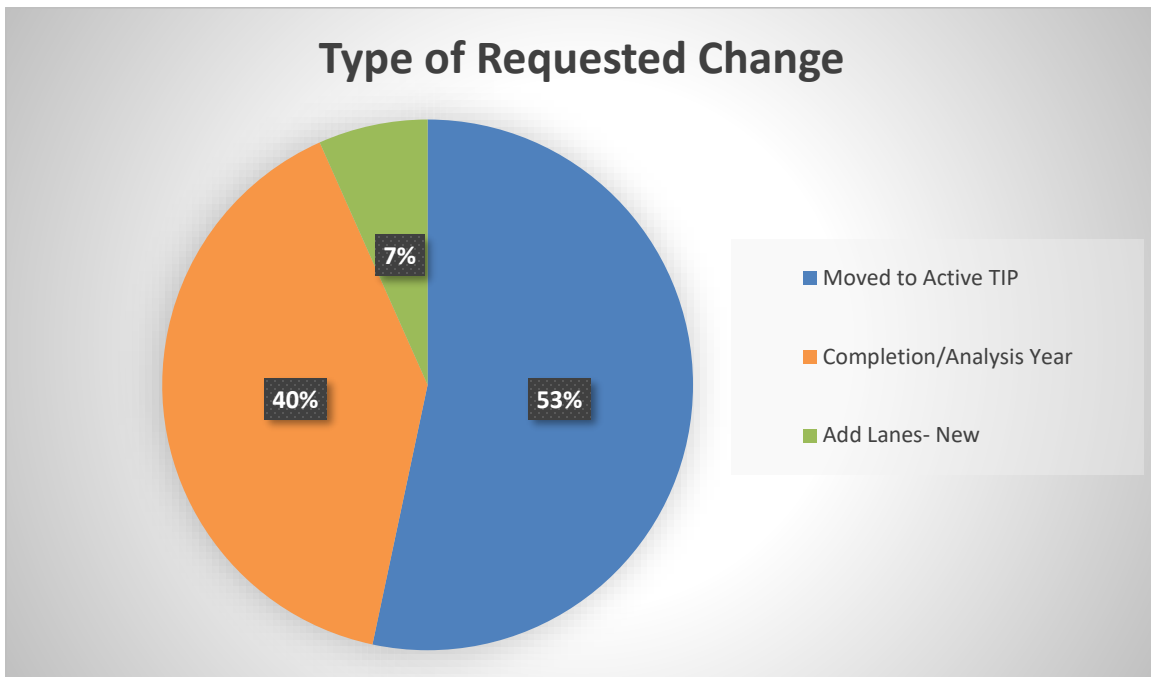
Action Requested: Approval

Purpose

MPO Policy Committee approval of the ON TO 2050/2025-2029 TIP Conformity Analysis & TIP Amendment 25-03 is requested as recommended by the Transportation Committee at its December 20, 2024 meeting.

Background

In accordance with the required plan update conformity analysis policy, CMAP 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 added 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.

Action requested: Approval

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 PM2.5 and NOx Emissions in Tons per Year for PM2.5 (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 ₂ 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



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MEMORANDUM

To: MPO Policy Committee

From: Erin Aleman, Executive Director

Date: December 18, 2024

Subject: FY2026 CMAP draft regional work plan

Action Requested: Information

Purpose

CMAP is sharing its FY 2026 draft regional work plan with the MPO Policy Committee for information.

Background

CMAP's work on behalf of northeastern Illinois is guided by the region's long-term comprehensive plan ON TO 2050, a five-year Strategic Direction, multiyear programs and an annual work plan.

In alignment with the focus areas in the Strategic Direction — transportation, economy and climate — CMAP organizes and prioritizes its work by multiyear programs and an associated portfolio of projects along with agency-wide services that support that work.

This draft FY2026 annual work plan identifies key activities the agency will continue or commence during the time period of July 1, 2025 – June 30, 2026. It's important to note that our work each year builds on the last, as such, these activities are continuing phases of work.

At its January meeting, the CMAP Board will review the draft FY2026 work plan and preliminary budget estimates. The Board will be asked to approve the FY2026 budget and work plan at their February 12, 2025 meeting.

FY2026

CMAP regional work plan draft



Chicago Metropolitan
Agency for Planning

FY2026 work plan components

Annual work plan overview

CMAP's work on behalf of northeastern Illinois is guided by the region's long-term comprehensive plan ON TO 2050, a five-year Strategic Direction, multiyear programs and an annual work plan.

In alignment with the focus areas in the Strategic Direction — transportation, economy and climate — CMAP organizes and prioritizes its work by multiyear programs and an associated portfolio of projects.

This annual work plan identifies key activities CMAP will continue or commence in fiscal year 2026 (July 1, 2025 - June 30, 2026).

This work continues CMAP's 20-year legacy of leading with excellence through:

- Strong planning, policy, research and analysis
- The power of data and the story it tells
- Advancing solutions together

The activities in the FY2026 work plan propel this commitment into actionable steps.

Strategic Direction focus areas:

- A transportation system that works better for everyone
- A robust and inclusive regional economy
- A region that takes action to mitigate and adapt to the impacts of climate change and preserve high-quality water resources

For example, FY2026 brings the opportunity to review and update our region's transportation plan, a process required every four years. This federally required, cooperative, and performance-driven process will build on the strong vision and goals established in ON TO 2050 that we continue to implement today.

In FY2026, we will strengthen our transportation safety work creating a new Safe Systems program to complement our Safe and Complete Streets program. By investing additional resources in innovative data analysis, compelling policy recommendations, and local coalition building and partnerships, we are better positioned to achieve the region's goal of significantly reducing fatalities.

Also in this work plan, we will create a new Emissions Forecasting and Analysis program to support conformity analysis and compliance with National Environmental Policy Act requirements, as well as project evaluation.

Under our agencywide services, we've added a new Content Strategy program (in coordination with the Communications and Engagement programs) to support the strategy, planning, oversight and optimization of multichannel content with a focus on quality, effectiveness, and impact.

We will continue to prioritize and invest in our Data Science program to strengthen and solidify our role as the region's trusted, credible, and authoritative source for data and information. In FY26, we will develop a centralized data catalog and provide centralized data access to enhance knowledge sharing and streamline workflows. And we will also continue to innovate and grow our skills to be a leader in this increasingly complex and evolving space.

With this strategic lens on agencywide services, we will provide a framework for continued excellence.

FY26 Programs

Accelerated Infrastructure Delivery

The Accelerated Infrastructure Delivery program builds the region's capacity to identify and implement innovations in transportation infrastructure project financing, procurement, design, and construction. The program accelerates project delivery and maximizes the region's ability to deliver projects with traditional and alternative financing. Regional partners will be better positioned to strategically pair their projects with the best suited delivery methods and funding sources. The program convenes regional partners and facilitates technical assistance at both the project and policy level, building capacity in innovative project delivery among public and private sectors.

The Accelerated Infrastructure Delivery program works with partners to create a pipeline of projects that can realize benefits from innovative delivery approaches. It also provides technical support and alternative perspectives on how to address common challenges that impact the efficient delivery of infrastructure projects within the region.

FY2026 activities include:

- Policy support for regional partners developing innovative financing approaches
- Management of the Corridor Development Office for the I-290/Blue Line corridor

Accessible Communities

The Accessible Communities program helps local governments and agencies improve accessibility in the region through a comprehensive training and education, technical assistance, and outreach and engagement. A primary goal is to ensure that transportation planning processes are conducted in accordance with all relevant requirements of Title II of the Americans with Disabilities (ADA) Act and the Illinois Accessibility Code. The program also works with government entities make their programs and services accessible for people with disabilities, with a focus on the public right-of-way.

FY2026 activities include:

- Technical assistance for transportation accessibility planning in approximately eight communities
- Training for public entities on hosting and facilitating accessible meetings and engagement activities
- Guidance and advice to communities on meeting ADA Title II requirements

Achieving Performance Outcomes

The Achieving Performance Outcomes program aligns the region's planning work outcomes with the policy goals of ON TO 2050 and the United States Department of Transportation (USDOT). This involves setting targets; learning from and advising partner plans; facilitating conversations with regulators; informing programming; monitoring progress; and communicating developments to internal and external stakeholders. In addition, this program systematically reviews federal requirements and explores peer best practices to identify process adjustments in support of both ON TO 2050 and USDOT goals. Through this process, MPO roles and responsibilities are identified for inclusion in agency programs and projects.

FY2026 activities include:

- Establishment and tracking of performance targets relevant to safety, greenhouse gas emissions, asset condition, and system performance as required by federal law
- Establishment and tracking of performance targets relevant to ON TO 2050 goals related to community, prosperity, environment, governance, mobility, and inclusive growth
- Alignment of regional activities with Federal Transit Administration and Federal Highway Administration requirements
- Establishment and tracking of the congestion management process' performance, and publication of related information that is accessible to stakeholders, partners, and the public

Building Capacity

The Building Capacity program works to understand local government needs and deliver technical assistance at the intersection of capacity building, infrastructure, and governance. The program continuously engages local governments to identify challenges. It also provides technical assistance to meet the most pressing needs of and build capacity for local governments.

FY2026 activities include:

- Collaboration with municipalities and communication on priority issues via the Local Government Network
- Determination and promotion of available forms of technical assistance offered through the annual call for technical assistance, in collaboration with the Regional Transportation Authority
- Technical assistance to local governments to build capacity for data-driven decision making and create long-range plans for transportation and other capital investments
- Technical assistance to local governments to establish grant life cycle processes, address challenges to grant management, and support applications to connect prioritized projects with funding
- Technical assistance to local governments following plan-creation, to help organize and support implementation of adopted community plans

Climate Mitigation

The Climate Mitigation program focuses on reducing greenhouse gas emissions to meet international, science-based targets to avoid the worst impacts of climate change. The program develops data and resources to inform decision making and advance policies and projects to meet ON TO 2050 greenhouse gas reduction goals.

Over the next several years, CMAP will develop a comprehensive climate action plan for a larger 13-county area (as dictated by federal funding criteria), in collaboration with regional partners. This work will identify greenhouse gas reduction strategies across all major emission sectors including transportation, residential and commercial buildings, industry, wastewater, and agriculture. The plan will provide stakeholders with data and analyses to guide local, regional, and state climate mitigation efforts, including greenhouse gas inventories; benefit analyses of co-pollutant reductions and other co-benefits; and refined greenhouse gas reduction targets.

FY2026 activities include:

- Completion of the Comprehensive Climate Action Plan for the greater Chicago area
- Partnership with ComEd, Respiratory Health Association, and Argonne and Oak Ridge national laboratories for a scenario planning process to identify transportation greenhouse gas emission reduction strategies and quantify their impacts on energy generation and transmission
- Update the Regional Greenhouse Gas Inventory and municipal emission profiles to understand conditions and track implementation progress

Climate Resilience

The Climate Resilience program focuses on increasing regional infrastructure resilience to climate change including flooding, as well as preserving one of the region's greatest assets — its freshwater. First, the program seeks to build resilience by helping the region's communities and infrastructure prepare, recover, and adapt to the impacts of extreme weather and climate change. Second, it looks to protect and sustainably manage northeastern Illinois' water resources.

Resilience activities in the program include research and analysis; regional and local planning; convening of critical implementing partners (primarily stormwater, emergency management, planning, and transportation divisions); communications, outreach, and engagement; capacity building; and the securing, prioritization, and guidance of capital investments in climate resilience projects for the region. Important components of this work also include climate equity and environmental justice considerations to reduce disproportionate impacts. This program will encourage climate resilience elements in transportation capital project designs.

The Climate Resilience program's water resources work focuses on improving and maintaining the quantity and quality of our lakes, rivers, streams, and groundwater aquifers. It promotes best practices in water conservation, green infrastructure, and pollution prevention. It also provides regional data on water demand and water quality, as well as develops plans for local governments and community coalitions to collaboratively protect water resources.

FY2026 activities include:

- Identification and prioritization of transportation resilience projects and recommended resilience practices; use of Transportation Resilience Improvement Plan deliverables to highlight priorities (e.g., local planning, policy, and programming) for implementation
- Regional flood susceptibility index update, to identify priority areas for flood mitigation and assess equity impacts
- Partnership with the Illinois-Indiana Sea Grant to promote municipal water conservation and efficiency practices
- Develop priorities to address heat resilience

Coordinated Land Use Strategies

The Coordinated Land Use Strategies program coordinates municipalities, counties, funders, and nonprofits to grow the number and quality of housing choices with access to transportation and economic opportunity across the region. Inclusive and coordinated strategies are required to strengthen the links between the transportation system and the location of people, jobs, and goods and services by assisting communities with housing and land use policies.

FY2026 activities include:

- A competitive call for technical assistance projects
- Analysis of key housing data and issues in the region for counties, municipalities, and City of Chicago community areas
- Technical assistance to McHenry County for a coordinated sub-regional approach to planning for housing
- Regional framing of community comprehensive planning, best practices for equitable engagement, and balancing the statutory role of municipal plans with community needs and regional goals

Economic Competitiveness

The Economic Competitiveness program coordinates regional and local partners to develop a competitive global identity and outcompete peer regions economically. This requires forward-thinking, inclusive, and coordinated strategies to sustain and leverage our region's significant transportation and freight infrastructure assets, diverse talent, strong exporting industries, and world-class institutions of innovation, research, and culture.

FY2026 activities include:

- Technical assistance to communities and counties on ways to leverage transportation assets to attract local investment, strengthen developer connections, and address local economic development and capacity issues
- Ongoing support for the Greater Chicagoland Economic Partnership, including World Business Chicago and the seven counties, to drive economic growth and advance equity across the region and its diverse communities
- Collaborative discussions and assessments of opportunities to provide technical assistance to multijurisdictional consortiums of municipalities facing transportation and land use challenges due to regionally impactful developments

Emissions Forecasting and Analysis

The Emissions Forecasting and Analysis program provides a framework to support CMAP's policy and plan development, as well as provide continued support to CMAP's transportation programming activities by performing conformity analysis, compliance with National Environmental Policy Act requirements, and project evaluation. This program encompasses a full understanding of the agency's existing forecast requirements and tools, positioning it to anticipate future emerging forecast and analysis needs.

FY26 activities include:

- Analysis and maintenance of conformity of plans and programs
- Advanced emissions modeling
- Data analysis in support of the Climate Mitigation program
- Emissions-related project evaluation for funding programs, regional transportation plan, and/or special projects
- Coordination with partner agencies to improve forecasting (LADCO, IEPA, IDOT, research institutions)

Environmental Justice

The Environmental Justice program works to understand the needs of disinvested communities and delivers technical assistance through the lenses of capacity building, climate resilience, and equitable quality of life. The program engages local governments and underserved and/or overburdened populations to identify environmental impacts and harms from transportation infrastructure and related land uses. It provides technical assistance to build capacity for disadvantaged local governments to mitigate and adapt negative impacts. The program advances community empowerment to ensure fair treatment and meaningful involvement of underserved and/or overburdened populations exposed to environmental and transportation harms.

FY2026 activities include:

- Technical assistance to a small group of communities as a case study for establishing and tracking equity measures
- Technical assistance to local governments for pavement management planning, providing new road conditions data to communities which allows for more equitable distribution of road improvement funds
- Engagement with community-based organizations through the Community Alliance for Regional Equity
- Technical assistance, in collaboration with the Regional Transportation Authority, for Equiticity as a case study for assessing regional indicators of transportation insecurity
- Regional framing of environmental justice issues, policy recommendations, best practices, opportunities for collaboration, and strategies for addressing disproportionate impacts
- Technical assistance to local governments to address transportation safety and economic development challenges within the context of ON TO 2050 principles of resiliency, inclusive growth, and prioritized investment through long-range corridor planning

Federal Transportation Funding Programs

The Federal Transportation Funding program oversees the programming and management of certain federal sources used for transportation planning and projects — from the development of the methodologies for project selection through the various phases of implementation, to the obligation and expenditure of the federal funding. These federal funding programs support the development and execution of the agency's MPO requirements and the execution of projects that implement the region's long-range transportation goals.

FY2026 activities include:

- Support for the development of the Unified Work Program and management of external transportation planning projects
- Federal funding committee governance and project selection for the federally funded Congestion Mitigation and Air Quality Improvement Program (CMAQ), Carbon Reduction Program (CRP), Local Transportation Alternative Program (TAP-L), Surface Transportation Program (STP) shared fund and local STP
- Active program management techniques that ensure federal funds are utilized in a timely manner

Integrated Mobility and Inclusive Growth

The Integrated Mobility and Inclusive Growth program focuses on long-term, intersectional issues facing the region with an emphasis on advancing coordinated mobility, efficient land use, economic competitiveness, and a sustainable environment. This work coordinates government bodies and stakeholders to address large-scale, multijurisdictional challenges where a strategic, integrated approach to planning and policy is required to advance regional objectives.

FY2026 activities include:

- Development of a regional vision plan (the successor plan to ON TO 2050)
- Advancement of recommendations in the Plan of Action for Regional Transit, to address the region's transit fiscal cliff in 2026

Land Use Forecasting and Analysis

The Land Use Forecasting and Analysis program develops and enhances decision-making tools and models that provide long-range population and employment projections for local and regional planning. Central to the program's work is the maintenance of land use databases, which ensures accurate and up-to-date inventory and development information is available for analysis. The program creates decision-support tools that leverage advanced analytical approaches and cloud computing to help address challenges related to community growth, change, and policy impacts on land use. The program also produces socioeconomic forecasts that project population and employment trends, supporting strategic planning efforts.

FY2026 activities include:

- Maintenance of the community cohort evaluation tool
- Maintenance of the land use inventory database
- Community data snapshots
- Updated local and regional socioeconomic forecasts

Safe and Complete Streets

The Safe and Complete Streets program aims to improve regional livability and modal options with the goal of eliminating traffic fatalities through a comprehensive and sustainable transportation system. The work pursues enhanced mobility and active transportation. Through comprehensive data analysis and local planning projects and project implementation, the program collaborates to implement projects and programs focused on reducing fatal and serious injury crashes, as well as implementing safe, accessible, and connected transportation options for all. These efforts are coordinated with the Accessible Communities program, the Safe Systems Program, and other transportation programs for a comprehensive approach to improving transportation and safety.

FY2026 activities include:

- Technical assistance to county partners for a regional approach to road safety planning that meets the eligibility requirements for federal Safe Streets and Roads for All implementation funding
- Innovations in bicycle and pedestrian infrastructure data
- Development of a Complete Streets Toolkit

Safe Systems

The Safe Systems program aims to improve traffic safety through innovative data analysis, compelling policy recommendations, and local coalition building and partnerships. Through collaborative regional and local projects, northeastern Illinois can implement policy changes and projects to reduce crashes and create safe, accessible, and connected transportation options for all. These efforts are closely aligned with the Safe and Complete Streets program, the Accessible Communities program, and other transportation programs to address necessary policy and programmatic changes to improve transportation safety.

FY2026 activities include:

- Regional framing of safety issues, policy recommendations, technical methods, and an equitable and transparent engagement approach
- A collaborative approach to implement safety projects through the Illinois Highway Safety Improvement Plan
- Strategic assessment of transportation funds

Transportation Improvement Program Coordination

The Transportation Improvement Program (TIP) is the short-range transportation program and documentation process that informs and implements the long-range transportation goals in ON TO 2050. Other responsibilities include ensuring conformity of plans and programs throughout the region; monitoring all projects in the eTIP database; ensuring the region's programs are constrained to available fiscal resources; and assisting CMAP's programming partners in adhering to the legislative regulations that govern federal funding. The eTIP database collects and manages project information from CMAP's partners to inform them and the public about the scope of work, cost, and implementation schedule of transportation projects in the region.

FY2026 activities include:

- TIP project development, tracking, analyses and documentation
- Support for the subregional Councils of Mayors and planning liaison program

Transportation Investment Strategies

The Transportation Investment Strategies program is a collaborative approach to improve connections between the region's goals and CMAP's state- and federally-mandated transportation financial planning and programming responsibilities. The program coordinates the development of the region's long-range transportation plan. It also develops a financial plan, compiles a constrained list of regional capital projects, and provides a collaborative process to prioritize long-term and short-term investment strategies for the region's transportation system.

FY2026 activities include:

- Development of the 2026 Regional Transportation Plan
- Identification, evaluation, and prioritization of regional capital projects (RCP)
- Development of the transportation financial plan for the next long-range transportation plan

Transportation Network Efficiencies

The Transportation Network Efficiencies program responds to ON TO 2050 goals for a modern, multimodal transportation system that adapts to changing travel needs. The program develops and supports strategies to manage travel demand and congestion in northeastern Illinois. It convenes the region around strategies that can improve the safety, efficiency, reliability, and resilience of the transportation network — such as intelligent transportation systems, freight system improvements, or other necessary innovations.

FY2026 activities include:

- Implementation of the updated regional congestion management process, including the identification of priority corridors and initiation of follow-on corridor planning efforts
- Exploration of major trends facing the region's freight system, as well as opportunities for additional policy development

Travel Demand Forecasting

The Travel Demand Forecasting program develops, maintains, and applies analysis tools to support the agency's performance-based transportation programming decisions. This includes maintaining both trip- and activity-based travel demand models. These tools are used for air quality conformity analyses, long-range plan scenario evaluations, capital project evaluations, and policy change impacts. The program area also develops and applies tools to forecast commercial vehicle movement in the region. One of the program's major data collection efforts is the My Daily Travel survey, a multiyear household travel survey focused on gathering travel behavior information from the region's residents. Ongoing efforts also identify and evaluate new sources of data that can be used to develop and validate modeling tools.

This program helps satisfy federal requirements related to air quality conformity analyses and travel demand modeling. It also supports the intent of the Regional Planning Act that CMAP shall be the authoritative source for regional data collection, exchange, dissemination, analysis, evaluation, forecasting, and modeling.

FY2026 activities include:

- Travel modeling to support air quality conformity analyses
- Transportation modeling services to support the regional partners' planning activities
- Distribution and analysis of a regional household travel survey
- Implementation of enhancements

FY26 Agencywide service programs

Accounting

The Accounting program provides administration and support for accounts payable and accounts receivable activities, ensuring timely payments to vendors and collection of funds; ensures timely and accurate payments to employees and supports associated reporting of taxes, insurance, pension and other benefits; ensures that grants are properly funded and expenditures are appropriate based on grant agreements and CFR 200 guidance; provides financial reporting required by federal and state government, the CMAP Board, and others; ; and performs treasury services . The Accounting program is also responsible for facilitating the annual audit of the agency’s financial records.

FY2026 activities include:

- Accounting services and oversight
- Financial reporting and external audit support
- Implementation and administration of a new enterprise resource planning system

Communications

The Communications program oversees all CMAP communications and content, raising the agency’s profile through a robust strategy that supports and strengthens every program and project. The program includes strategic planning, design, copyediting, media, marketing, social media, web development, and other content support. It also oversees the production and quality control of print and web materials, as well as graphic design, photography, and videography. The program develops agencywide standards to ensure high-quality products tailored to audiences and reflective of regional goals; updates process, style, and branding guidelines; drafts materials in plain language and accessible formats; produces ongoing public communications such as reports, newsletters, websites, and social media; and supports internal communications, data, and engagement tools.

FY2026 activities include:

- Comprehensive Communications & Engagement plans for each CMAP program area
- Compiling and publishing the agency’s annual report

Content Strategy and Development

The Content Strategy and Development program supports the strategy, planning, oversight and optimization of multichannel content with a focus on quality, effectiveness, and impact. It is closely aligned with the Communications and Engagement programs, with a focus on developing agencywide content strategy for: public information and messaging; context, purpose, and target audiences; channels and platforms; and mediums (text, graphic, audio, video, interactive, virtual).

FY2026 activities include:

- Development of a content strategy to establish agency goals and drive results
- Research and analysis of key audiences, questions, and knowledge gaps to inform content development and assess content performance
- Content development that translates and communicates complex concepts into clear, engaging content — through multiple formats like text, graphic, audio, video, digital, etc. — to connect with audiences

Data Science

The Data Science program fosters cross-divisional relationships around data understanding, inventory, exploration, and analysis. It provides oversight to the agency's data catalog and open data portal and organizes collection and processing efforts for regional datasets. The program advances the agency's analytical capabilities by researching best practices, developing innovative tools, and testing new methods for using data in the planning field. The program actively seeks new data sources as well as new insights from existing data sources, to support CMAP's goals and data-driven decision making, while building relationships with universities and partner agencies. The Data Science program creates an innovative environment that grows CMAP's data science skills through internal and external collaboration while providing a unified framework for managing the agency's data assets and a space to adapt as data needs change.

FY2026 activities include:

- Data and information services
- Geographic information system management, modernization, and strategy
- Creation of a centralized data catalog and development of centralized data access to enhance knowledge sharing and to streamline workflows

Engagement

The Engagement program provides strategic, outcome-driven direction and engagement services to support programs and projects across the agency. The engagement program delivers meaningful, inclusive, and responsive engagement with the agency's stakeholders and constituencies, guided by best practices and the CMAP Public Participation Plan.

The Engagement program maintains a focus on people and communities that have been traditionally marginalized and measures and evaluates outcomes for greater impact. Engagement strategies across agency programs identify key audiences to guide or implement CMAP's policies, as well as barriers to participation. The program designs engagement strategies and methods that meet audiences where they are to strengthen relationships, build trust, and connect constituencies to CMAP resources. The program uses and evaluates varied tools and methods to reach the agency's audiences, support project teams, and develop internal engagement initiatives.

FY2026 activities include:

- Support for CMAP teams with engagement strategies and resources for agency programs and projects, to develop effective agency engagement ambassadors
- Annual Future Leaders in Planning program

Financial Planning and Analysis

The Financial Planning and Analysis program leads financial planning, grants management, and procurement support across CMAP to ensure the agency's projects are managed efficiently and effectively to advance ON TO 2050 goals. This includes supporting the agency transition to updated project management and financial tools; developing the annual work plan; advising and supporting project managers on effective approaches for advancing projects; tracking agency progress towards expected outcomes; identifying solutions for project management issues (e.g., expenditure delays, unprogrammed funds, KPI target deviations); ensuring robust procurements; and managing grants and contracts.

FY2026 activities include:

- Development of the annual work plan
- Development of the annual budget
- Budget implementation and oversight
- Project management training and advising
- Reporting and analysis of performance measures

Human Resources

The Human Resources program works with employees and management to address employee performance and professional development. This process is formalized through the career framework, annual review process, development plans, regular employee performance conversations, and performance documentation. The program also provides policies to help employees understand federal, state, and agency polices, including standards of conduct and performance expectations.

FY2026 activities include:

- Professional training opportunities for staff members
- Management of the intern and fellowship program
- Conduct a classification and compensation study to review agency roles and compensation through market analysis, to ensure salary structure is competitive, in an effort to attract and retain talent
- Facilitation of annual employee reviews and merit-based pay increases
- Open enrollment and employee benefit selections management

Information Technology

The Information Technology program manages and monitors internal computer network performance. It includes the acquisition, licensing, installation, and maintenance of software applications, server hardware systems, and other related equipment. It also provides user support to CMAP employees as needed.

FY2026 activities include:

- Service and maintenance of CMAP hardware and software
- Continued support of enterprise resource planning system
- Upgrades for conference room audio visual equipment and infrastructure, to better provide consistent and reliable technology during meetings

Intergovernmental Affairs

The Intergovernmental Affairs program monitors and analyzes legislative action significant to CMAP's work to prepare strategies for state and federal legislative and executive activities. It provides reports to CMAP executive staff members, board members, and policy and working committees. It develops and maintains relationships with legislative and executive staff, administrative offices at all levels of government, and external funders to keep them informed of developments related to CMAP's work. The program also biennially develops and tracks the success of the CMAP Advocacy Agenda, which focuses on advancing the objectives of ON TO 2050.

FY2026 activities include:

- Enactment of legislation to appropriate state general revenue funds to fulfill responsibilities in the Regional Planning Act
- Congressional district staff briefings
- Meetings with General Assembly members regarding the advocacy agenda
- Convening of the federal Surface Transportation Reauthorization Working Group

Operations

The Operations program provides a wide array of administrative, clerical, technical, and operational support services across the agency to ensure that the office is managed efficiently and effectively. It provides administrative support to executive leadership and divisions; supports general operations through facilities management; and supports the agency's activities, events, and meetings. The Operations program provides support for all public body meetings and administers the agenda management system. It also coordinates the agency's record retention program and Freedom of Information Act requests.

FY2026 activities include:

- Administrative support for all in-person public body meetings
- Facilities management
- FOIA requests responses in a timely manner
- Oversight and maintenance of the public agenda management system
- Management and retention of agency records

People and Culture

The People and Culture program leads projects that advance the agency's commitment to strategically develop CMAP staff and culture. The program achieves this by establishing a people and culture strategy and meaningful objectives that are aligned to employee wellbeing. This program includes a council made of up staff from all levels, to guide the agency's efforts and progress in the workforce and workplace focus area.

FY2026 activities include:

- Update to CMAP's People and Culture Strategic Plan
- Continued implementation of improvements to agency policies and activities

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

See cmap.illinois.gov for more information.

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Chicago Metropolitan
Agency for Planning

MEMORANDUM

To: MPO Policy Committee

From: CMAP Staff

Date: December 23, 2025

Subject: Accessible Communities Program Update

Action Requested: Information

Background

In 2021, the Metropolitan Planning Council released a report titled “[Where the Sidewalk Ends](#),” which assessed municipal compliance with Title II of the ADA in northeastern Illinois. The report found only 22 communities (9%) had a Transition Plan, a Title II requirement for communities with 50 or more employees. This report provided the foundation for CMAP’s Accessible Communities Program. The Program launched in 2022 with additional funding from IDOT and has since made measurable progress in making a more inclusive and accessible region, with a focus on the public right-of-way.

Establishing a Baseline and Program

Title II of the ADA includes five administrative requirements for public entities with 50 or more employees and two for public entities with less than 50 employees. The Accessible Communities Program team, through the 2022 CMAP Municipal Survey, website scans, and interviews, established a baseline of compliance within the CMAP region. The team also developed and implemented a regional training program that was attended by 273 people, some of whom attended multiple training sessions on various topics, representing 140 organizations, including 86 municipalities. Additional initiatives included research into links between accessibility and economic development, establishing a regional ADA Coordinator peer group, and providing technical assistance for ADA public right-of-way transition plans for 12 municipalities.

Measuring Progress

The Accessible Communities Program is using the ADA Title II five administrative requirements as metrics for regional compliance. Since the launch of the program two years prior, the region has made substantial improvements to improving accessibility, as shown in Table 1.

Table 1. ADA Title II Compliance in Northeastern Illinois

ADA Title II Requirement	# of municipalities		% increase
	2022	2024	
1. Notice of rights under the ADA (284 communities)	77	111	44%
2. Self-evaluation (284 communities)	41	44	7%
3. ADA Coordinator (50+ employees, 241 communities)	29	103	255%
4. Grievance Procedure* (50+ employees, 241 communities)	83	99*	19%
5. Transition Plan ** (50+ employees, 241 communities)	38	43	13%
<p><i>*Two-hundred and forty-one communities in the region have over 50 employees and therefore are required to have a grievance procedure; of those, ninety-nine have a grievance procedure in place. An additional three municipalities, although not required to, have a grievance procedure in place.</i></p> <p><i>**CMAP staff could not verify four communities that were counted as part of “Where the Sidewalk Ends” and those have been excluded from this inventory.</i></p>			

Next Steps

The Accessible Communities Program will continue to offer technical assistance for ADA PROW transition plans, which will prioritize and guide public infrastructure improvements. Upcoming projects include convening a regional accessibility steering committee, launching a regional engagement program, and providing additional training to municipal staff to ensure public meetings and communications meet the needs of people with disabilities and the public at-large.

MEMORANDUM

To: MPO Policy Committee

From: CMAP

Date: December 18, 2024

Subject: Regional Transportation Plan update

Action Requested: Information

Purpose

CMAP will provide an update on the development of the next Regional Transportation Plan:

- Federal guidance recommends that CMAP revisit how it defines and prioritizes projects for inclusion in the RTP. CMAP convened a resource group to inform updates to these policies and procedures.
- CMAP is exploring how the region identifies projects for evaluation and prioritization in the 2026 RTP. The changes under consideration are responsive to federal and state regulations and feedback from the resource group.

Background

CMAP is required by federal and state regulations to develop a Regional Transportation Plan (RTP) every four years that includes a fiscally constrained list of priority transportation 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 GO TO 2040 and ON TO 2050, these projects were referred to as Regionally Significant Projects and Major Capital Investments.

The identification and prioritization of projects to include in the RTP 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 projects 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 projects 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 projects 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.

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.”¹

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.

¹ 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.

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.”² 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.

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

2

https://www.cmap.illinois.gov/documents/10180/282605/2014ChicagoPlanningCertificationReview_Final.pdf/9ae61d62-eaf5-4be6-a463-909fa9449b08

arterial roadway projects that may not be fully representative of the intended highest priority considerations or representative of the multimodal goals of the region.”³

Changes under consideration for identifying, designating, and prioritizing projects

In response to federal and state regulations, certification review recommendations, CMAP is exploring potential updates to how the region identifies and assigns fiscal constraint to projects with the potential to impact on regional travel and the quality of life for the people of northeastern Illinois.

To help inform this effort, CMAP convened 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.

Guided by federal recommendations and input from the resource group, these key changes are under consideration

- 1. Score-based ranking** - Projects would be prioritized using a tiered ranking system based on their alignment with regional goals. While all projects within the constrained budget would remain eligible for funding, those categorized as the highest priority would 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 projects 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.

Requested: Information

Appendix A: Term definitions

Appendix B: Regional Transportation System Map

Appendix C: Exemption Status by Work Type

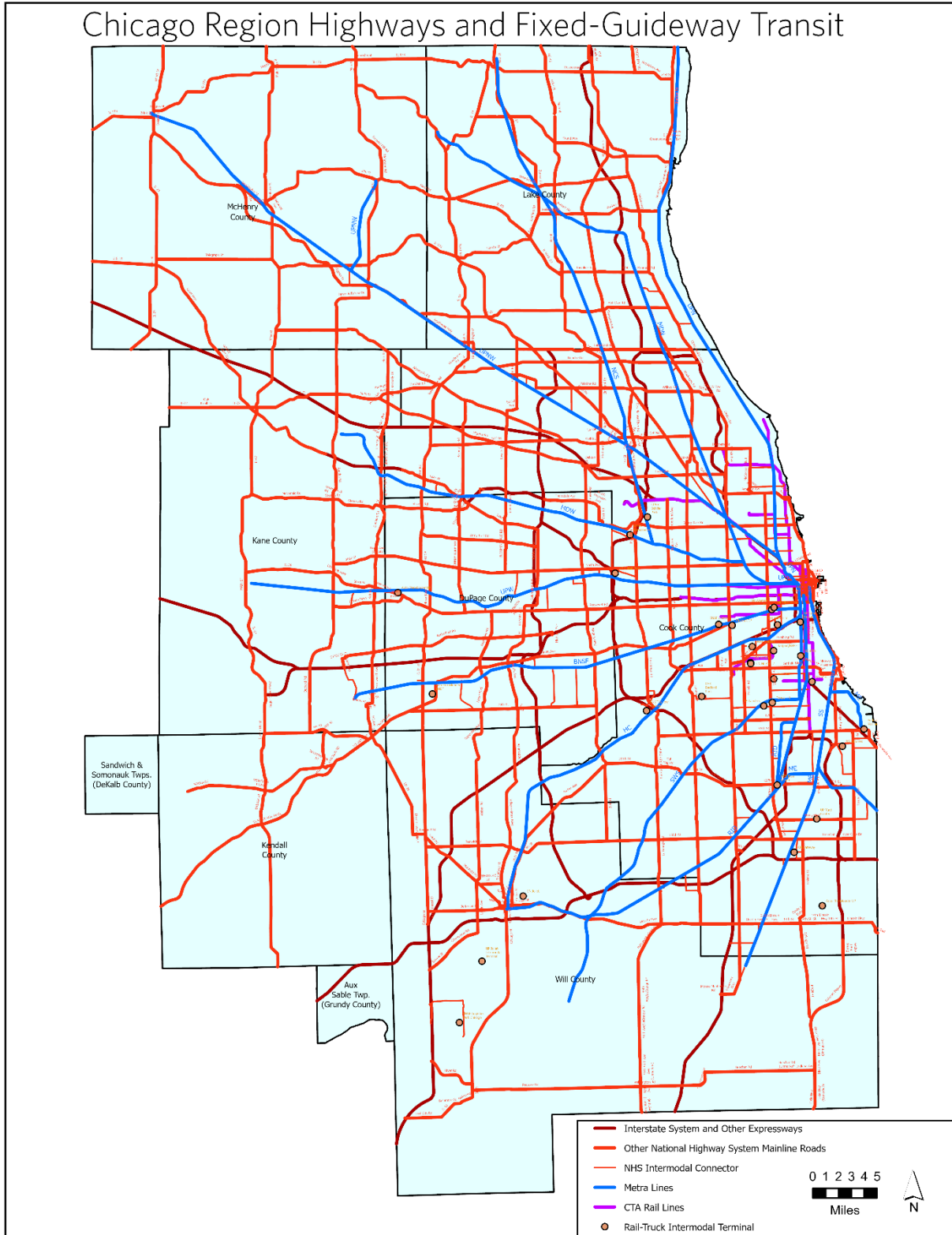
³ https://www.cmap.illinois.gov/documents/10180/282605/2023-03-07_Chicago+TMA+Certification+Report+-+Transmittal+Letter.pdf/9cf46263-17c6-e91a-2a5b-7793b887d8a2?t=1678287881851

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.⁴ 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.
- **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.

⁴ <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
Bicycle and Pedestrian - Maintenance			
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
Bicycle and Pedestrian - Modernization			
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
Bicycle and Pedestrian - Expansion			
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
Bridge - Maintenance			
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
Bridge - Modernization			
B-RECNG	Bridge/Structure - Reconst/Rehab Chng in Lane Use/Widths	Exempt Tested	Reconfigure Bridge

B-REPLACE	Bridge/Structure - Replace	Exempt	Replace Bridge
Bridge - Expansion			
B-NEW	Bridge/Structure - New	Not Exempt	Build New Bridge
Highway - Maintenance			
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
Highway - Modernization			
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
Highway - Expansion			
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
Highway - Other			
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
Safety			
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
Signals			
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
Transit - Maintenance			
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
Transit - Modernization			

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
Transit - Expansion			
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
Transit - Other			
O-C&A	Operations - Contingency And Administration	Exempt	Fund Contingency and Administration
Other Work Types			
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

UPDATED: July 2022